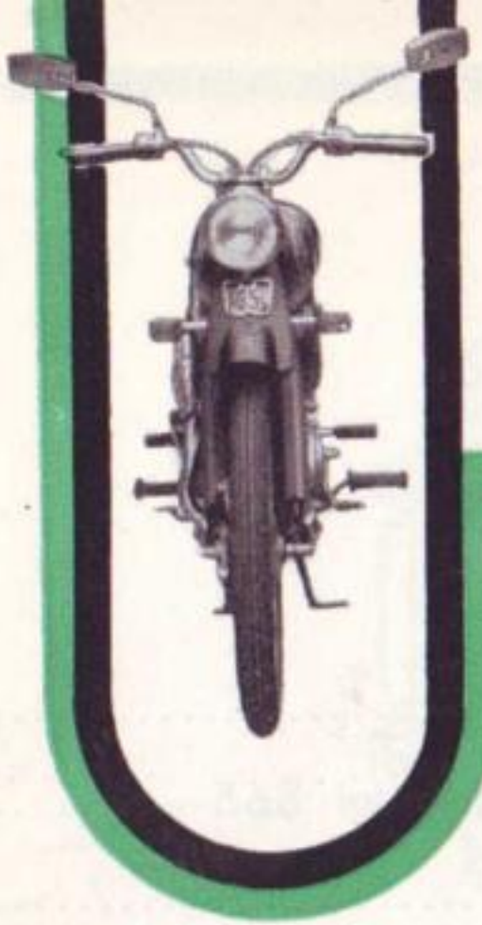
HONDA 65 SPORTS

MODEL S65

OWNER'S MANUAL



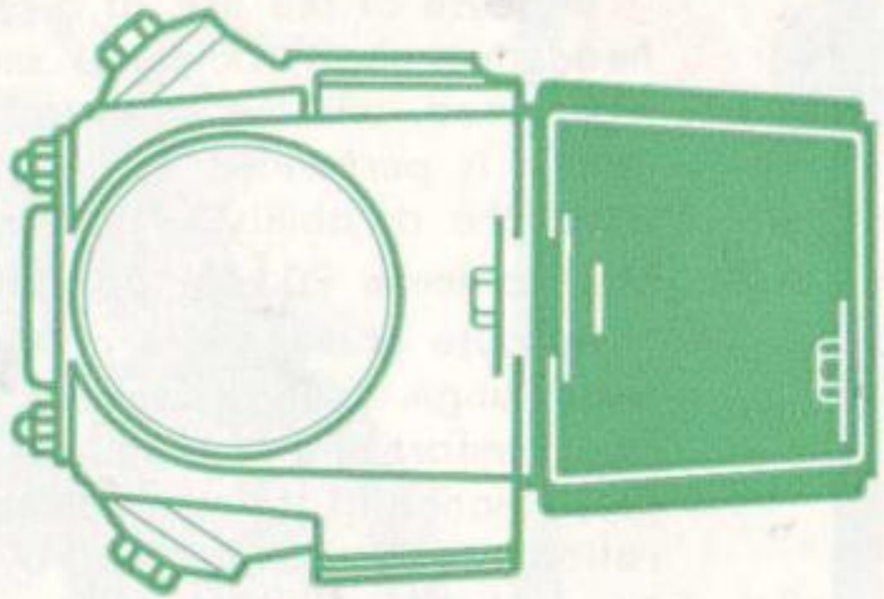
■ FOREWORD

This HONDA motorcycle is designed and produced as a version of the HONDA 50 Sports, model C110 and HONDA 55 Sports, model C115. These are acknowledged internationally as machines in which HONDA's broad experience and technology are concentrated.

