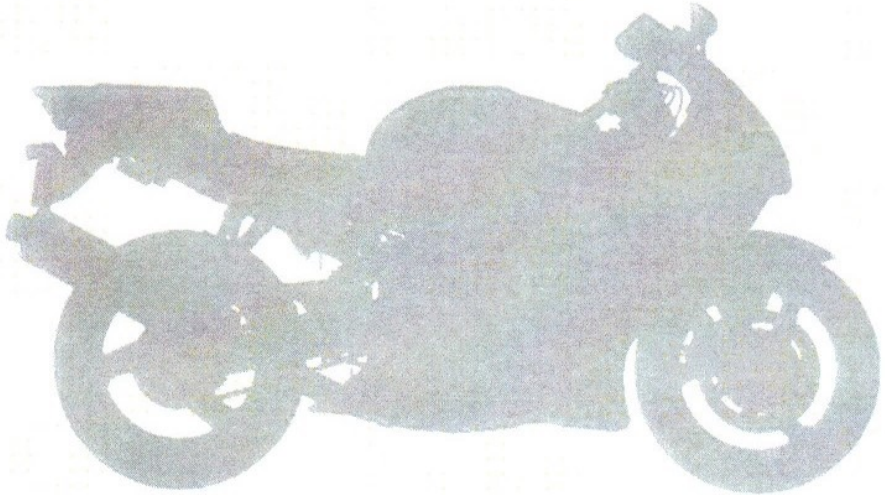
HONDA

1978

Owner's Manual



HAWK

HONDA HAWK HONDAMATIC 1978
OWNER'S MANUAL

3141701

WELCOME,

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You ride through the wind, linked to the road by a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

To meet the challenges safely, and to enjoy the adventure fully, you should become thoroughly familiar with this owner's manual BEFORE YOU RIDE THE MOTORCYCLE.

When service is required, remember that your Honda dealer knows your motorcycle best and is equipped to provide regular service.

Pleasant riding, and thank you for choosing a Honda!

CONTENTS

MOTORCYCLE SAFETY

WARNING

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

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 26) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:
   - Wear bright or reflective clothing.
   - Don't drive in another motorist's "blind spot".
4. Obey all federal, state, and local laws and regulations.
   - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
   - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

PROTECTIVE APPAREL

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

MODIFICATIONS

WARNING

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

LOADING AND ACCESSORIES

WARNING

A motorcycle is sensitive to changes in weight and aerodynamic forces. Improper addition of accessories or cargo can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when adding and riding with cargo and accessories. These general guidelines may help you decide whether, or how to equip your motorcycle:

Loading

The vehicle capacity load limit is 330 lb. (150 kg). The combined weight of the rider, passenger, cargo, and all accessories must not exceed this limit. Cargo weight alone should not exceed 30 lbs.

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.

2. Luggage racks are for light weight items. Do not carry more than 30 lbs. of cargo on a luggage rack behind the seat. Bulky items too far behind the rider may cause wind turbulence that impairs handling.
3. All cargo and accessories must be secure for stable handling. Re-check cargo security and accessory mounts frequently.
4. Do not attach large, heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

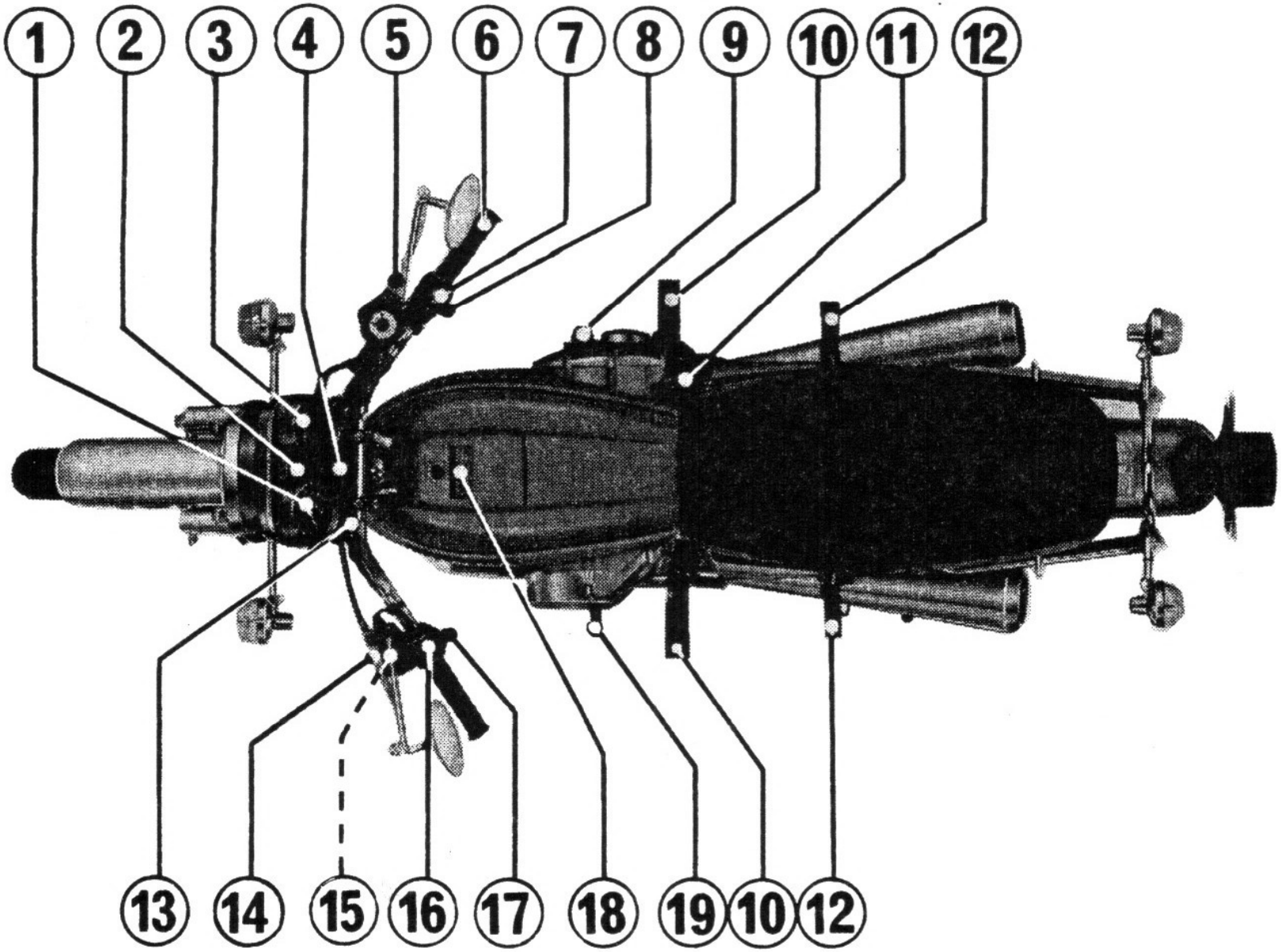
Accessories

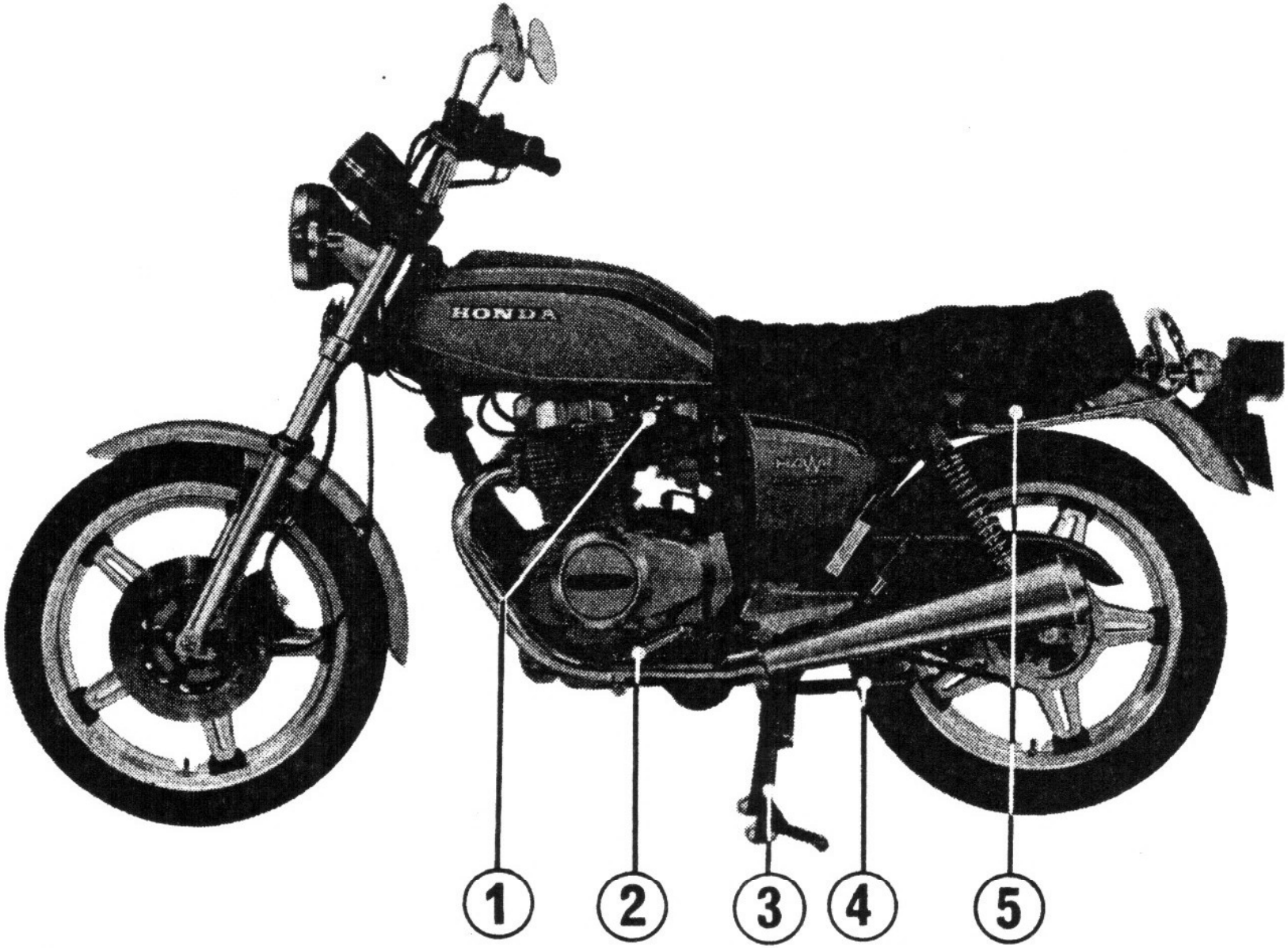
Genuine Honda accessories have been specifically designed for and tested on this motorcycle. Because the factory can not test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under LOADING above, and these:

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.
3. Accessories which alter your riding position may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power at night or in traffic.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.
6. Do not attach any accessories at the shock absorber bolts. The bolts pivot when the suspension moves.

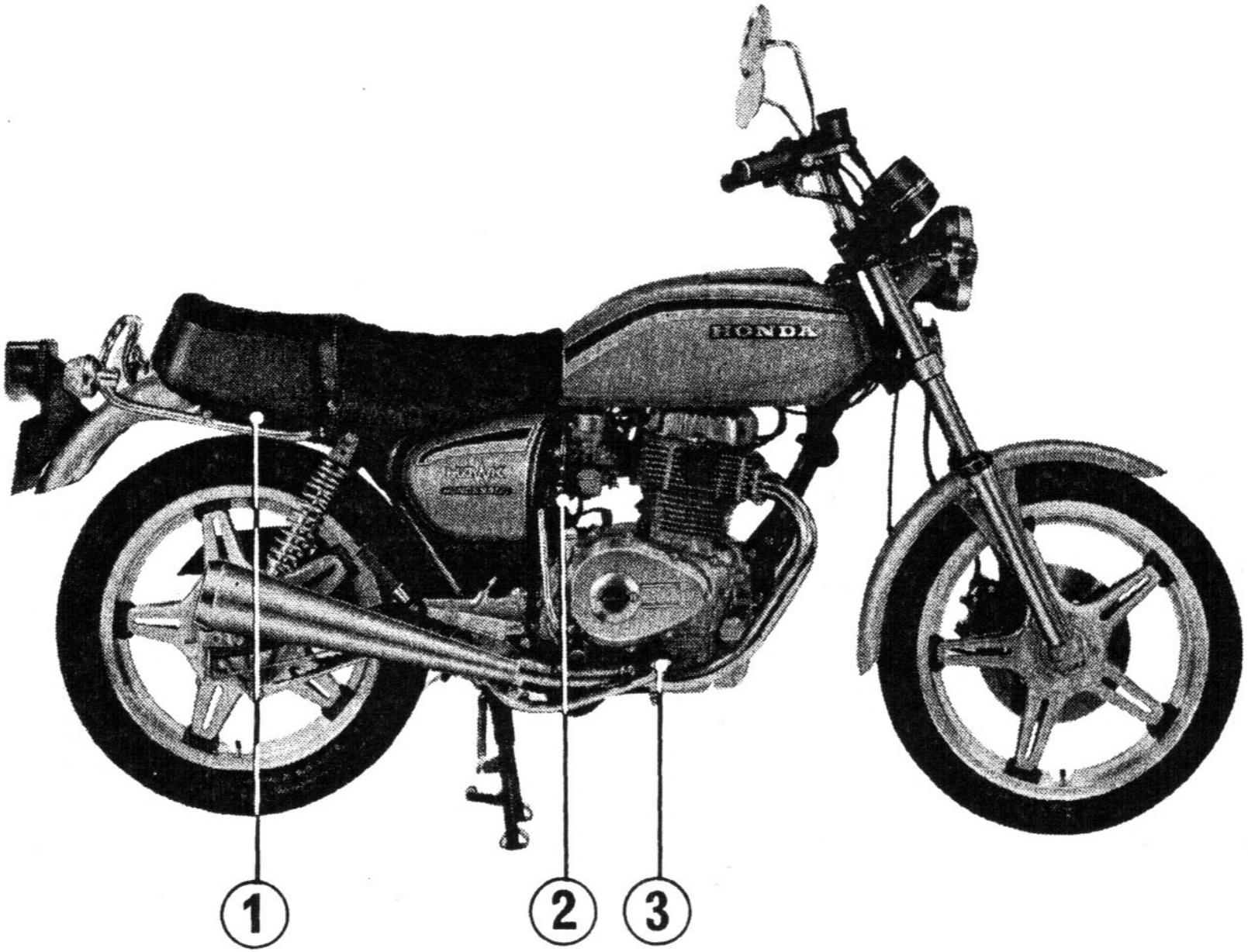
PARTS LOCATION

(1) Speedometer
(2) Indicator and warning lights
(3) Gear indicator
(4) Ignition switch
(5) Front brake lever
(6) Throttle grip
(7) Engine stop switch
(8) Starter button
(9) Rear brake pedal
(10) Foot pegs
(11) Kickstarter pedal
(12) Passenger foot pegs
(13) Choke knob
(14) Parking brake lever
(15) Parking brake knob
(16) Headlight dimmer switch
(17) Turn signal switch (above)
Horn button (below)
(18) Fuel filler cover
(19) Gear change pedal


1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
10
12



(1) Fuel valve
(2) Gear change pedal
(3) Center stand
(4) Side stand
(5) Seat latch

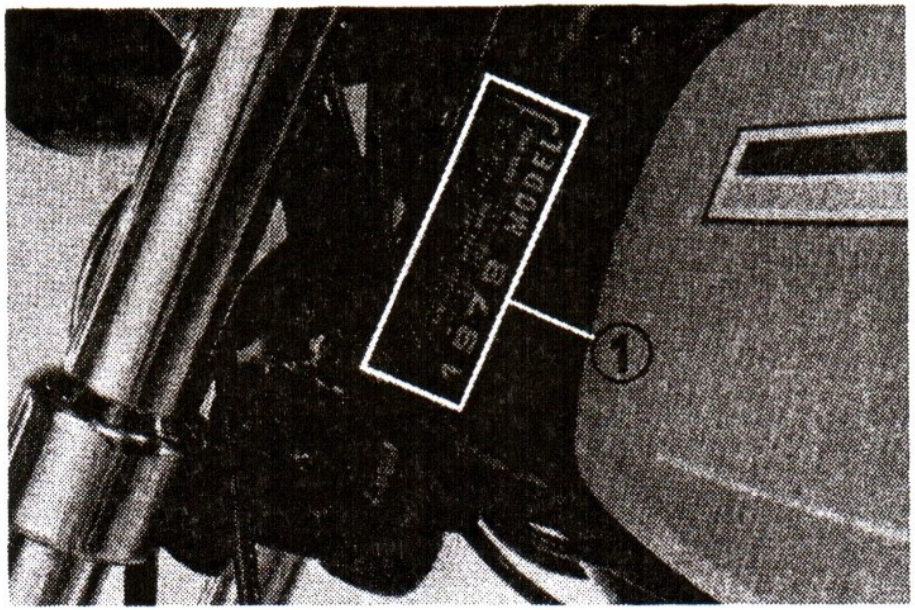


(1) Seat latch (2) Kickstarter pedal (3) Rear brake pedal

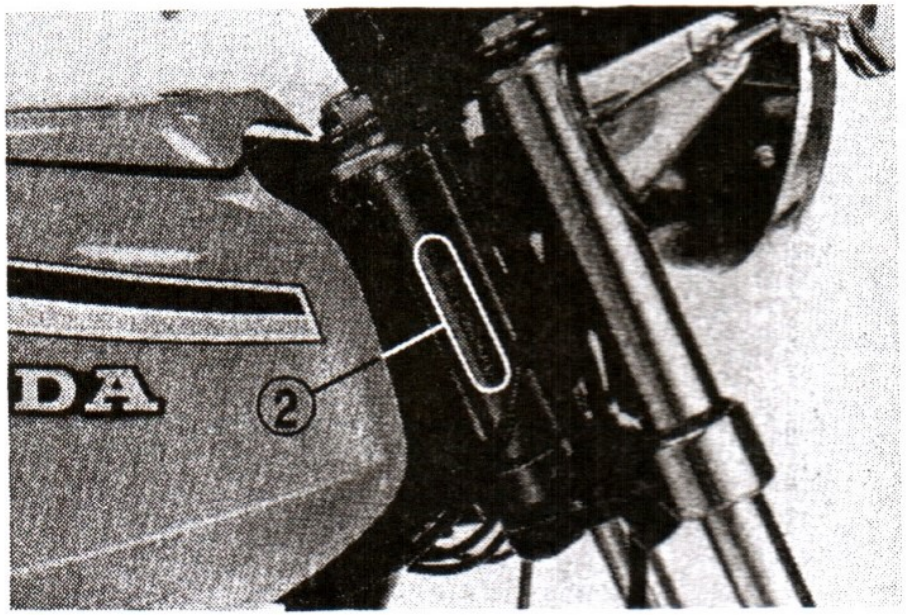
SERIAL NUMBERS

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 for your reference.