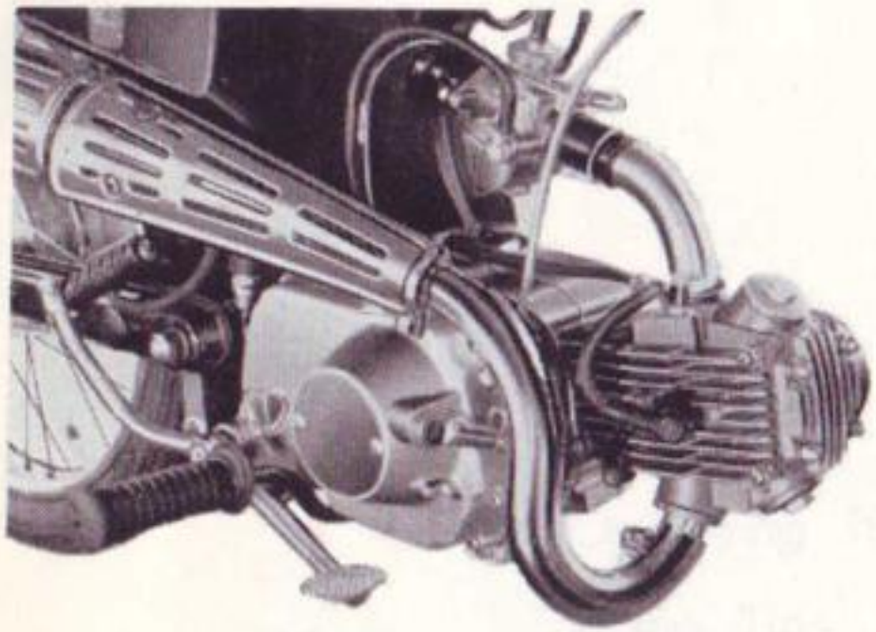
To help this HONDA motorcycle be your best friend, please read this rider's handbook carefully in order to become acquainted with the correct handling procedure and adjustments which are required from time to time.

If you have any questions about your motorcycle, please refer to your dealer who wil' be happy to assist you.

■ CONTENTS



■ OUTSTANDING FEATURES OF HONDA 65 SPORTS MODEL S65



OUTSTANDING FEATURES

1. **High Engine Durability**

   Because of the use of a chain–driven overhead cam shaft, output is smooth at low and high speed, without overloading. Forced lubrication is performed by the gear pump, increasing the durability of all units.

2. **The maximum 90 kph (56 mph) speed**

   Because of excellent power output over a wide range of engine speeds, riding is pleasant and comfortable at both low and high speed Performance at the maximum speed and acceleration are especially superb.

3. **Simple handling, operation, and maintenance**

   This vehicle is light in weight. Operation of levers is extremely light and secure. Maintenance is very simple due to the use of an automatic cam chain tensioner and large capacity centrifugal oil filter.

4. **Low vehicle noise**

   By adoption of a chain–driven overhead cam shaft and automatic cam chain tensioner, no noise is generated at the tappet and chain. Adequate noise suppression devices are applied to the gears, muffler, and air cleaner.

5. Frame body

Uniformity of quality is obtained by employment of the pressed steel sheet which has stress resistance. Since auxiliary machinery is contained internally, the external view is smooth and elegant.

6. Bottom link system front cushion

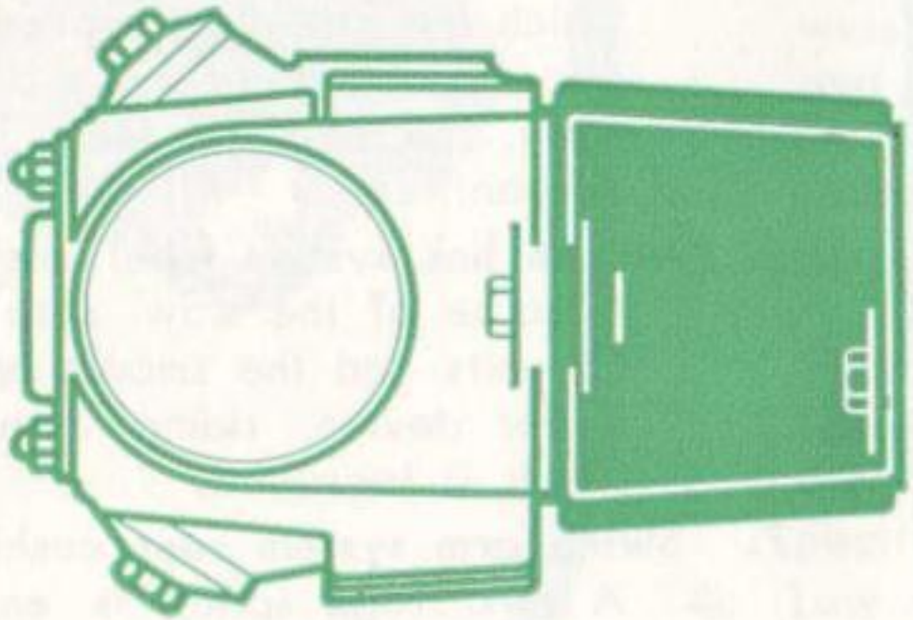
Because of the slow rate of wear of all units and the smooth operation of the buffer device, riding comfort on rough roads is improved.

7. Swing arm system rear cushion

A two-stage spring is employed in the rear cushion, providing riding comfort for one or two people under a wide range of conditions.

8. Large headlamp size

Riding at night is made easier because of the large headlamp size.



■ OPERATING TIPS

Fig. 1

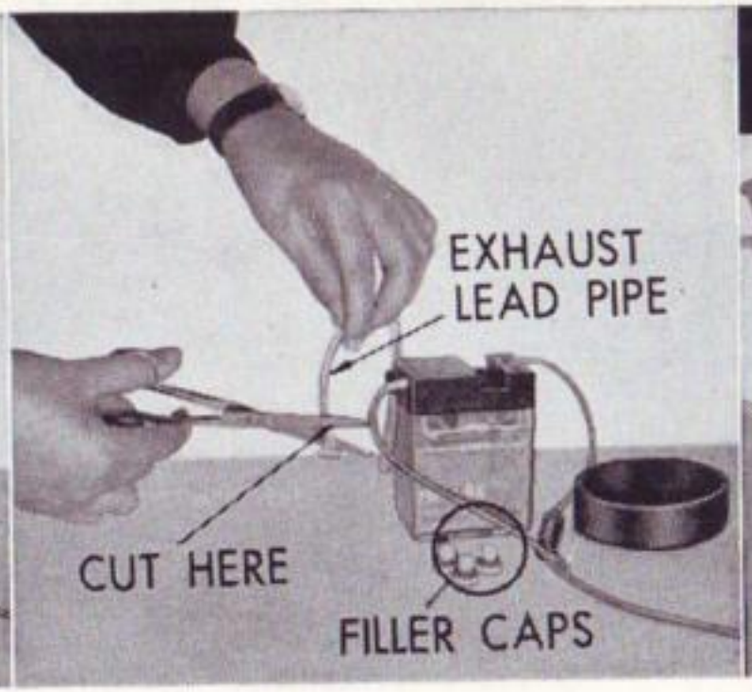


Fig. 2

Fig. 3

BATTERY CARE

Although the battery is of the dry charge type, the charge may have been expended to some extent due to the transportation time or storage time in the dealer's warehouse.

If used as it is, the life is greatly reduced. Please instruct your dealer to perform the initial charge in accordance with the following instructions.

1. Remove the sealing tape; then remove the plastic filler caps. (Fig. 1)
2. Cut the tip of the exhaust lead pipe (vinyl tube). (Fig. 2)
3. Pour dilute sulphuric acid (specific gravity 1.260) to the maximum liquid level line and let it stand for one or two hours. After this interval, if the level becomes lower, add more dilute acid to bring the level again to the maximum level line. (Fig. 3)