The VIN, Vehicle Identification Number (1), is on the Safety Certification Label affixed to the left side of the steering head. This number is the same as the frame number (2) stamped on the right side of the steering head.

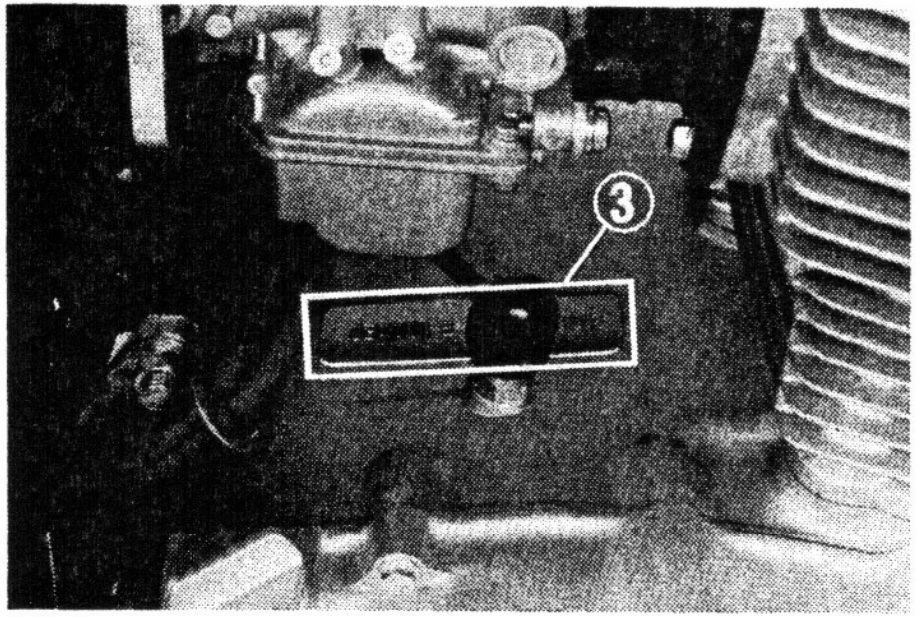


(1) VIN number



(2) Frame number

The engine number (3) is stamped on top of the crankcase.



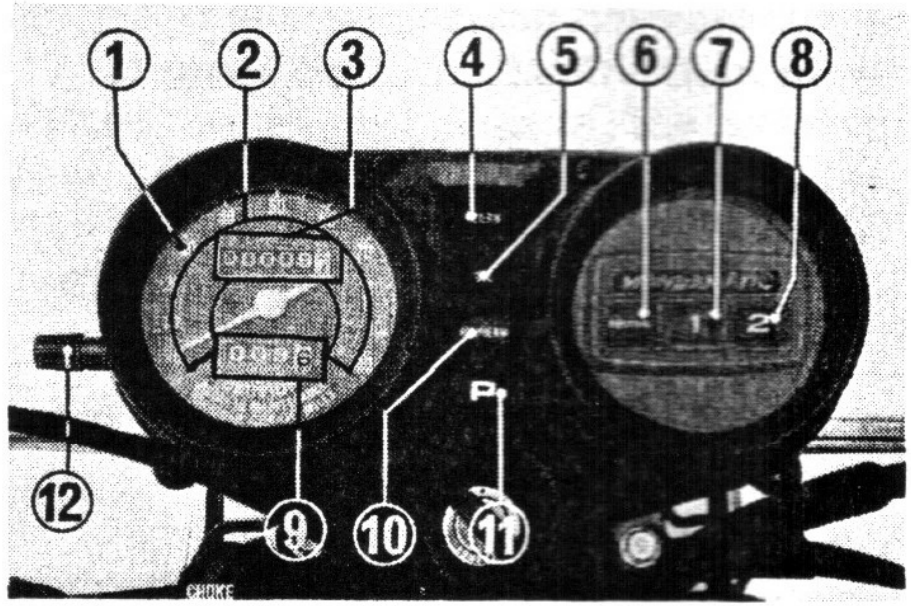
(3) Engine number

PARTS FUNCTION

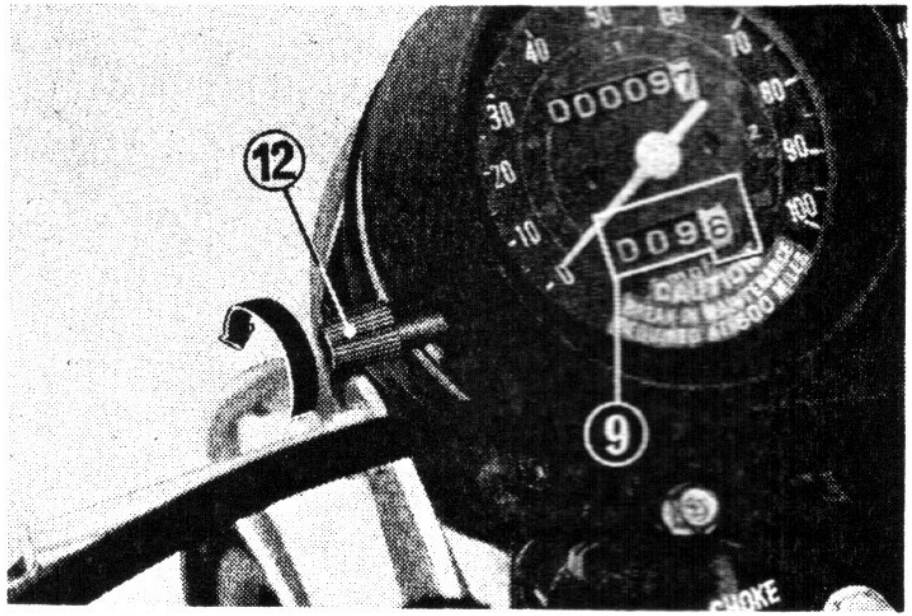
Instruments and Indicators

The indicators and warning lights are grouped between the instruments, above the headlight. Their functions are described in the tables on the following pages.

Odometer and tripmeter read in accumulated miles.



(1) Speedometer
(2) Gear speed range indicators
(3) Odometer
(4) Turn signal indicator
(5) Oil pressure warning light
(6) Neutral indicator
(7) "1" indicator
(8) "2" indicator
(9) Tripmeter
(10) High beam indicator
(11) Parking brake warning light
(12) Tripmeter reset knob

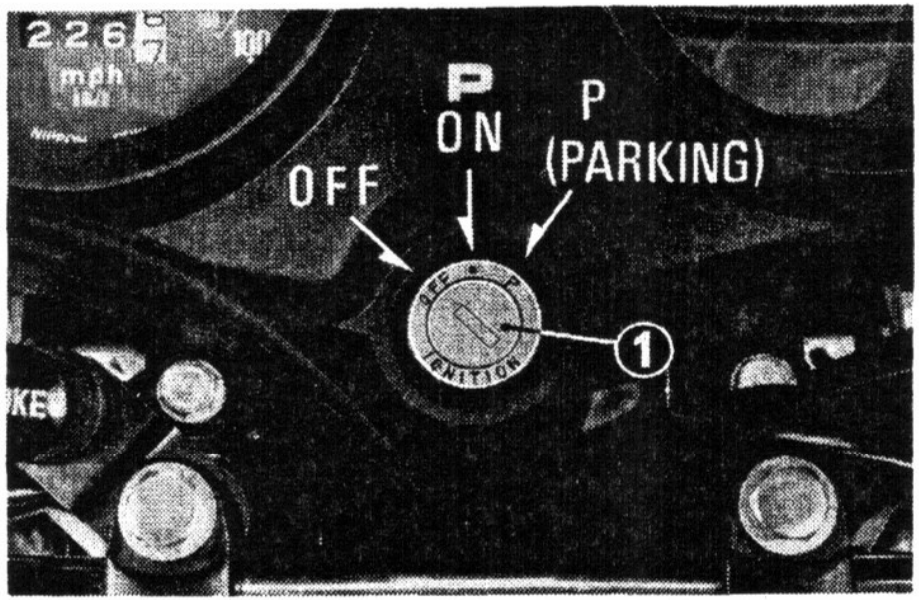


Ref. No.	Description	Function
1	Speedometer	Shows driving speed.
2	Gear speed range indicator	Indicates speed range for each gear.
3	Odometer	Shows accumulated mileage.
4	Turn signal indicator (amber)	Flashes when either turn signal operates.
5	Oil pressure warning light (red)	Lights when engine oil pressure is below normal operating range. Should light when ignition switch is "ON" and engine is not running. Should go out when engine starts, except for occasional flickering at or near idling speed when the engine is warm. **CAUTION** * *Running the engine with insufficient oil pressure will cause serious engine damage.*
6	Neutral indicator (green)	Lights when transmission is in neutral.

Ref. No.	Description	Function
7	"1" indicator (blue)	Lights when transmission is in "1" (1st) gear.
8	"2" indicator (blue)	Lights when transmission is in "2" (2nd) gear.
9	Tripmeter	Shows mileage per trip.
10	High beam indicator (blue)	Lights when headlight is on high beam.
11	Parking brake warning light (red)	Lights when parking brake lever is pulled. See page 19 (for parking application procedure).
12	Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.

Ignition Switch

The ignition switch (1) is below the indicator panel.



(1) Ignition switch

Key Position	Function	Key Removal
OFF	All electrical circuits are open, the engine cannot be started.	Key can be removed.
ON (red dot)	Engine can be started when engine stop switch is at "RUN". All lights are ON.	Key cannot be removed.
P	For parking the motorcycle near traffic. The tail-light will be on but all other circuits are off.	Remove the key.

Engine Stop Switch

The three position engine stop switch (1) is next to the right handlebar grip. In "RUN", the ignition circuit will be completed and the engine will operate. In either "OFF", the ignition circuit will be open and the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in "RUN".

NOTE

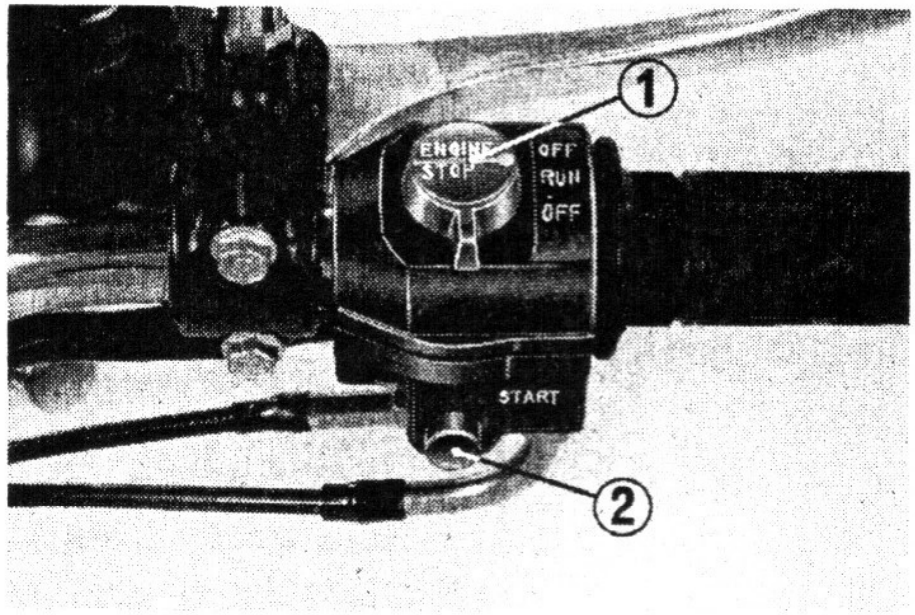
* If your motorcycle is stopped with the ignition switch "ON" and the engine stop switch "OFF", the headlight and taillight will still be on, resulting in battery discharge.

Starter Button

The starter button (2) is below the engine stop switch (1).

When the starter button is pressed the starter motor will crank the engine, the headlight will automatically go out, but the taillight will stay on.

See pages 27–29 for the starting procedure.



(1) Engine stop switch
(2) Starter button

The three controls next to the left handlebar grip are:

Headlight Dimmer Switch (1)

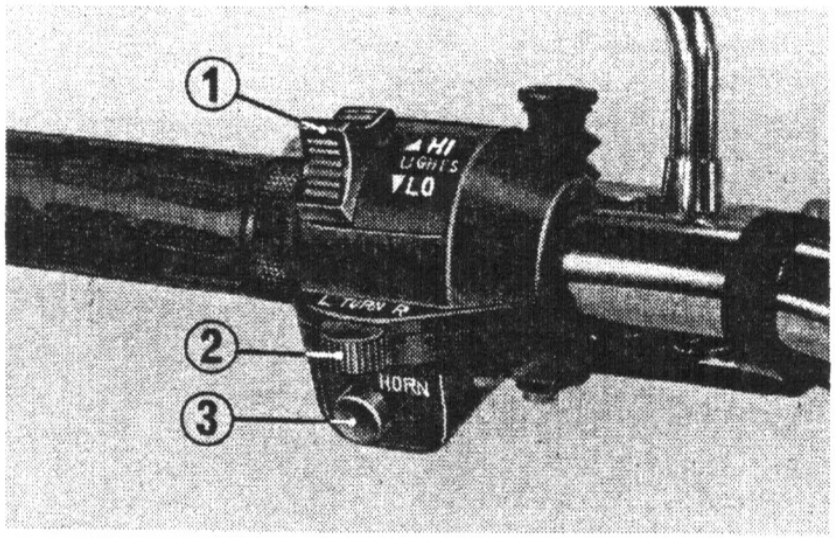
Select "HI" for high beam, "LO" for low beam.

Turn Signal Switch (2)

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

Horn Button (3)

Press the button to sound the horn.



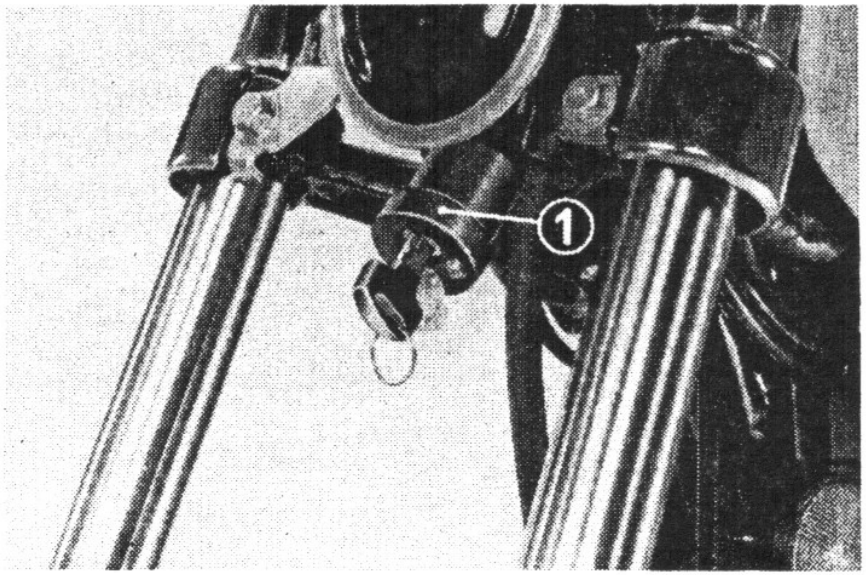
(1) Headlight dimmer switch
(2) Turn signal switch
(3) Horn button

Steering Lock

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

To Lock:

Turn the handlebars all the way to the left or right, insert the key into the lock, turn the key to the left and press in. Turn the key back to the right and remove it.

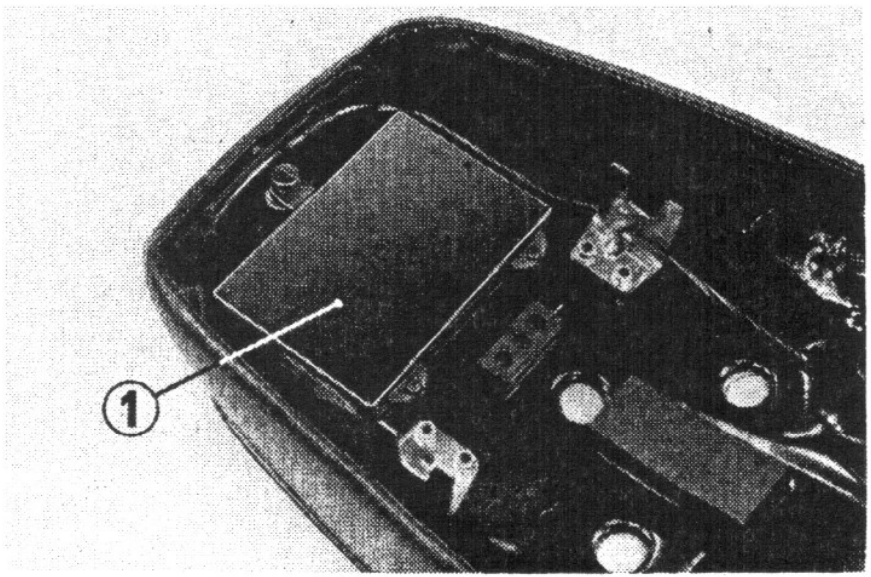


(1) Steering lock

Document Compartment

The document compartment (1) is under the seat.