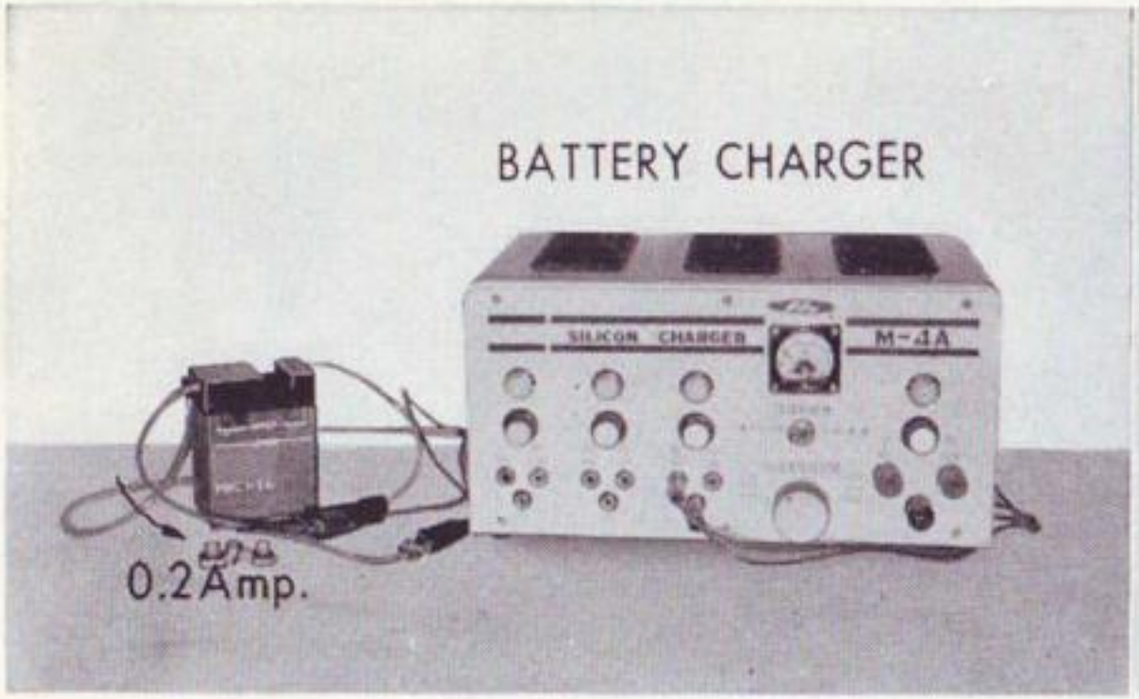


Fig. 4

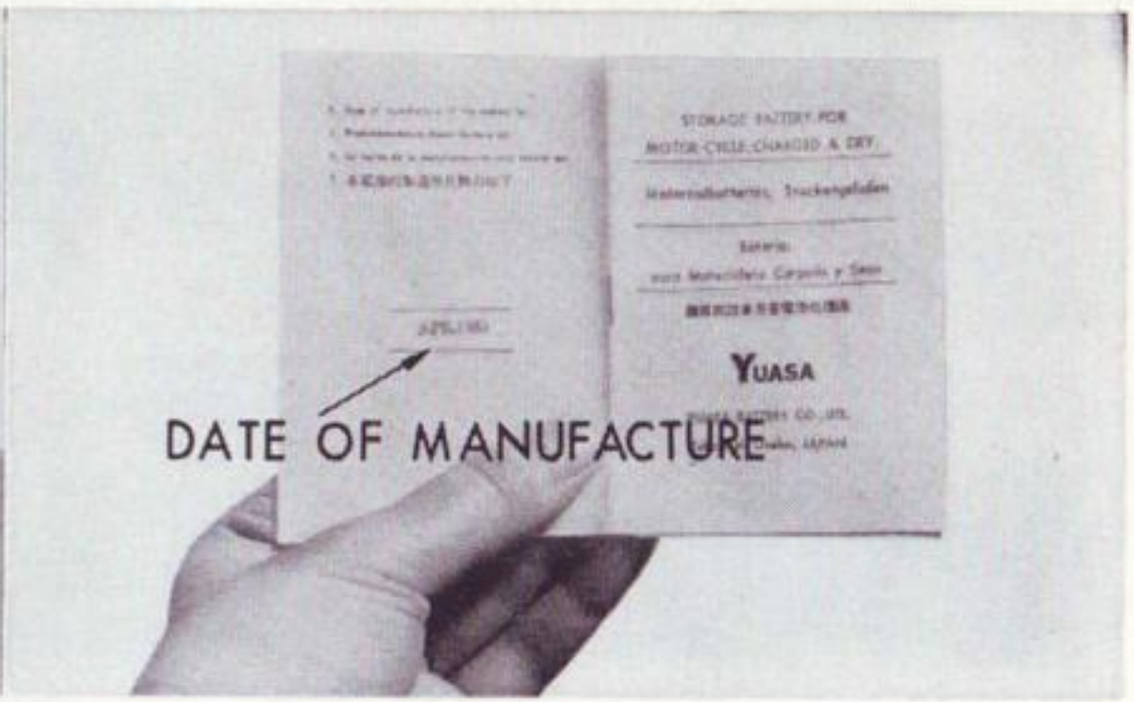


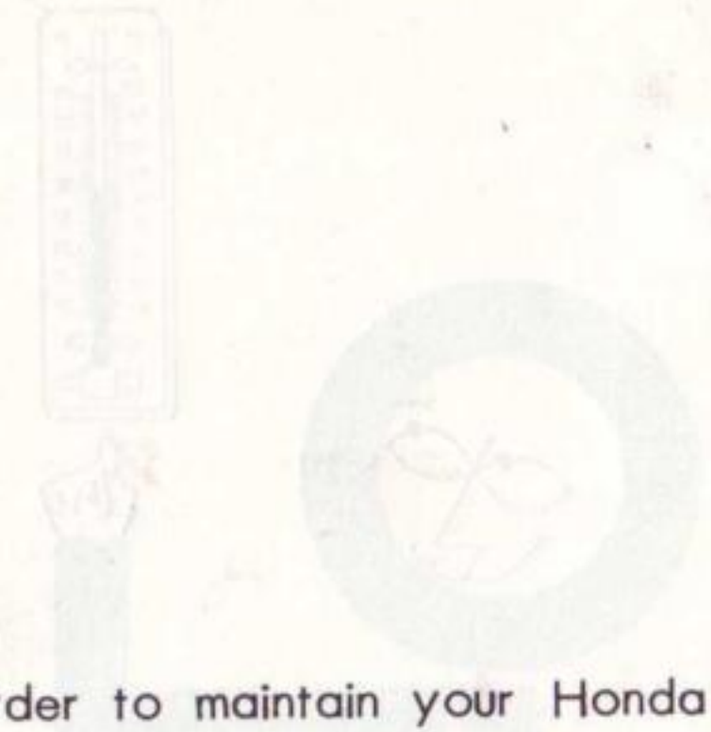
Fig. 5

4. As this battery is a 2AH type, extended charging should be performed at 0.2 Amp. charge current. (Fig. 4)
The length of time required to bring the battery to the proper initial charge is listed in the following table.

The date of manufacture of the battery is indicated on the last page of the instruction book supplied with the battery. (Fig. 5)

Elapsed Time Since Date of Manufacture	Length of Charge
1 to 6 months	10 to 12 hours
6 to 12 months	20 to 30 hours
More than 12 months	More than 30 hours

GENUINE HONDA PARTS



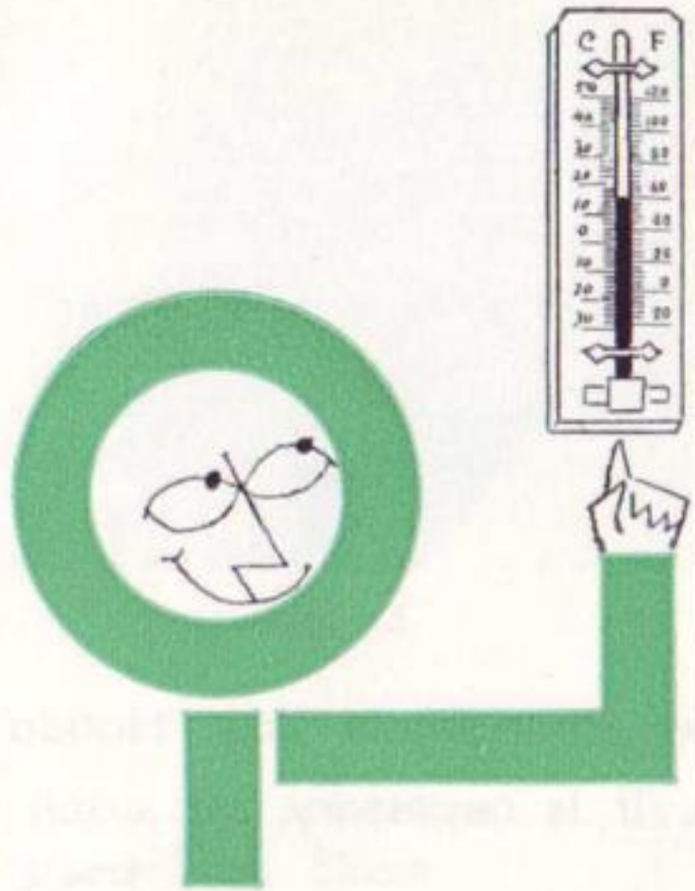
In order to maintain your Honda motorcycle in efficient operating condition for many years, it is necessary for each component part to be of superior quality and accuracy.