This owner's manual and other documents should be stored in the plastic bag in the compartment. When washing your motorcycle, be careful not to flood this area with water.



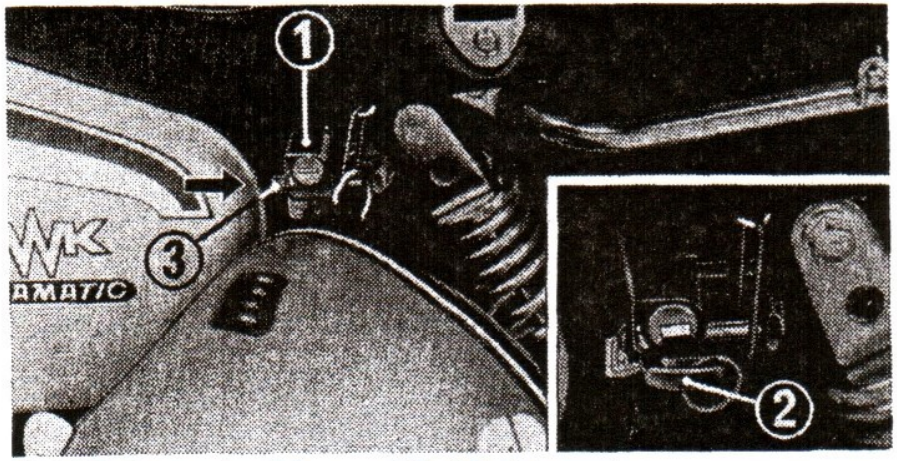
(1) Document compartment

Helmet Holder

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

WARNING

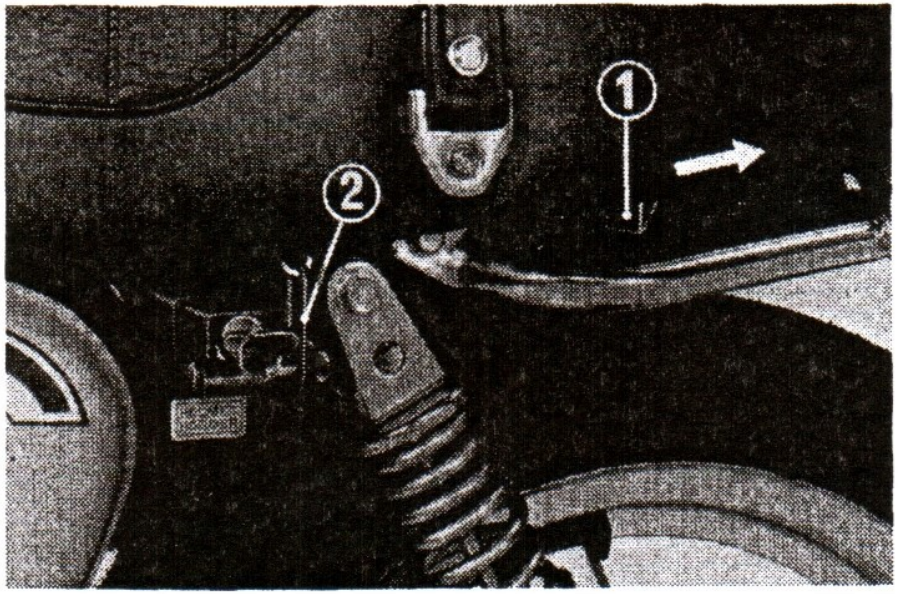
* *The helmet holder is designed for use while parking. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel.*



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

Seat Removal

The seat is secured by a latch (1) at either side of the seat, at the rear. Pull both latches to remove the seat. When replacing the seat, push down firmly. Lift the seat to make sure the latches are secure. The ring (2) can be used to lock the seat to the helmet holder.

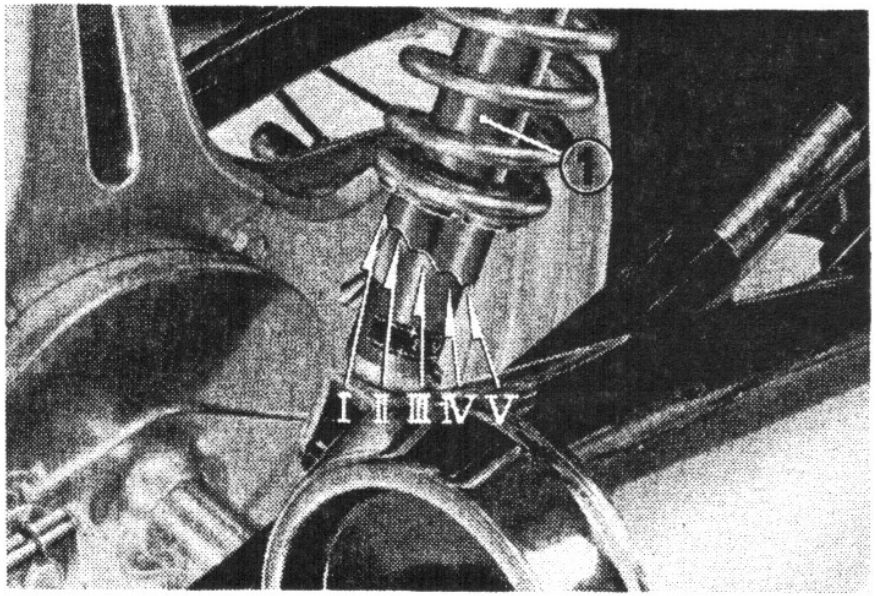


(1) Seat latch
(2) Ring

Shock Absorbers

Each shock absorber (1) has five adjustment positions for different load or riding conditions.

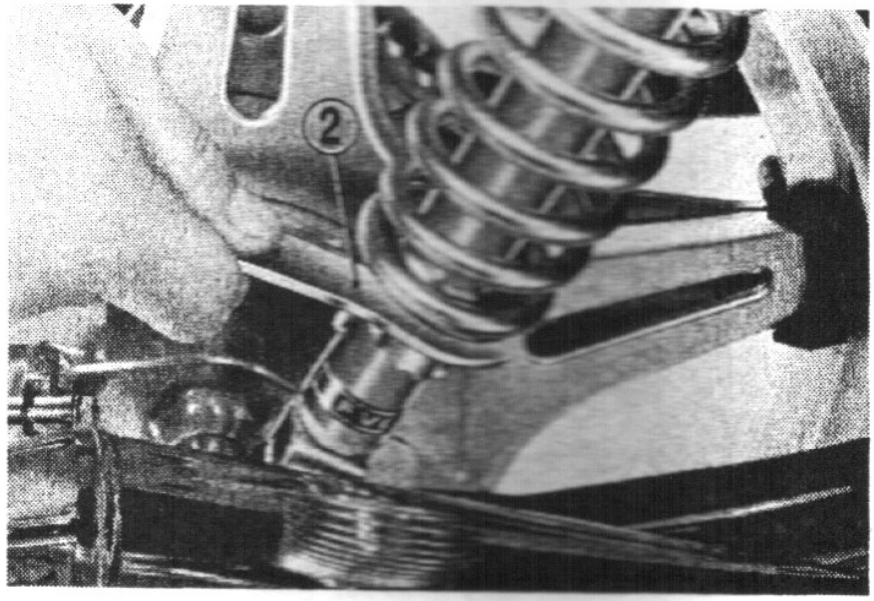
Position I is for light loads and smooth road conditions. Positions II to V increase spring preload for a stiffer rear suspension, and can be used when the motorcycle is heavily loaded. Be certain to adjust both shock absorbers to the same position.



(1) Shock absorber

CAUTION

* *Do not attach any accessories at the shock absorber bolts. The bolts pivot when the suspension moves.*



(2) Pin spanner

Parking Brake

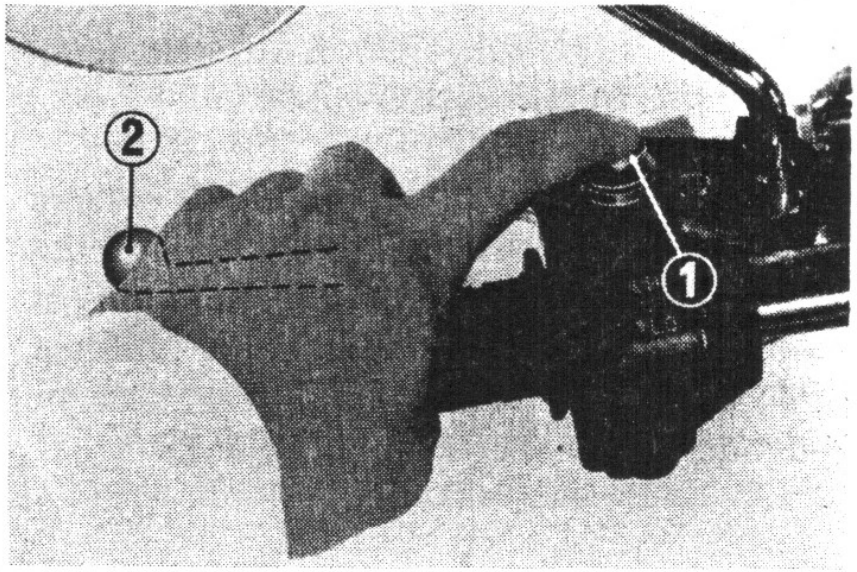
The parking brake knob (1) and parking brake lever (2) are on the left handlebar.

To lock:

Push the knob in and pull the lever; then release the knob. This locks the rear wheel and turns the parking brake warning light ON. Check that the rear wheel is locked.

To release:

Pull the lever and push the knob in; then release the lever and the knob. Check that the rear wheel is free and the warning light is OFF.



(1) Parking brake knob
(2) Parking brake lever

FUEL

Fuel Valve

The three way fuel valve (1) is on the left underneath the fuel tank.

"OFF"

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

"ON"

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

"RES"

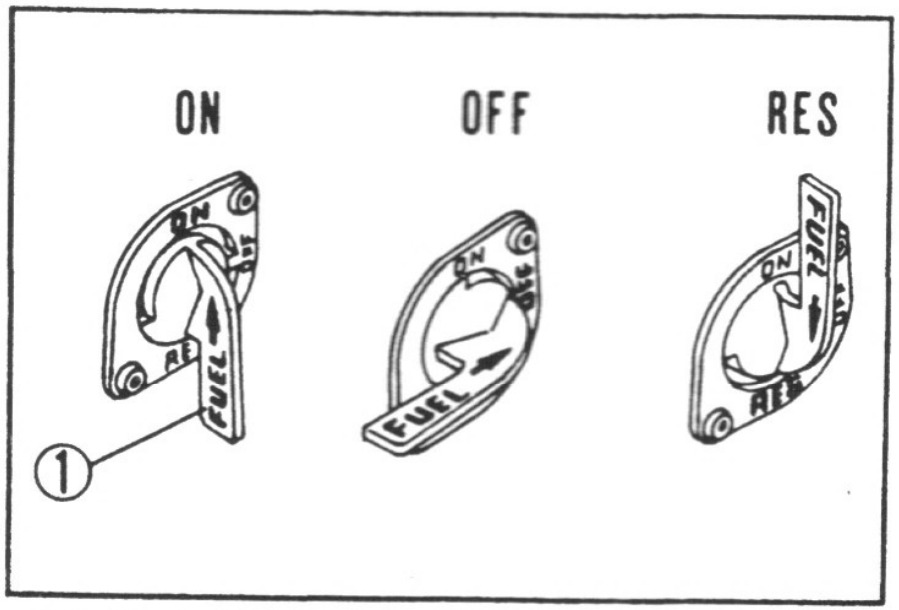
At "RES", fuel will flow from the reserve fuel supply to the carburetors. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to "RES". The reserve fuel supply is 3.0ℓ (0.79 U.S. gal.).

NOTE

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

WARNING

* *Know how to operate the fuel valve while riding the motorcycle. You may avoid a sudden stop in traffic.*
* *Be careful not to touch any hot engine parts while operating the fuel valve.*



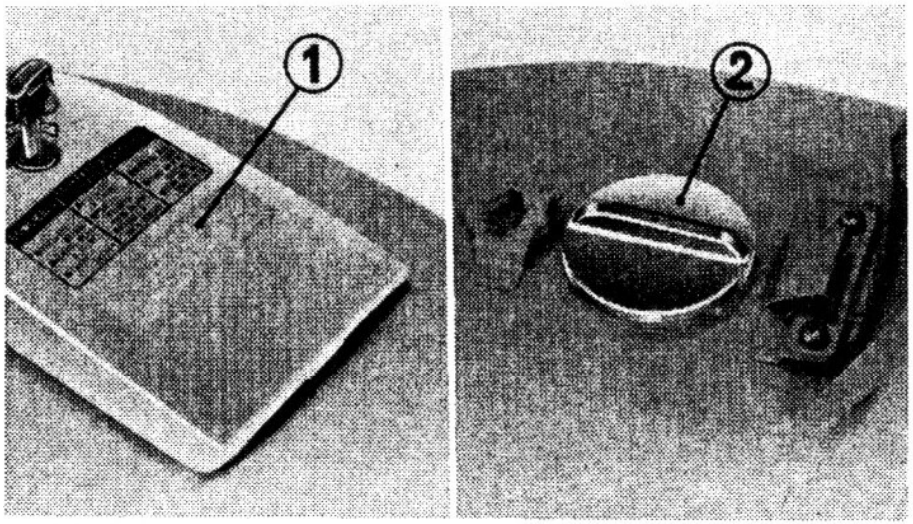
(1) Fuel valve

Fuel Tank

Fuel tank capacity is 13.0ℓ (3.4 U.S.gal.) including 3.0ℓ (0.79 U.S.gal.) in the reserve supply. To open the filler cap (2), open the filler cover (1) with the ignition key by turning 90° counterclockwise while pushing. Then turn filler cap counterclockwise.

Any automotive gasoline with a pump octane number $\left(\frac{R + M}{2}\right)$ of 86 or higher, or a research octane number of 91 or higher may be used. If "knocking" or "pinging" occurs, try a different brand of gasoline or a higher octane grade.

To close the fuel filler cover, insert the key and turn it 90° clockwise while pushing.



(1) Filler cover (2) Filler cap

WARNING

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

ENGINE OIL

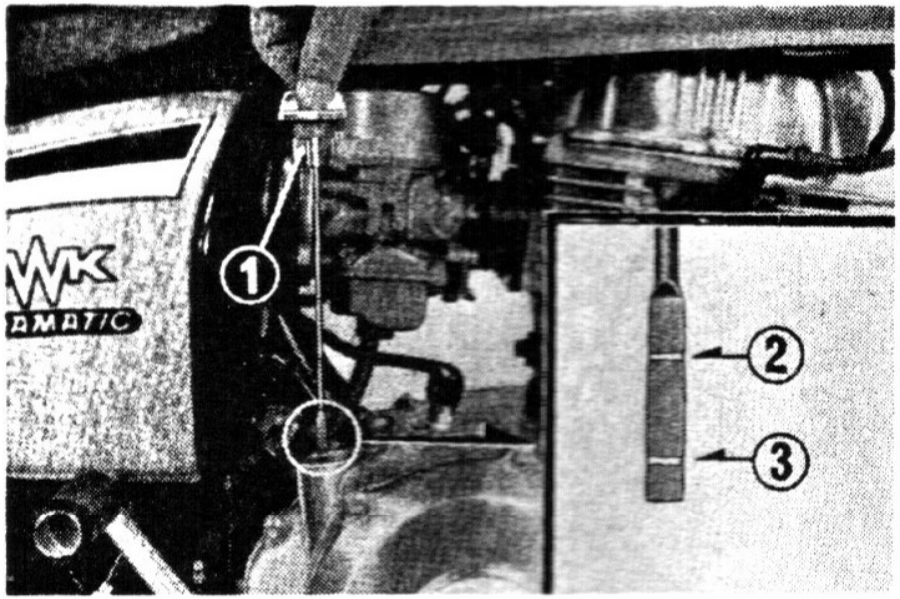
Engine Oil Level Check

Check engine oil level each day before operating the motorcycle.

1. Run the engine. Make sure the oil pressure warning light goes off. If the oil pressure warning light remains on, stop the engine immediately.
2. Operate the engine for a few minutes to stabilize the oil level.
3. Stop the engine and put the motorcycle on its center stand on level ground.
4. After a few minutes, remove the oil filler cap/dipstick (1), wipe it clean, and reinsert the dipstick without screwing it in. The oil level should be between the upper (2) and lower (3) marks on the dipstick.
5. Add the specified oil up to the upper level mark, if required.
6. Replace the filler cap/dipstick.
   Check for oil leaks.

CAUTION

- *Running the engine with insufficient oil can cause serious engine damage.*
- *Use only SE grade engine oil for engine and transmission lubrication.*



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

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT.

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

Motor oils intended for Service SE will show this designation on the container.

The use of special oil additives is unnecessary and will only increase operating expenses.