Occasionally you may have to replace a part on your Honda.

Genuine Honda parts are manufactured with highly accurate machine tools from excellent materials, and are produced with strict adherence to working blueprints for the motorcycles themselves.

Use only genuine Honda parts on your motorcycle.

If you have any question regarding Honda parts, contact any Honda dealer.



OIL

When filling

Use the oil corresponding to MS-DG or DM in the API Service Classification.

Below 0°C (32°F)	● SAE 10W
0°C to 15°C (32°F to 59°F)	● SAE 20 / 20W
Over 15°C (59°F)	● SAE 30

GASOLINE (PETROL)

When filling

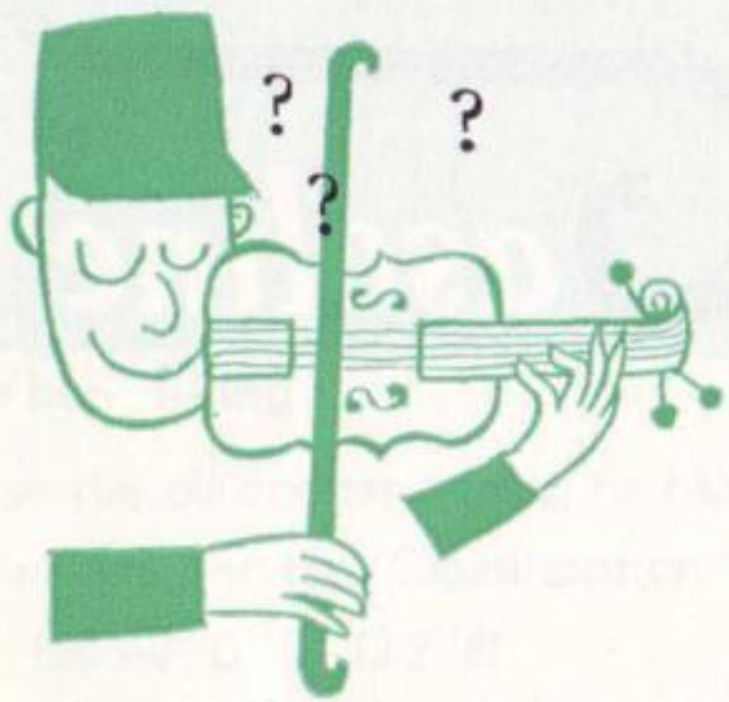
Do not mix oil and gasoline (petrol).

Do not allow foreign matter to enter the fuel tank.

Always use a high grade gasoline of 90 plus octane.

DAILY INSPECTION

Inspect the motorcycle yourself
Proper inspection prolongs life of the motorcycle



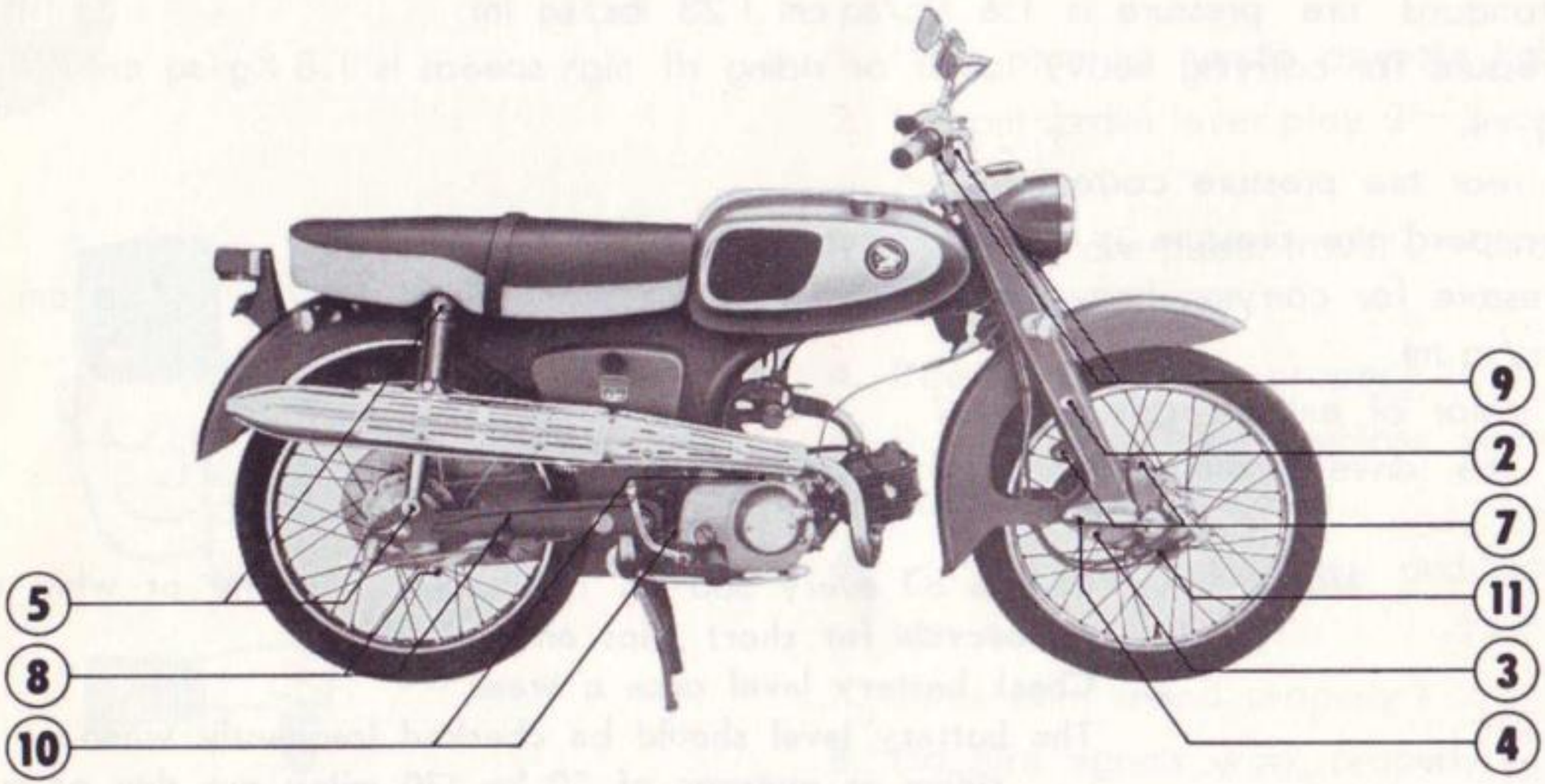
1. Does steering handle operate lightly ?
2. Is front brake lever play 2～3 cm (0.8 ～1.2 in) ?
3. Is rear brake pedal travel 2～3 cm (0.8 ～1.2 in) ?
4. Does clutch work properly ?
5. Do front and rear cushions work properly ?
6. Do head light, tail light, and stop light turn on ?
7. Does horn sound properly ?
8. Do turn signals work properly ?
9. Is engine oil up to full mark on dipstick ? 0.73 liters (1.27 Imp pt, 1.61 US pt)

10. Does fuel tank contain sufficient gasoline ?
11. Is front tire pressure correct ?
    Standard tire pressure is 1.6 Kg/sq cm (23 lbs/sq in).
    Pressure for carrying heavy loads or riding at high speeds is 1.8 Kg/sq cm (25 lbs/sq in).
12. Is rear tire pressure correct ?
    Standard tire pressure is 2.0 Kg/sq cm (28 lbs/sq in).
    Pressure for carrying heavy loads or riding at high speeds is 2.2 Kg/ sq cm (31 lbs/sq in).
13. Is color of exhaust gas proper ?
14. Is the drive chain properly adjusted and lubricated.