CAUTION

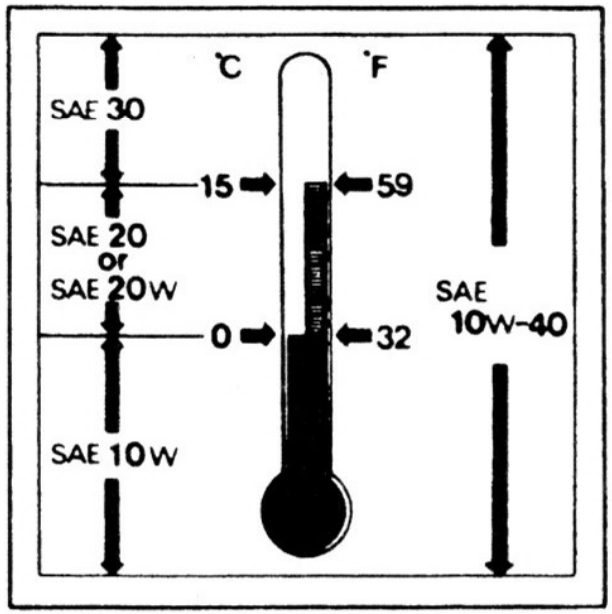
* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable, or castor based racing oils, are not recommended.*

Recommended oil viscosity

General, all temperatures

SAE 10W-40

If single viscosity oil is used, choose the appropriate viscosity to suit the average temperature in your riding area.



TIRES

Proper air pressure will provide maximum stability, riding comfort and tire life. Check tire pressures frequently and adjust if necessary.

NOTE

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

Cold tire pressures kg/cm² (psi)	Up to 90 kg (200 lb) load	Front: 1.75 (24)
		Rear: 2.25 (32)
	Up to vehicle capacity load	Front: 1.75 (24)
		Rear: 2.5 (36)
Vehicle capacity load limit	150 kg (330 lbs)	
Tire size	Front: 3.60S19-4PR Rear: 4.10S18-4PR	
Tire brand	Front: YOKOHAMA Y-992 BRIDGESTONE S702 Rear: YOKOHAMA Y-983 BRIDGESTONE L302	

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

WARNING

* *Do not attempt to patch a damaged tire or inner tube. Wheel balance and tire reliability may be impaired.*
* *Improper tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.*
* *Operation with excessively worn tires is hazardous and will adversely affect traction and handling.*
* *The use of tires other than those listed on the tire information label may adversely affect handling.*

* ***Replace tires before tread depth at the center of the tires reaches the following limit.***

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

PRE-RIDE INSPECTION

WARNING

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

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

1. Engine oil level–add engine oil if required (page 22). Check for leaks.
2. Fuel level–fill fuel tank when necessary (page 21). Check for leaks.
3. Brakes–check operation; make sure there is no brake fluid leakage. Adjust free play if necessary (pages 51–54). Check that the parking brake functions properly.
4. Tires–check condition and pressure (pages 24–25).
5. Drive chain–check condition and slack (pages 55–57). Adjust and lubricate if necessary.
6. Throttle–check for smooth opening and closing in all steering positions.
7. Lights and horn–check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch–check for proper function (page 14).

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

STARTING THE ENGINE

WARNING

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

NOTE

* The electric starter will work only when the transmission is in neutral.
* Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.
* It is not possible to start the engine by pushing or towing the machine
* The engine will start with the kick starter if the battery is discharged.

PREPARATION

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

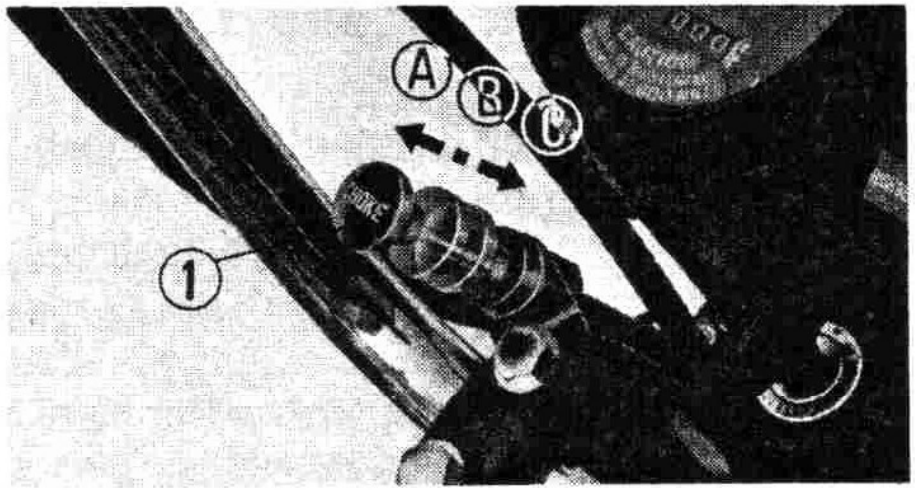
Check that the oil pressure warning light comes on.

STARTING PROCEDURE

If the engine has been running and is still warm, follow the procedure for High Air Temperature.

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

1. Pull the choke knob up all the way to "Fully Closed" (A).
2. Start the engine by pushing the starter button. Do not operate the throttle.
3. Move the choke knob to the detent position (B) immediately after the engine starts.



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

4. About a half minute after the engine starts, push down the choke knob to fully opened (C).
5. If the idling is unstable, open the throttle to increase engine speed slightly.

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

1. Do not use the choke.
2. Open the throttle less than 5 mm (3/16 in.) at the grip flange.
3. Start the engine.

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

1. Follow steps 1–2 under "Normal Air Temperature."
2. If idling is unstable, move the choke knob to the detent position (B) so the engine may run smoothly.
3. Warm up the engine by opening and closing the throttle, moving the grip 5–10 mm (3/16–3/8 in.).
4. Continue warming up the engine until it will idle smoothly with the choke knob pushed down to "Fully Opened" (C).

CAUTION

* *The oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Do not operate the engine with insufficient oil pressure.*
* *Extended use of the choke and fast idling may impair piston and cylinder wall lubrication.*

Kick Starting

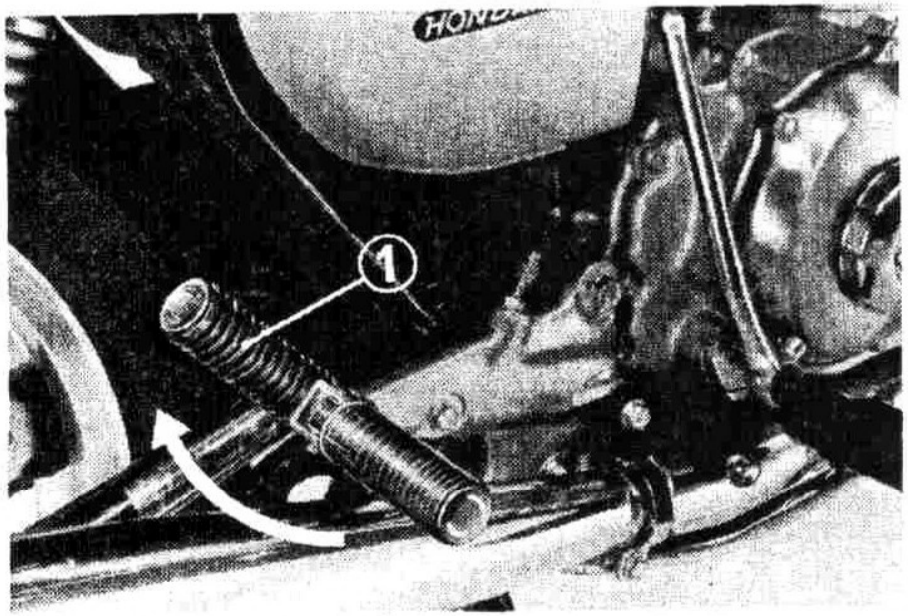
NOTE

* The kick starter will work only when the transmission is in neutral.

If the engine does not start readily with the starting motor, use the kickstarter.

WARNING

* *Fold up the right passenger footpeg before using the kickstarter.*



(1) Right passenger foot peg

1. Fold up the right passenger footpeg, fold out the kick starter pedal, and place your instep on the pedal.

2. Push the pedal down slowly until you feel resistance, then step down briskly to turn the engine over.

CAUTION

* *Do not allow the kickstarter to snap back against the pedal stop. Engine case damage may result.*

Flooded Engine

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

BREAK-IN

During the first 600 miles (1,000 km), do not operate the motorcycle at more than 80% of the maximum speed in either gear. Avoid full throttle operation, and do not operate for a long time at one speed.
During initial break-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. The Break-in Maintenance is designed to compensate for this initial minor wear. Timely performance of the break-in maintenance will ensure optimum service life and performance from the engine.

NOTE

* The "BREAK-IN" caution label is affixed on the speedometer lens.
  After break-in, remove it.

RIDING

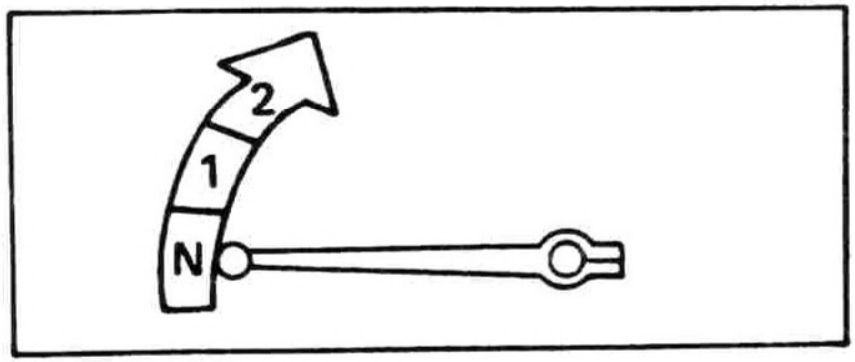
WARNING

* *Review Motorcycle Safety (pages 1-3) before you ride.*
* *Do not rely on engine braking to slow the motorcycle, especially at low speed. Use the brakes, or you may have a collision. The HONDAMATIC transmission on this motorcycle provides less engine braking than a standard transmission.*

CAUTION

* *Riding the motorcycle with the parking brake applied can damage the rear brake and transmission by overheating.*

1. Release the parking brake.
2. Retract the side stand before shifting into gear, or the engine will stop when you shift.
3. Apply either brake and keep the throttle closed when you shift into gear.
4. Release the brakes before you open the throttle.
5. Close the throttle momentarily when you shift gears.



Shifting pattern

NOTE

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

Shifting Up:
From 1st to 2nd 12 mph (20 km/h)
Shifting Down:
From 2nd to 1st below 3 mph (5 km/h)

WARNING

* ***Downshifting in a corner, or downshifting when traveling at a speed that would cause the engine to overrev in the lower gear, can cause loss of traction and control.***

CAUTION

* *Do not shift gears without closing the throttle. The engine and drive train could be damaged by overspeed and shock.*

6. For momentary stops, leave the transmission in gear and apply the brakes while idling.

WARNING

* ***Do not open the throttle or rev the engine while stopped in gear. The machine may move forward suddenly.***

7. Shift to NEUTRAL for extended idling.

CAUTION

* *Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.*

NOTE

* The battery will not charge while the engine speed is below 1,200 rpm. Avoid idling for prolonged periods.

High Altitude Riding

When operating this motorcycle at high altitude the air-fuel mixture becomes overly rich. Above 6,500 feet (2,000 m) driveability and performance may be reduced and fuel consumption increased. See your authorized Honda dealer for High Altitude Adjustment.

BRAKING

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

WARNING

* *Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.*
* *When possible, reduce speed or brake before entering a turn. 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. For your safety, exercise extreme caution when braking, accelerating, or turning.***
* ***When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.***
* ***Use the brakes when stopped on a steep hill. Do not attempt to maintain position by opening the throttle with the transmission in gear.***

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel valve "OFF", turn the ignition switch "OFF" and remove the key.
2. Use the side or center stand to support the motorcycle while parked.
3. Apply the parking brake to lock the rear wheel.

CAUTION

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

4. When stopping for a short time near traffic at night, the ignition switch should be turned to "P" and the key removed. This will turn on the taillight to make the motorcycle more visible to traffic.

NOTE

* The battery will discharge if the ignition switch is left at "P" for too long a time.
* If the motorcycle is stopped with the ignition switch on and the engine off by the sidestand interlock, the battery will discharge.

5. Lock the steering (page 16).

SPECIAL PROCEDURES

These special procedures are intended to help you out in case of trouble on the road: a flat tire, or a blown fuse. In case of a flat tire, you can remove the entire wheel and take it to a qualified repair facility (refer to "TIRES" on pages 24–25). Because of the critical nature of wheel attachment, you should proceed to an authorized Honda dealer as soon as possible after repair to verify proper assembly.

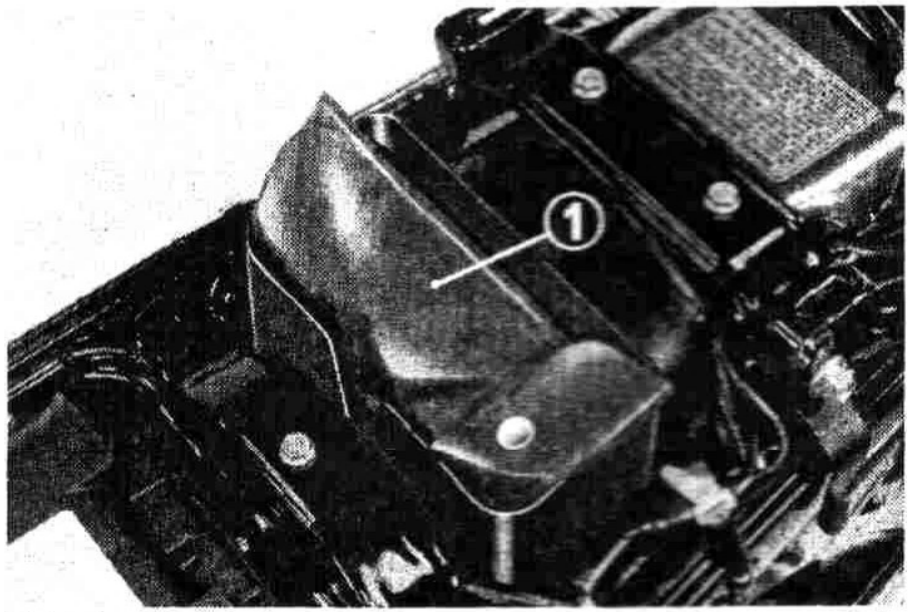
WARNING

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

Tool Kit

The tool kit (1) is stored in the compartment under the seat. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- Pin spanner
- 10 x 12mm open end wrench
- 14 x 17mm open end wrench
- Pliers
- No. 2 screwdriver
- No. 2 cross point screwdriver
- No. 3 cross point screwdriver
- Screwdriver grip
- Spark plug wrench
- Handle for 19 and 22mm wrenches
- 19mm wrench
- 22mm wrench
- Tool bag



(1) Tool kit

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Pull out the cotter pin (3) and remove the axle nut (4).
4. Remove the front axle holder nuts (5) and the front axle holder (6).
5. Remove the axle (7). Remove the wheel.

NOTE:

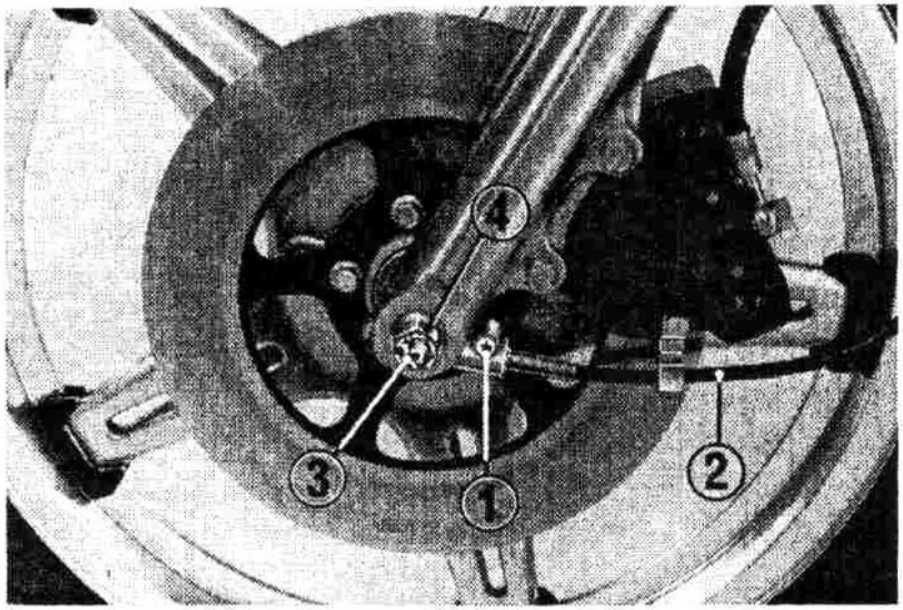
* **Do not depress the brake lever when the wheel is off the motorcycle. The caliper piston will be forced out of the cylinder with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorized Honda dealer.**

Installation Notes:

1. Reverse the removal procedure.

CAUTION

* *When installing the wheel, fit the brake disc carefully between the brake pads to avoid damaging the pads.*



(1) Set screw
(2) Speedometer cable
(3) Cotter pin
(4) Axle nut

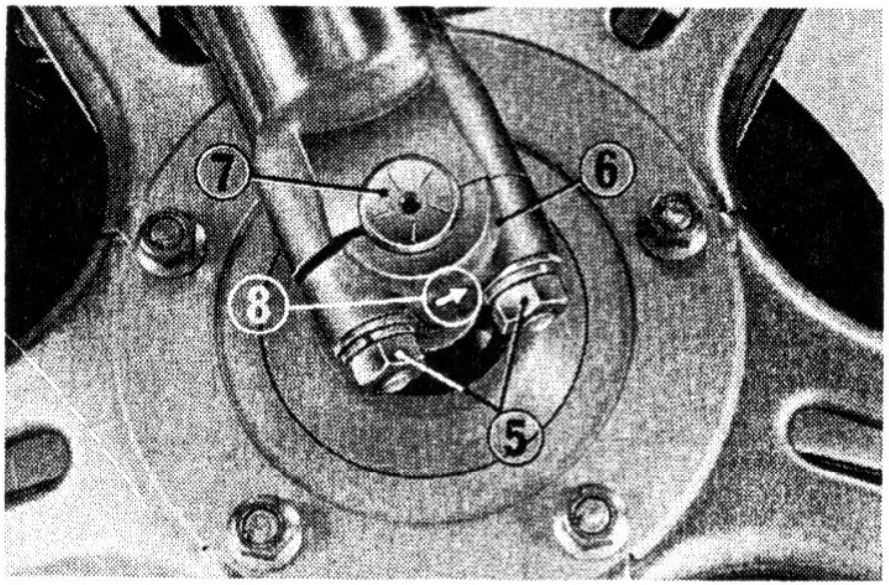
2. Insert the axle through the wheel hub and the left fork leg. When tightening the axle nut, keep the handlebar and the wheel ahead to remove the load from the front fork, and carefully set the speedometer gear box so that there is no stress on the speedometer cable.
3. Install the axle holders (6) with the arrow (high mating surface) (8) forward and tighten the forward holder nut (5) to the specified torque first, then tighten the rear nut to the same torque.
   Axle holder nut torque:
   1.8–2.5 kg-m (13.0–18.1 ft-lbs)
   Axle nut torque:
   5.0–8.0 kg-m (36.2–57.9 ft-lbs)
4. After installing the wheel, apply the brakes several times and check for free wheel rotation.

CAUTION

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

WARNING

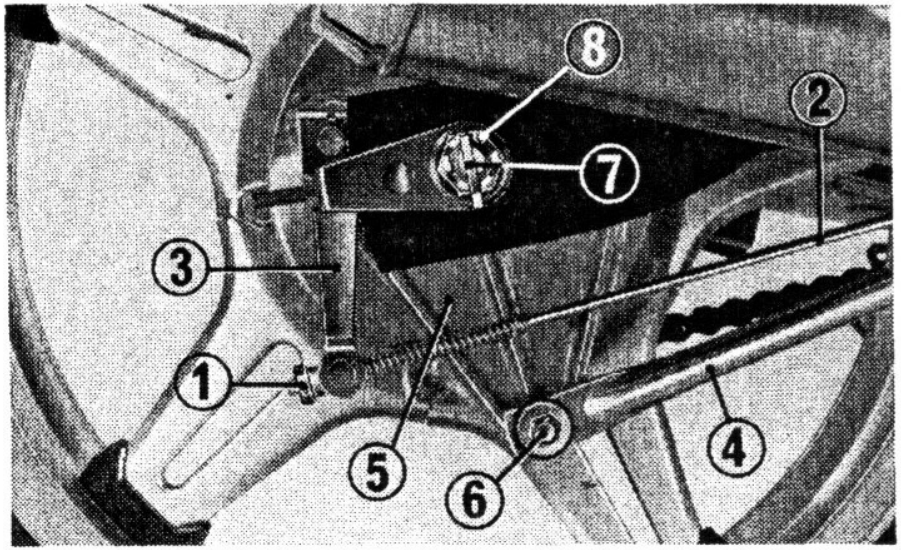
* ***If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.***



(5) Holder nuts
(6) Axle holder
(7) Axle
(8) Arrow

Rear Wheel Removal

1. Place the motorcycle on its center stand.
2. Remove the rear brake adjusting nut (1), disconnect the brake rod (2) from the brake arm (3) and disconnect the stopper arm (4) from the backing plate (5) by removing the cotter pin, stopper arm nut (6), washer and rubber grommet.



(1) Adjusting nut
(2) Brake rod
(3) Brake arm
(4) Stopper arm
(5) Backing plate
(6) Stopper arm nut
(7) Cotter pin
(8) Axle nut

3. Remove the cotter pin (7) from the axle end.
4. Remove the rear axle nut (8) and pull the rear axle out. Pull the wheel forward and derail the drive chain from the rear sprocket. Tilt the motorcycle to one side so that the wheel can be removed.
5. To install the rear wheel, reverse the removal procedure. Be sure to tighten the axle nut to 7.0–10.0 kg-m (50.6–72.3 ft-lbs).

CAUTION

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

WARNING

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

Fuse replacement

The fuse box (1) is inside the left side cover.

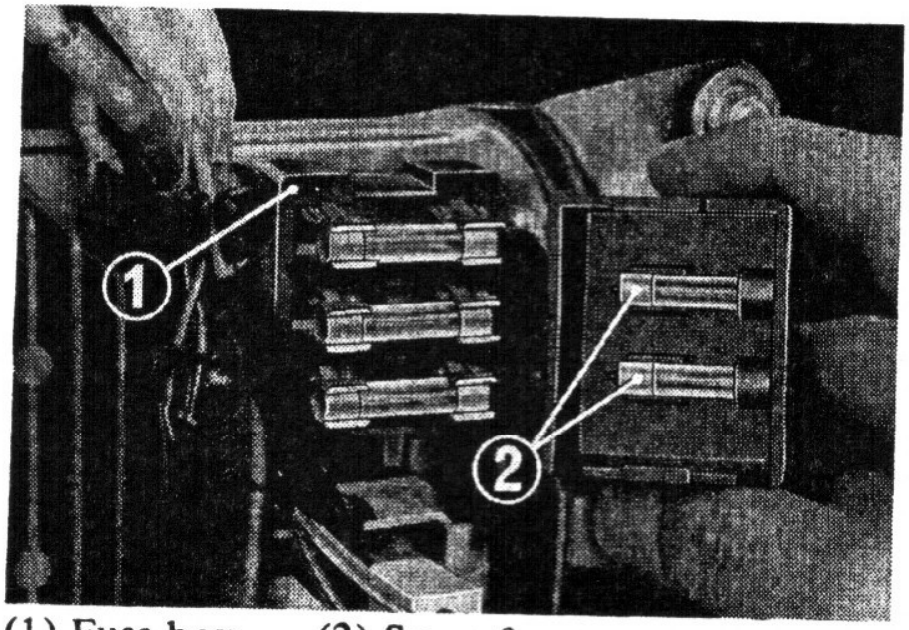
The specified fuses are 15A and 7A. When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

WARNING

* *Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result.*

CAUTION

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



(1) Fuse box (2) Spare fuses

MAINTENANCE

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

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

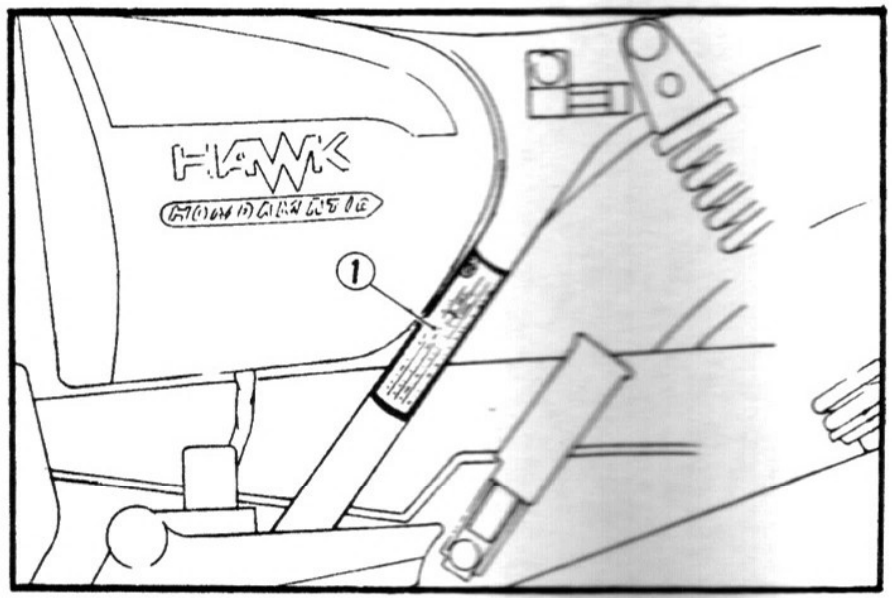
- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions will require more frequent service than specified in the MAINTENANCE SCHEDULE.

Consult your authorized Honda dealer for recommendations applicable to your individual "needs" or use pattern. If your motorcycle is overturned or involved in a collision, have your Honda dealer inspect the major components: frame, suspension and steering parts, for misalignment or damage.

WARNING

* ***Stop the engine and support the motorcycle securely on a level surface before performing any maintenance.***
* ***Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle and the effective operation of the emission control systems.***

The Emission Information Label (1) is attached to the frame by the left side cover.



(1) Emission Information Label

MAINTENANCE SCHEDULE

Perform Pre-Ride Inspection (Page 26) at each scheduled maintenance period.
I : INSPECT, CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY.
C: CLEAN
R: REPLACE A: ADJUST

		ITEM / FREQUENCY	WHICHEVER OCCURS FIRST ➡ / EVERY ⬇	ODOMETER READING [NOTE (4)] 600 mi (1,000 km)	3,600 mi (6,000 km)	7,200 mi (12,000 km)	10,800 mi (18,000 km)	14,400 mi (24,000 km)	18,000 mi (30,000 km)	Refer to
EMISSION RELATED ITEMS		ENGINE OIL	YEAR	R	REPLACE EVERY 1,800 mi (3,000 km)					Page 46
		ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	Page 47
		CRANKCASE BREATHER	NOTE (1)		C	C	C	C	C	Page 50
		AIR CLEANER	NOTE (2)		C	C	C	C	C	Page 49
	*	FUEL LINES			I	I	I	I	I	
		SPARK PLUGS			I	R	I	R	I	Page 48
	*	VALVE CLEARANCE		I	I	I	I	I	I	
	*	CAM CHAIN TENSION		A	A	A	A	A	A	
	*	THROTTLE OPERATION		I	I	I	I	I	I	
	*	CARBURETOR IDLE SPEED		I	I	I	I	I	I	
	*	CARBURETOR CHOKE			I	I	I	I	I	
	*	CARBURETOR-SYNCHRONIZE		I	I	I	I	I	I	
	**	BALANCER CHAIN TENSION					A			

		ITEM / FREQUENCY	WHICHEVER OCCURS FIRST → EVERY	ODOMETER READING [NOTE (4)] 600 mi (1,000 km)	3,600 mi (6,000 km)	7,200 mi (12,000 km)	10,800 mi (18,000 km)	14,400 mi (24,000 km)	18,000 mi (30,000 km)	Refer to
NON-EMISSION RELATED ITEMS		DRIVE CHAIN	NOTE (3)	I	I EVERY 600 mi (1,000 km)					Pages 55–57
		BATTERY	MONTH	I	I	I	I	I	I	Pages 59–60
		BRAKE FLUID (FRONT)	MONTH I 2 YEARS R	I	I	I	*R	I	I	Pages 51–52
		BRAKE SHOE/PAD WEAR			I	I	I	I	I	Pages 52–53
		BRAKE SYSTEM (REAR)		I	I	I	I	I	I	Pages 52–53
	*	BRAKE LIGHT SWITCH		I	I	I	I	I	I	
	*	HEADLIGHT AIM		I	I	I	I	I	I	
		SIDE STAND			I	I	I	I	I	Page 58
	*	SUSPENSION		I	I	I	I	I	I	
	*	NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	
	**	WHEELS		I	I	I	I	I	I	
	**	STEERING HEAD BEARING		I		I		I		

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

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

NOTE: (1) More frequent service may be required when riding in rain or at full throttle, or after being washed or overturned.

(2) More frequent service may be required when riding in dusty areas.

(3) Initial service period is 200 miles (300 km).

(4) For higher odometer readings, repeat at the frequency interval established here.

MAINTENANCE RECORD

Mi.	Name	Odometer	Date
600			
3,600			
7,200			
10,800			
14,400			
18,000			

- Make sure that whoever performs the maintenance completes this record.
  All scheduled maintenances are considered a normal owner operating cost and will be charged for by your dealer.

- Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

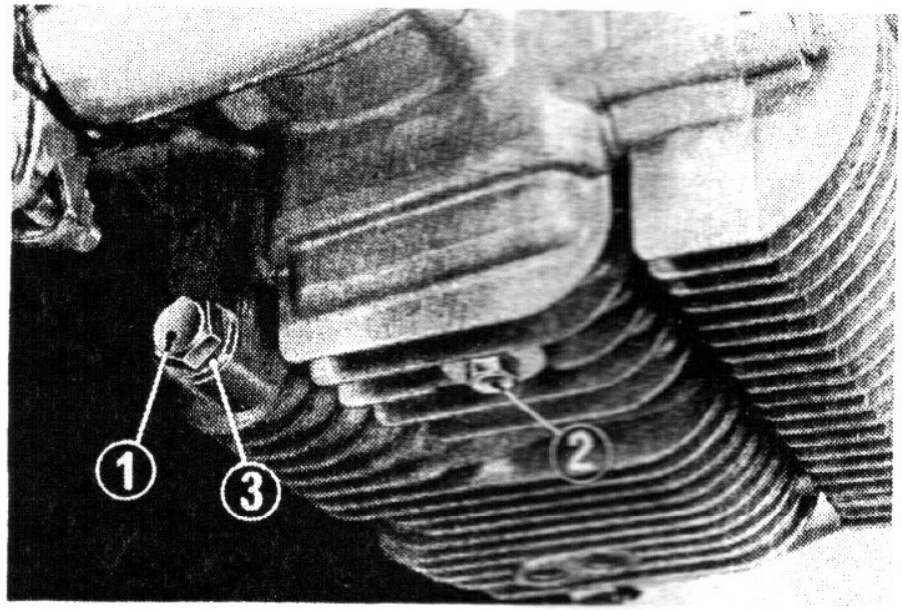
Engine Oil

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

NOTE

* Engine oil change is performed with engine at normal operating temperature and the motorcycle on the center stand.

1. Remove the oil filler cap from the right crankcase cover.
2. Place an oil drain pan under the crankcase and remove the oil drain plug (1).
3. Operate the kickstarter several times to drain any oil which may be left in the engine.
4. After the oil is completely drained, make sure the sealing washer (3) on the drain plug is in good condition.
5. Reinstall the drain plug.
6. Fill the crankcase with approximately 2.5 liters (2.6 U.S. quarts) of the recommended grade oil.
7. Reinstall the oil filler cap.
8. Start the engine and allow it to idle for a few minutes.
9. Stop the engine. Make sure that the oil level is at the upper level mark with the motorcycle in an upright position, and that there are no oil leaks.



(1) Oil drain plug
(2) Oil filter lock bolt
(3) Sealing washer

Oil Filter

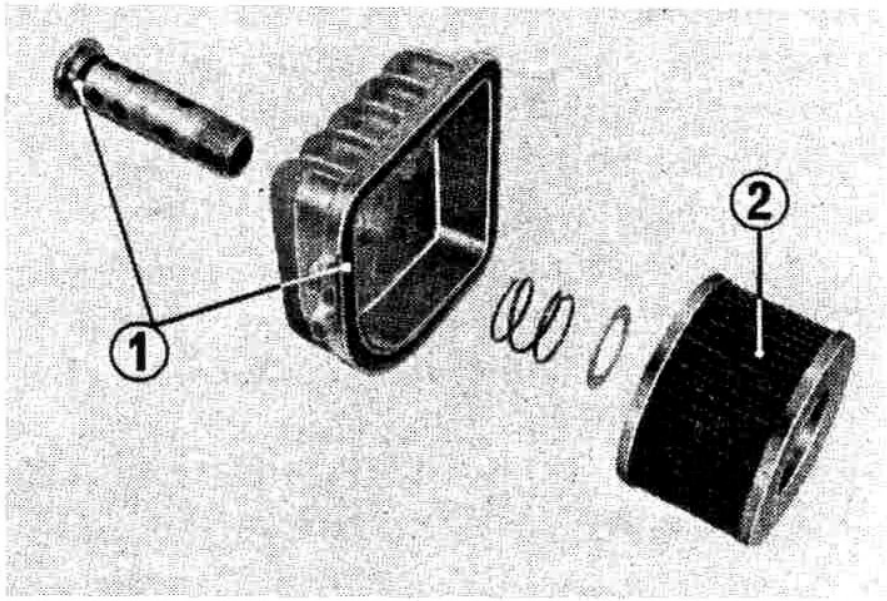
NOTE

* Do this maintenance before filling with engine oil.

1. Remove the oil filter lock bolt, and pull the oil filter element (2) out from the oil filter case.
2. Insert a new oil filter element. Check that the O-rings are in good condition and that all parts are installed as shown.
3. Retighten the oil filter case with the oil filter lock bolt.
4. Perform steps 6–9 of Engine Oil Change.

CAUTION

* *Use only SE grade engine oil for engine and transmission lubrication.* *See page 23.*



(1) O-rings
(2) Oil filter element

Spark Plugs

Recommended plugs:

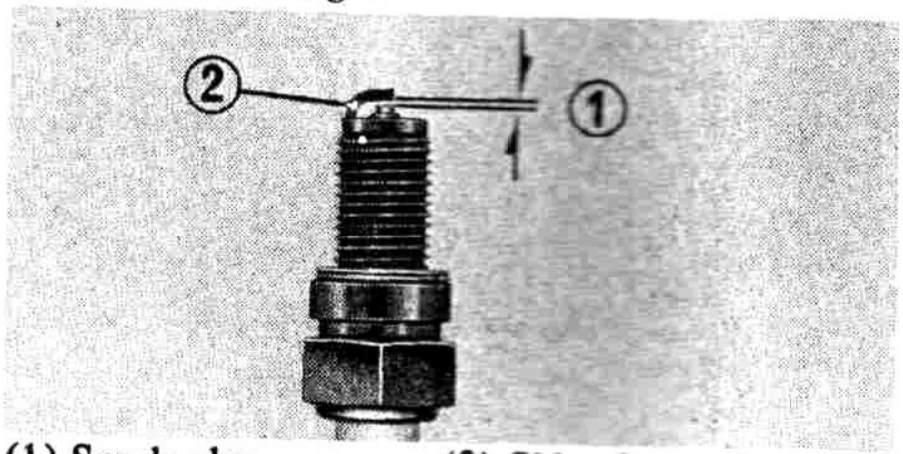
- **Standard:**
  X 24 ES–U (ND) or D8EA (NGK)
- **For cold climate:**
  X 22 ES–U (ND) or D7EA (NGK)
- **For extended high speed driving:**
  X 27 ES–U (ND) or D9EA (NGK)

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug caps and remove the spark plugs with the wrench provided in the tool kit.
3. Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should have a constant thickness. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped. If the spark plugs deposits can be removed by sandblasting, the plug can be reused.
4. Make sure that the spark plug gap (1) is 0.6–0.7 mm (0.024–0.028 in.) using a feeler gauge. If the adjustment is necessary, bend the side electrode (2) carefully.
5. When installing the spark plug, screw it in finger tight and then torque with the spark plug wrench a further 1/2 to 3/4 turns to compress the washer.

CAUTION

* *The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.*

* *Never use a spark plug with an improper heat range.*

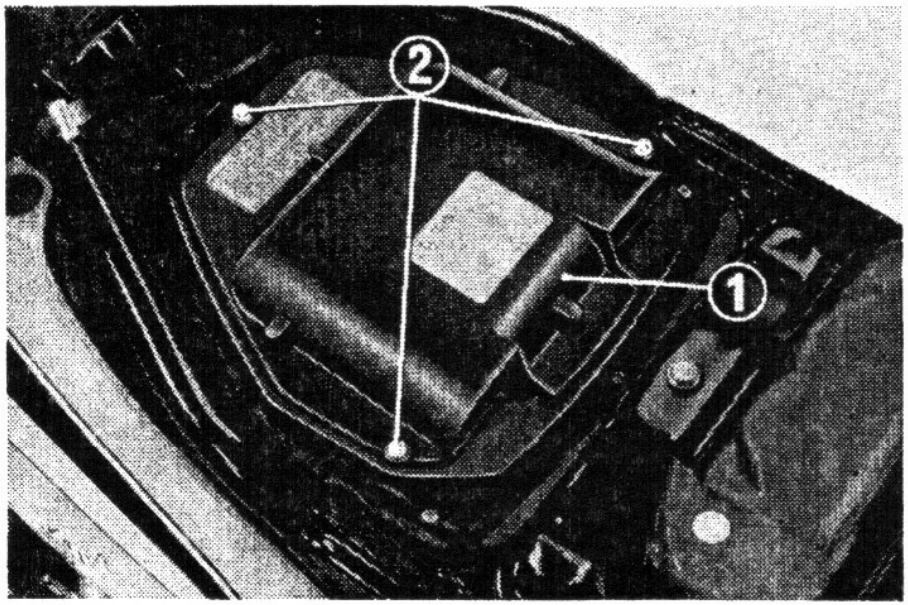


(1) Spark plug gap (2) Side electrode

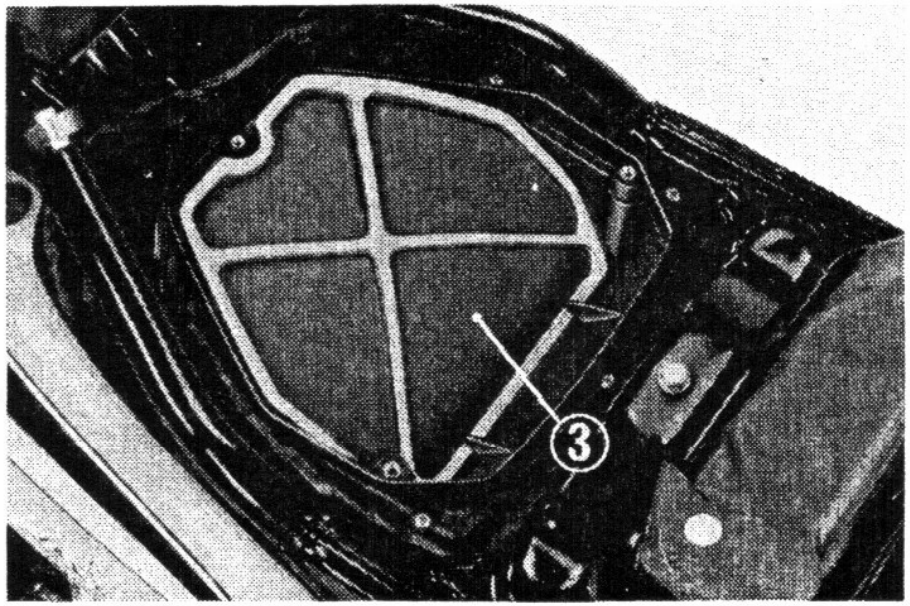
Air Cleaner

The air cleaner should be serviced at regular intervals (page 43). When riding in dusty areas, more frequent service may be necessary.

1. Remove the seat (page 17).
2. Remove the air cleaner cover screws (2) and the cover (1).
3. Inspect the air cleaner element (3). If the element is very dirty, see your authorized Honda dealer for this service.



(1) Air cleaner cover (2) Screws



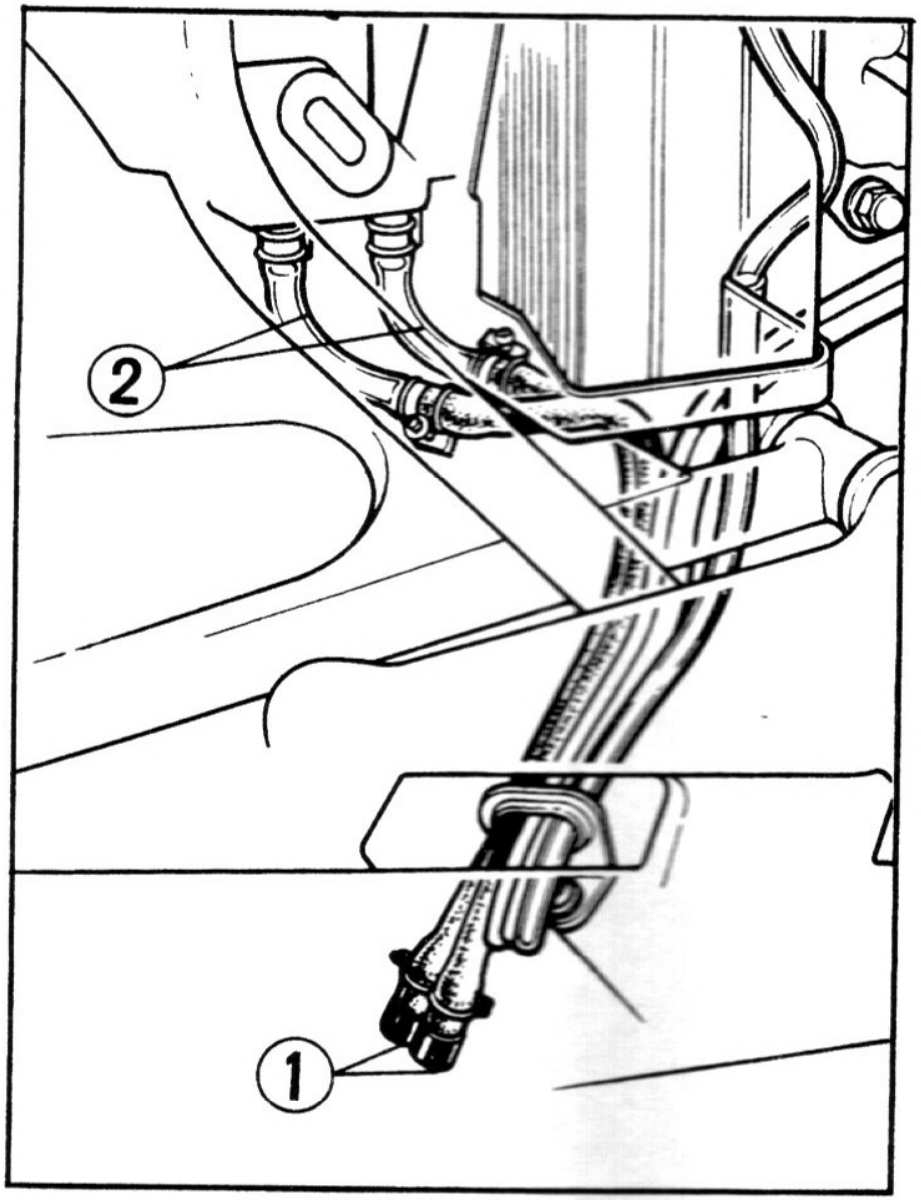
(3) Air cleaner element

Crankcase Breather

1. Remove the two drain plugs from the tubes, and drain the deposits and water.
2. Reinstall the two drain plugs.

NOTE

* Service more frequently when often driven in rainy conditions, at wide open throttle or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the drain tubes.



(1) Drain plugs
(2) Transparent section

Front Brake

This model has a hydraulic disc front brake. As the brake pads wear, brake fluid level drops, automatically compensating for wear.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks.

If the control lever free travel becomes excessive and the friction pads are not worn beyond the recommended limit (page 52), there is probably air in the brake system and it must be bled. See your authorized Honda dealer.

Brake fluid level:

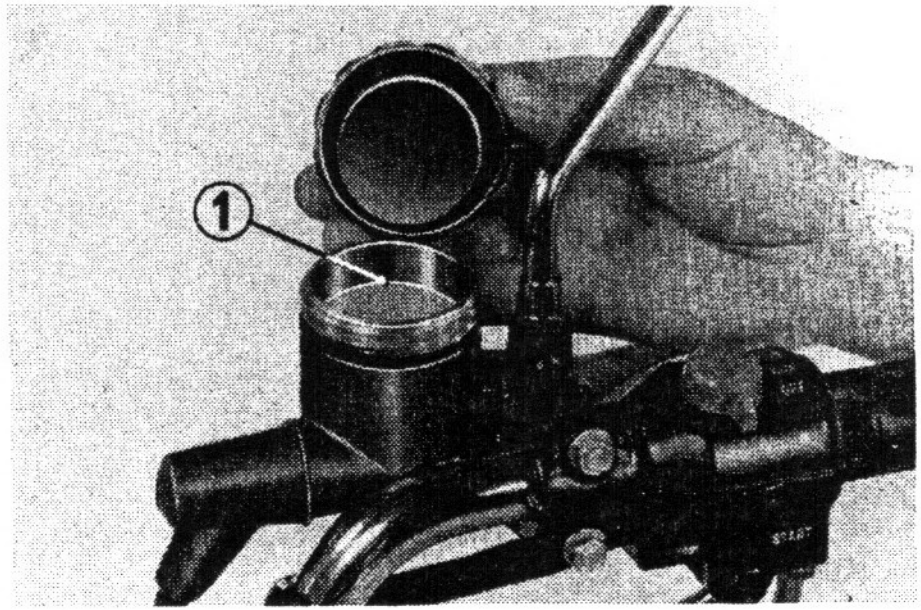
WARNING

* *In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.*

Remove the reservoir cap, washer and diaphragm. Whenever the level is lower than the level mark (1) engraved inside the reservoir, fill the reservoir with DOT 3 BRAKE FLUID from a sealed container, up to the level mark. Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

CAUTION

* *Use only DOT 3 brake fluid from a sealed container.*
* *Brake fluid must be handled with care because it can damage paint and instrument lenses.*



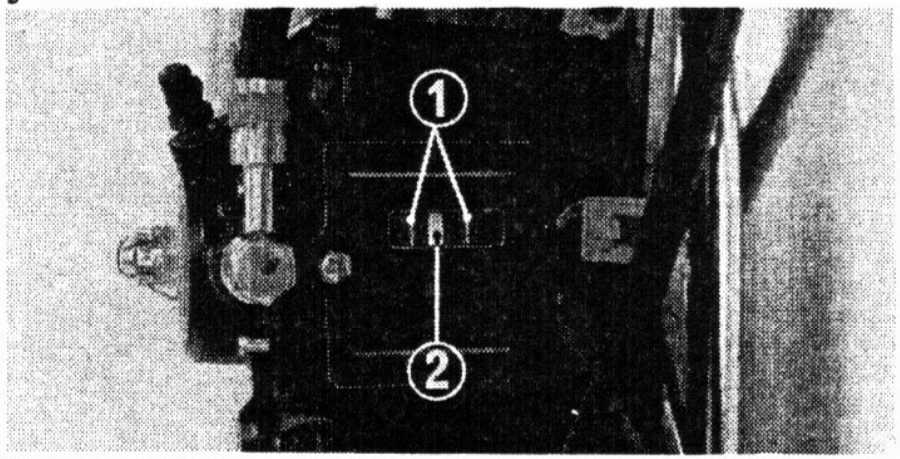
(1) Level mark

Brake pads

Brake pad wear will depend upon the severity of usage, type of driving, and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually during all regular service intervals to determine the pad wear. Remove the inspection hole cap. If either pad wears to the red line (1), both pads must be replaced.

Other items:

Make sure that there are no fluid leaks and no deterioration at the hose and the joint.

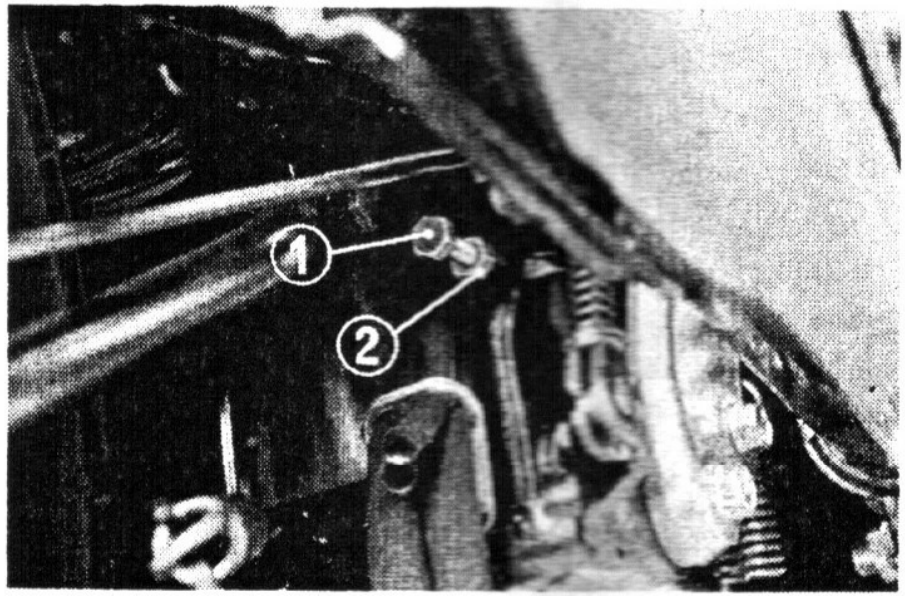


(1) Red lines (2) Brake disc

Rear brake

Adjustment:

1. Place the motorcycle on its center stand.
2. A stopper bolt (1) is provided to allow adjustment of the pedal height. Loosen the lock nut (2), and turn the stopper bolt. Tighten the lock nut.



(1) Stopper bolt (2) Lock nut

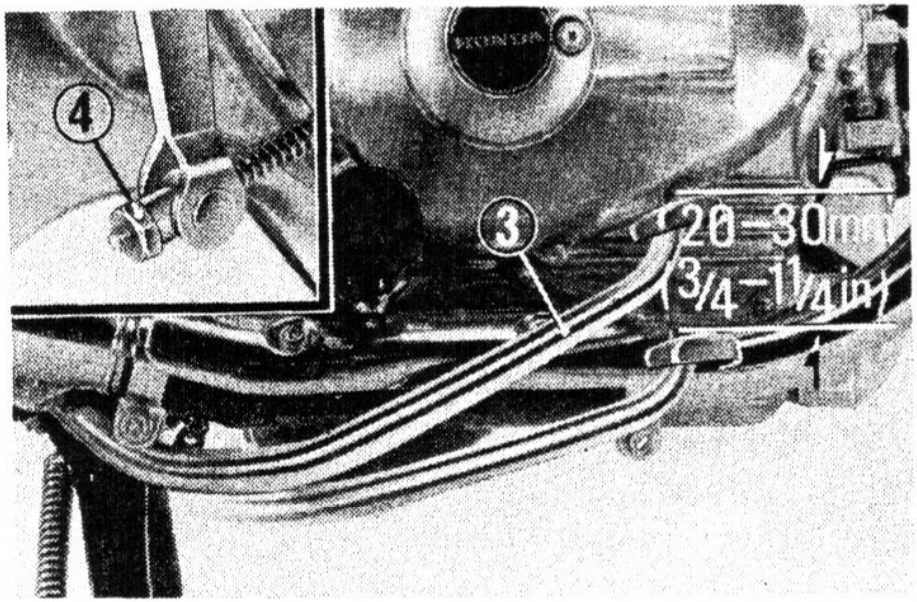
3. Free play is 20–30 mm (3/4–1-1/4 in.). If adjustment is necessary, turn the rear brake adjusting nut (4).

NOTE

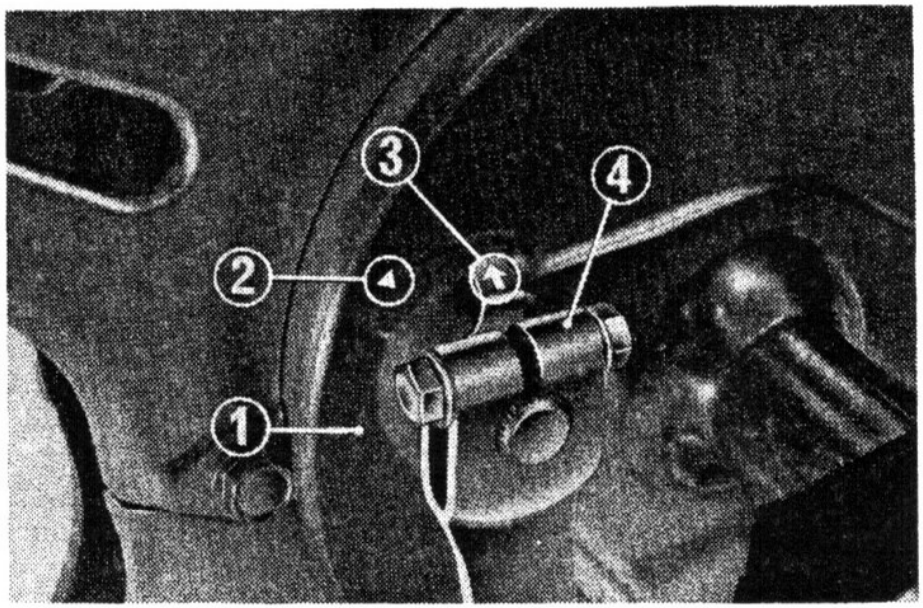
* Make sure that the cut-out on the adjusting nut is seated on the brake arm pin after the final adjustment has been made.

Wear indicator:

When the rear brake is applied, an arrow (3), adjacent to the rear brake arm (4), moves toward a reference mark (2) on the rear brake backing plate (1).
If the arrow aligns with the reference mark on full application of the rear brake, the brake shoes must be replaced.



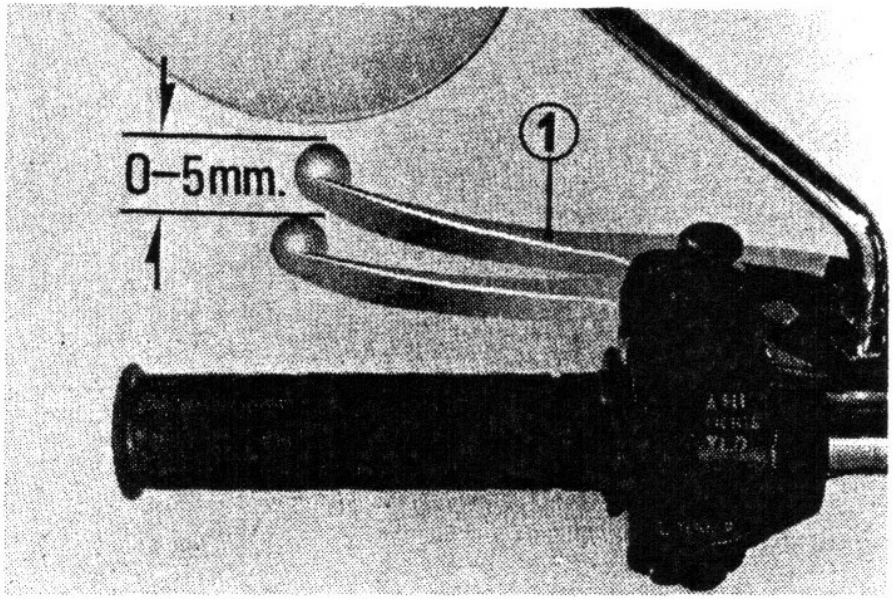
(3) Rear brake pedal
(4) Adjusting nut



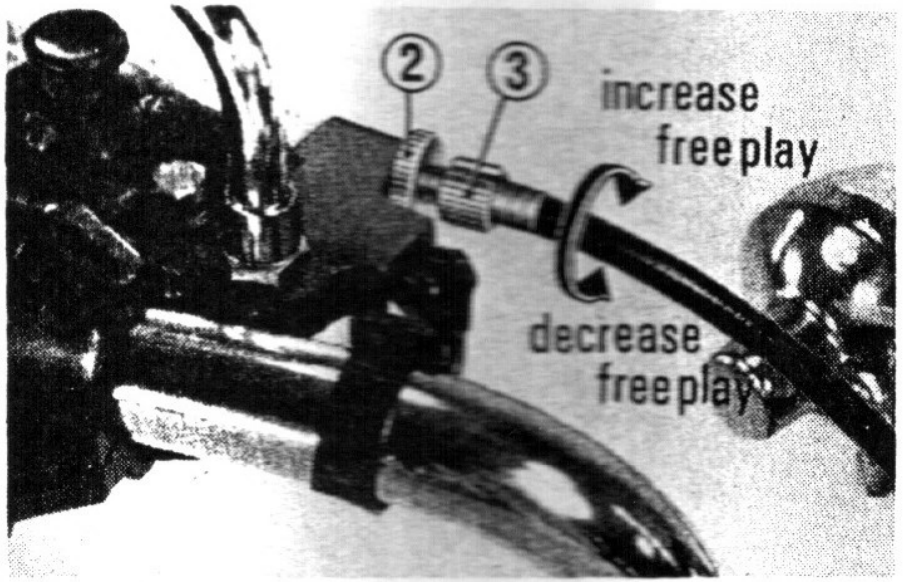
(1) Brake backing plate
(2) Reference mark
(3) Arrow
(4) Brake arm

Parking Brake

1. Adjust rear brake free play before adjusting the parking brake.
2. Loosen the lock nut (2) and turn the cable adjuster (3) in or out, as required to lock the rear wheel when the parking brake lever (1) is locked.
3. Tighten the lock nut (2), and check parking brake operation.
   Make sure the rear wheel turns freely when the parking brake is released.



(1) Parking brake lever



(2) Lock nut (3) Parking brake cable adjuster

Drive Chain

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

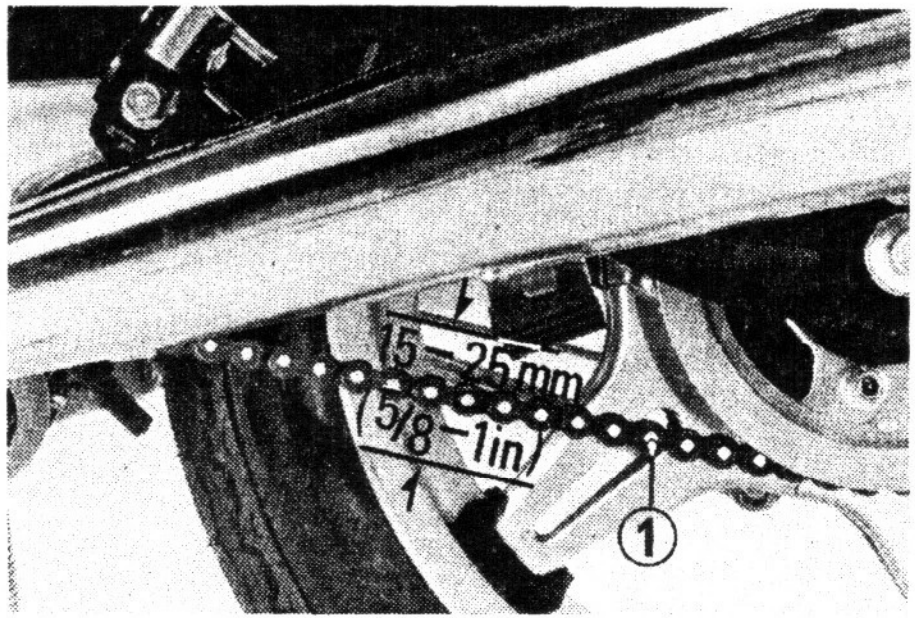
The drive chain should be checked and lubricated as part of the Pre-Ride Inspection (page 26). Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance is necessary.

Inspection:

1. Turn the engine off, place the motorcycle on the center stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets.
   Drive chain tension should be adjusted to allow 15–25 mm (5/8–1 in.) vertical movement by hand.

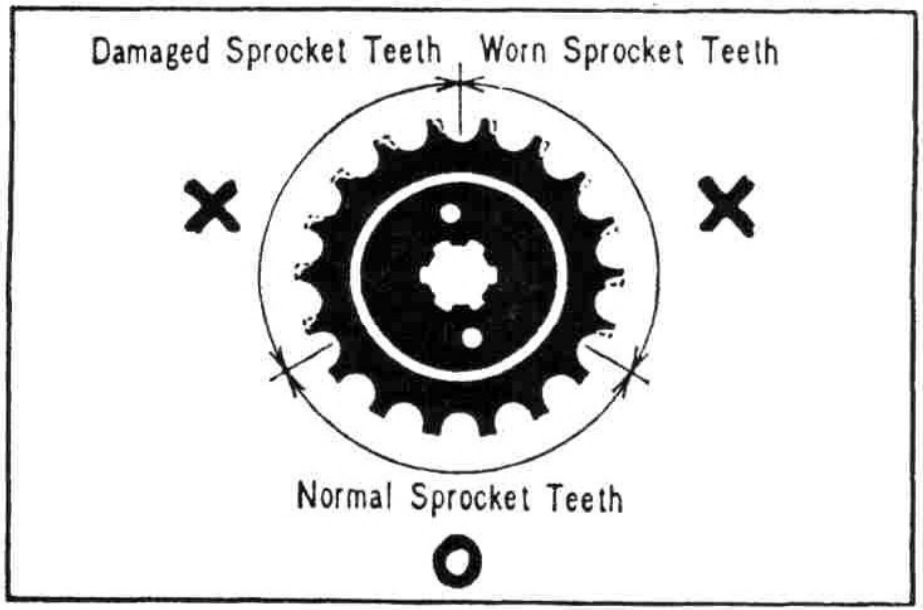
Rotate the rear wheel by hand and check drive chain tension as the wheel rotates.

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



(1) Drive chain

3. Inspect the sprocket teeth for wear or damage.

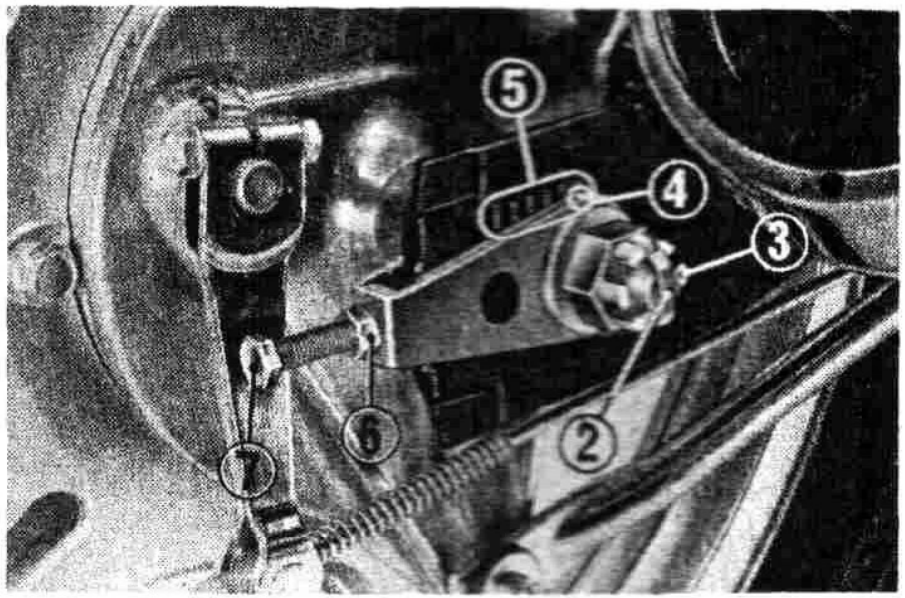


4. If the drive chain or sprockets are excessively worn or damaged, they should be replaced. Never use a new chain with worn sprockets; rapid chain wear will result.

Adjustment:

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

1. Remove the cotter pin (2) and loosen the rear axle nut (3).
2. Loosen the lock nut (6) and turn the adjusting bolts (7) on both the right and left chain adjusters to increase or decrease chain tension. Align the chain



(2) Cotter pin
(3) Axle nut
(4) Index mark
(5) Corresponding scale
(6) Lock nut
(7) Adjusting bolt

adjuster index marks (4) to corresponding scale (5) graduations on both sides of the swing arm.

NOTE

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

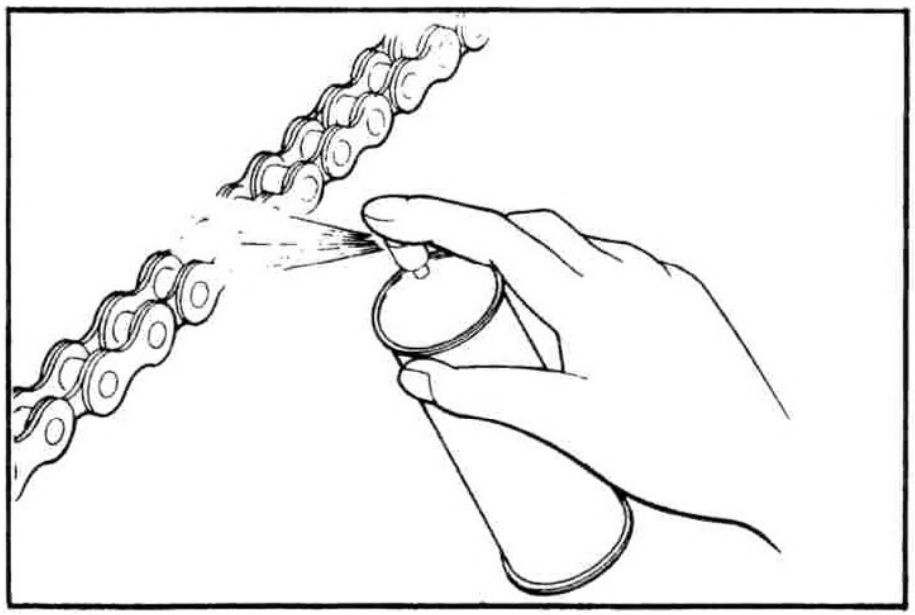
3. Tighten the rear axle nut and secure the nut with a new cotter pin.
   Torque for rear axle nut:
   7.0–10.0 kg-m (50.6–72.3 ft-lbs)
4. Tighten the lock nuts.
5. Recheck drive chain tension.
6. Rear brake pedal free travel is affected when repositioning the rear wheel to adjust drive chain tension. Check rear brake pedal free play and adjust as necessary (pages 52–53).

CAUTION

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

Lubrication:

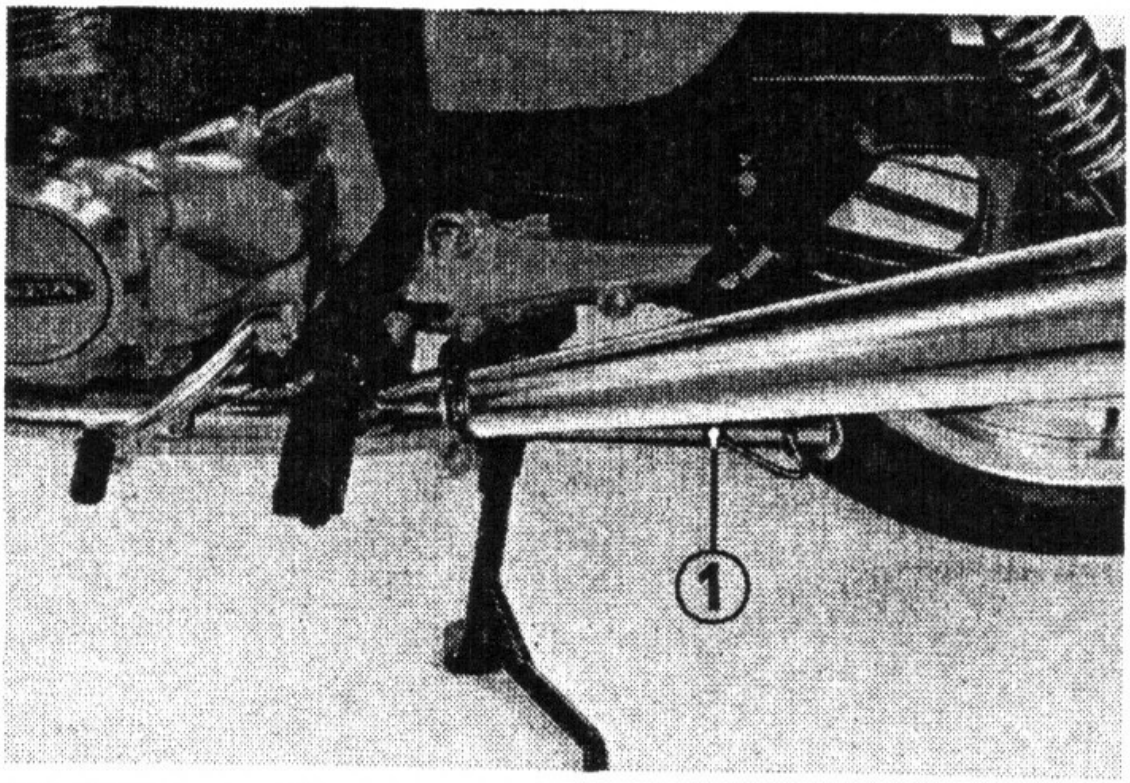
Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant penetrates between the link plates, pins, bushings, and rollers.



Side Stand

Check that the side stand/ignition interlock works. While idling in gear, the engine should stop when the side stand is extended.

Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement. See your authorized Honda dealer for replacement.



(1) Side stand

Battery

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

Battery electrolyte:

The battery (1) is behind the right side cover. Remove the side cover. Remove the positive terminal lead from the battery (1) to pull out. Check the battery electrolyte.

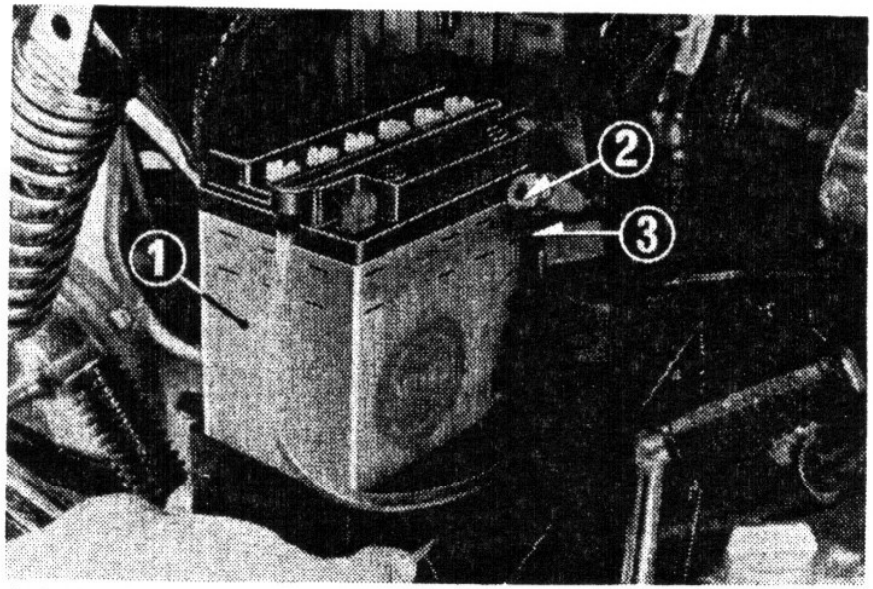
CAUTION

* *Be careful not to make a short circuit.*

The electolyte level must be maintained between the upper (2) and lower (3) level marks on the side of the battery. If the electrolyte level nears the lower level mark, remove the battery filler caps. Carefully add distilled water to the upper level mark. Use a small syringe or plastic funnel to add water.

NOTE

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



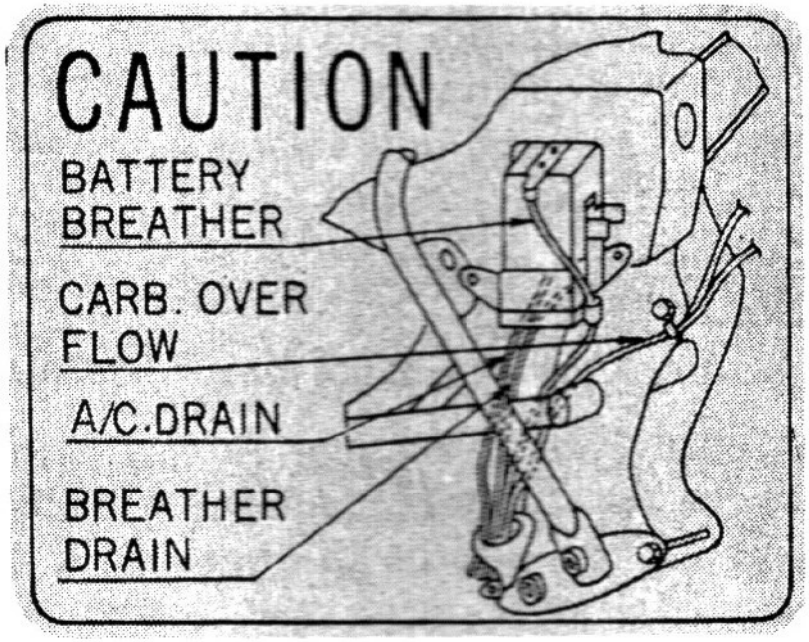
(1) Battery
(2) Upper level mark
(3) Lower level mark

WARNING

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

CAUTION

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



CLEANING

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

CAUTION

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

Wheel Hubs	*Ignition Switch*
Muffler Outlets	*Steering Lock*
Under Fuel Tank	*Drive Chain*
Under Seat	

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

WARNING

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

STORAGE

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

EMISSION CONTROL SYSTEM

- Source of Emissions

  The combustion process produces carbon monoxide and hydrocarbons.
  Control of hydrocarbons is very important because, under certain conditions, they react to form photo-chemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic. Honda Motor Co., Ltd. has designed a lean setting carburetor and other systems to reduce carbon monoxide and hydrocarbons.

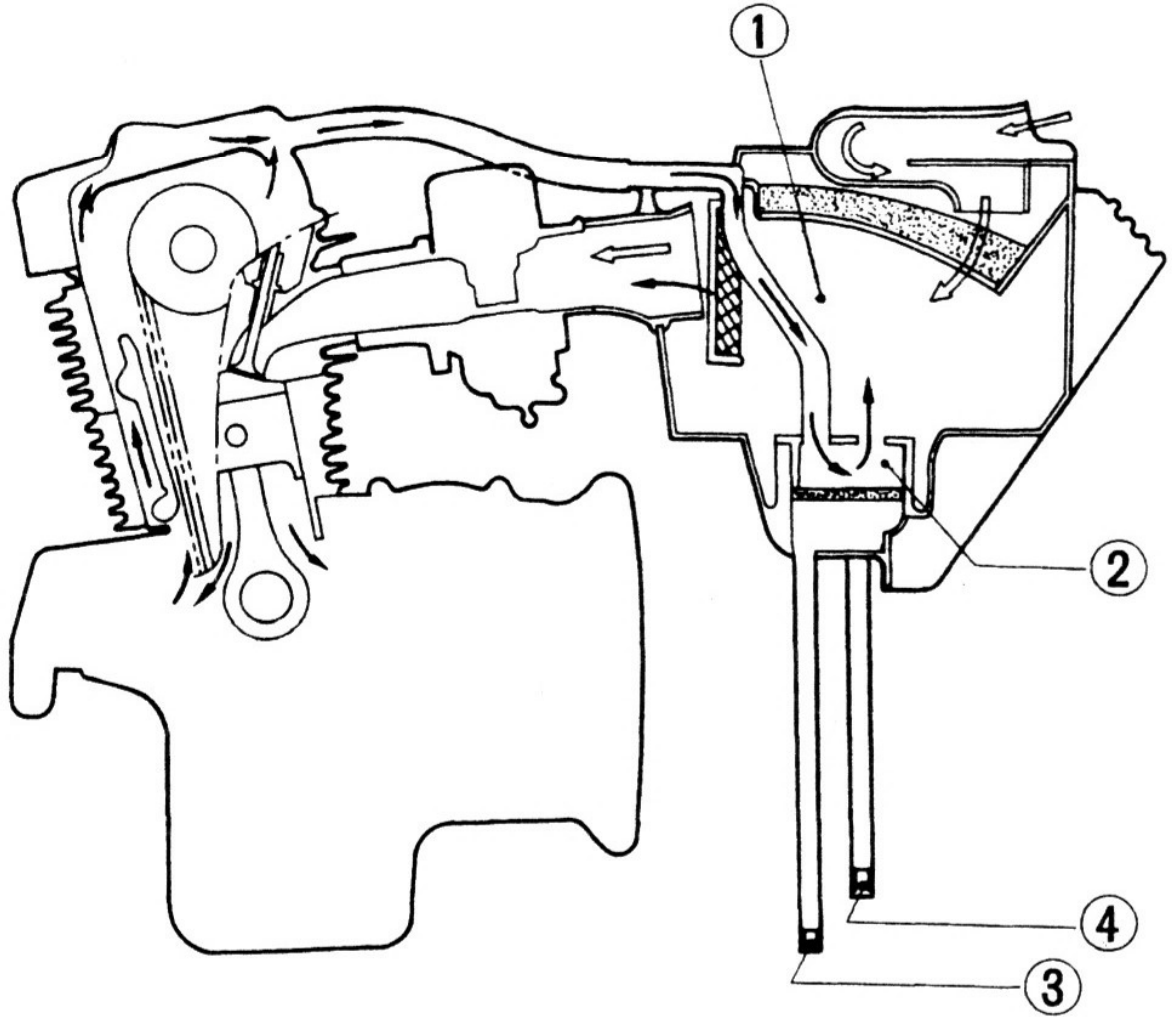
- Exhaust Emission Control System

  The exhaust emission control system is composed of a lean setting carburetor, and no adjustments should be made except idle speed adjustment with the throttle stop screw. The exhaust emission control system is separate from the crankcase emission control system.

- Crankcase Emission Control System

  The engine is equipped with the "Closed System" to prevent discharging crankcase emissions into the atmosphere.

  Blow-by gas is returned to the Combustion chamber through the air cleaner and the carburetors.



(1) Air cleaner
(2) Breather separator
(3) Drain plug
(4) Drain plug (Water)

⇦ : Fresh Air

⟵ : Blow-by Gas

- Problems which may affect Motorcycle Emissions

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

  Symptoms and Possible Causes:

  1. Hard starting or stalling after starting
     - Improper choke operation
     - Deteriorated spark plug
     - Ignition malfunction
     - Incorrect fast idle speed
  2. Rough idle
     - Deteriorated spark plug
     - Incorrect idle speed
     - Ignition malfunction
     - Low compression
     - Incorrect carburetor synchronization
  3. Misfiring or backfiring during acceleration
     - Deteriorated spark plug
     - Ignition malfunction
  4. After-burning (backfiring)
     - Ignition malfunction
     - Improper air cutoff valve operation
  5. Poor performance (driveability) and poor fuel economy
     - Clogged fuel system
     - Ignition malfunction
     - Low compression
     - Incorrect carburetor mixture setting
     - Dirty air cleaner

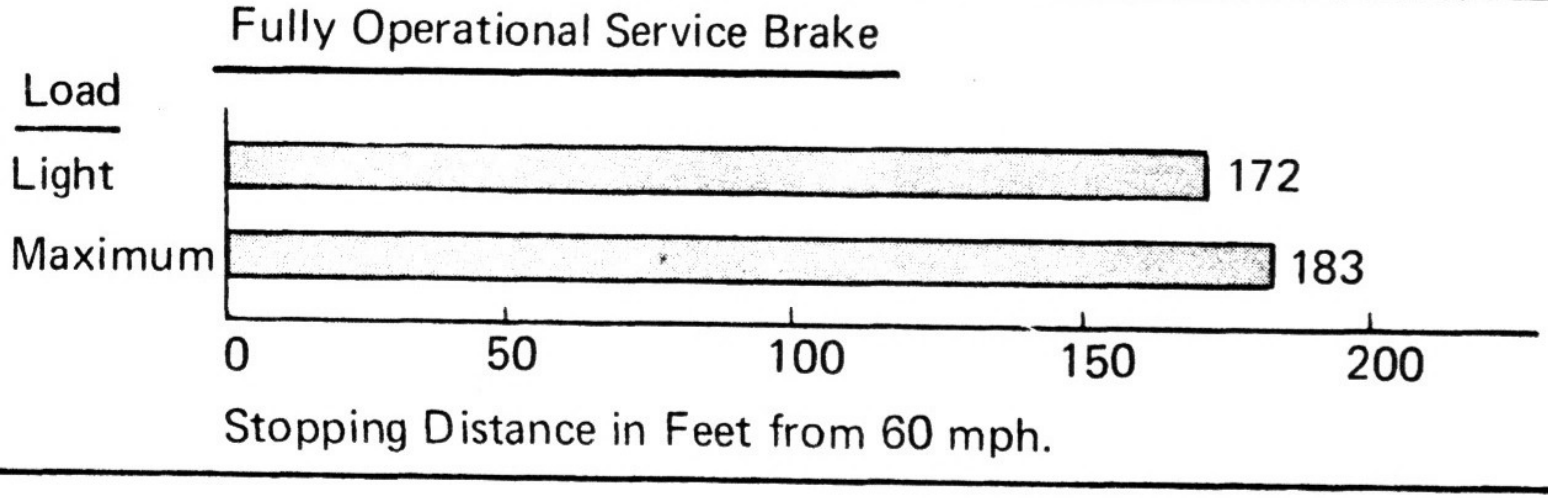
CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.

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

Description of vehicles to which this table applies: HONDA HAWK HONDAMATIC



ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page.

The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

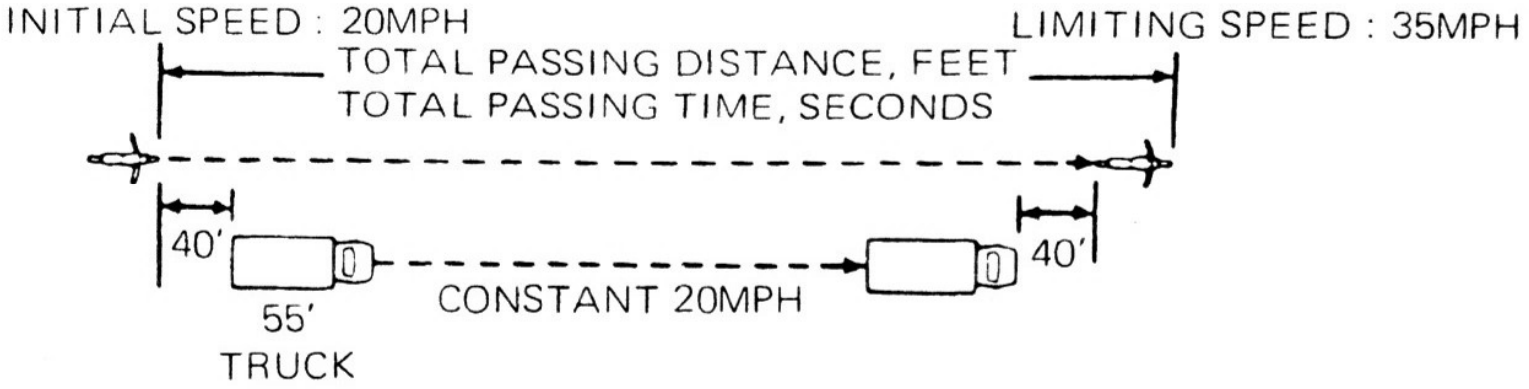
NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA HAWK HONDAMATIC

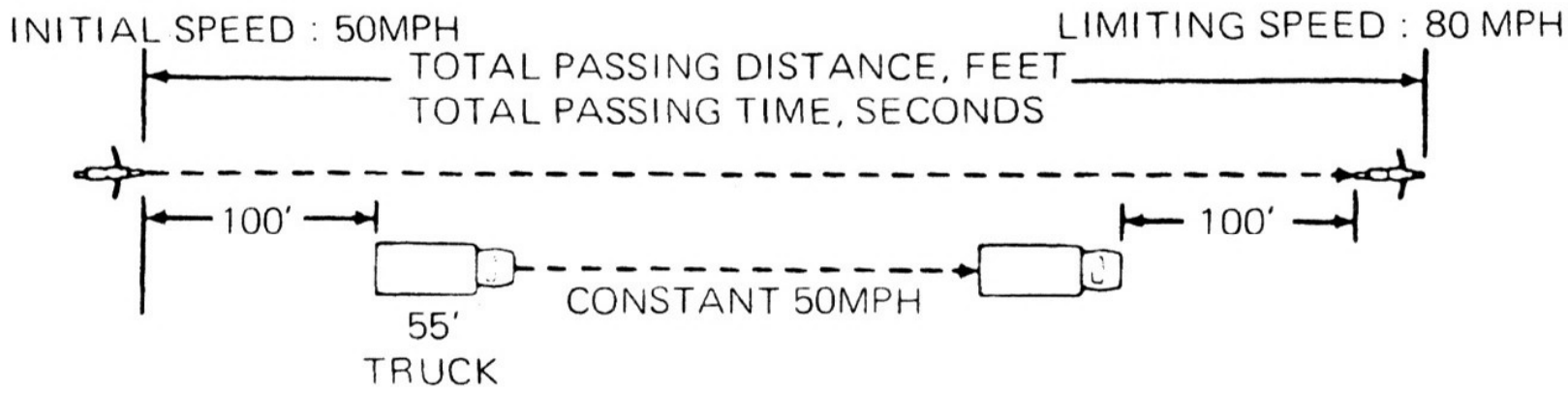
SUMMARY TABLE:

Low-speed pass	374 Feet;	7.9 Seconds
High-speed pass	1,187 Feet;	12.6 Seconds

LOW-SPEED



HIGH-SPEED



SPECIFICATIONS

DIMENSIONS	
Overall length	2,130 mm (83.9 in.)
Overall width	840 mm (33.1 in.)
Overall height	1,180 mm (46.5 in.)
Wheel base	1,390 mm (54.7 in.)
WEIGHT	
Dry weight	174 kg (384 lbs.)
CAPACITIES	
Engine oil	3.3ℓ (3.5 U.S. qt.)
Fuel tank	13.0ℓ (3.4 U.S. gal.)
Fuel reserve tank	3.0ℓ (0.8 U.S. gal.)
Passenger capacity	Operator and one passenger
Vehicle capacity load limit	150 kg (330 lbs.)
Front fork oil capacity	140 cc (4.9 ozs.)

ENGINE	
Bore and stroke	70.5 x 50.6 mm (2.776 x 1.992 in.)
Compression ratio	9.3 : 1
Displacement	395 cc (24.1 cu. in.)
Spark plugs	Standard: X24ES-U (ND) or D8EA (NGK) For cold climate: X22ES-U (ND) or D7EA (NGK) For extended high speed driving: X27ES-U (ND) or D9EA (NGK)
Spark plug gap	0.6–0.7 mm (0.024–0.028 in.)
Valve clearance	Intake: 0.10 mm (0.004 in.) Exhaust: 0.14 mm (0.006 in.)
Idle speed	1,250 ± 100 rpm in neutral
CHASSIS AND SUSPENSION	
Caster	63°
Trail	100 mm (3.9 in.)
Tire size, front	3.60S19–4PR
Tire size, rear	4.10S18–4PR

3141701
PRINTED IN USA