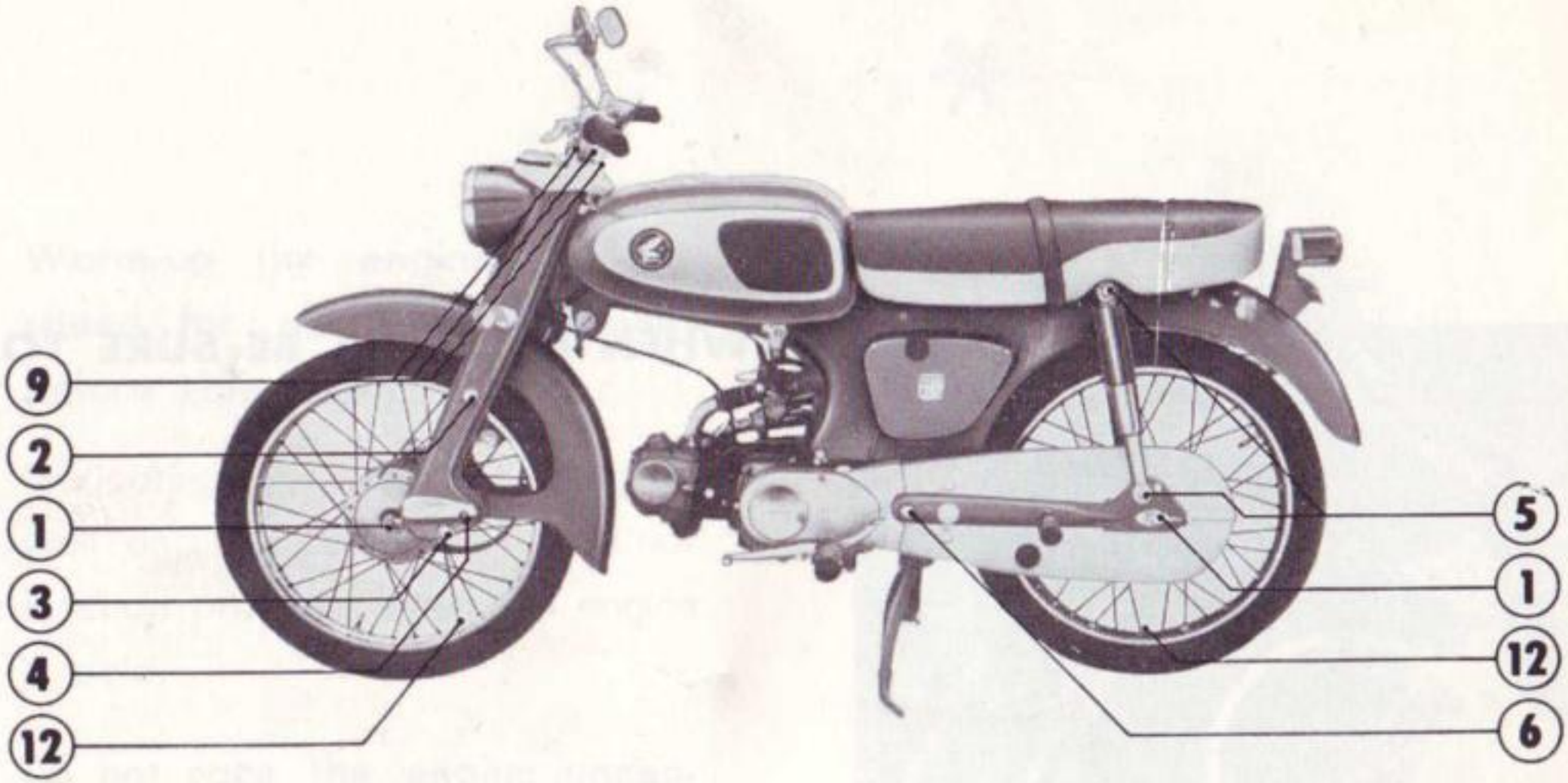
NOTE:
1. Change oil every 500 km (300 miles) in winter or when using motorcycle for short trips only.
2. Check battery level once a week.
   The battery level should be checked frequently when :
   riding an average of 50 km (30 miles) per day or more.
   riding in mountainous areas.
   riding at prolonged high speed.
3. Drive chain tension should be checked weekly.
   The chain should be lubricated if needed.

INSPECTING TIGHTNESS OF NUTS AND BOLTS

Checking these nuts and bolts should be part of your weekly inspection.



① Front and rear axle nuts
② Front suspension upper bolts
③ Front suspension lower bolts
④ Front arm pivot bolts
⑤ Rear suspension upper and lower bolts
⑥ Rear fork pivot bolt nuts



⑦ Front brake torque link bolt nuts
⑧ Rear brake torque arm nuts
⑨ Steering stem bolt nuts
⑩ Engine hanger bolt nuts
⑪ Speedometer gear box mounting bolts
⑫ Front and rear wheel spokes.

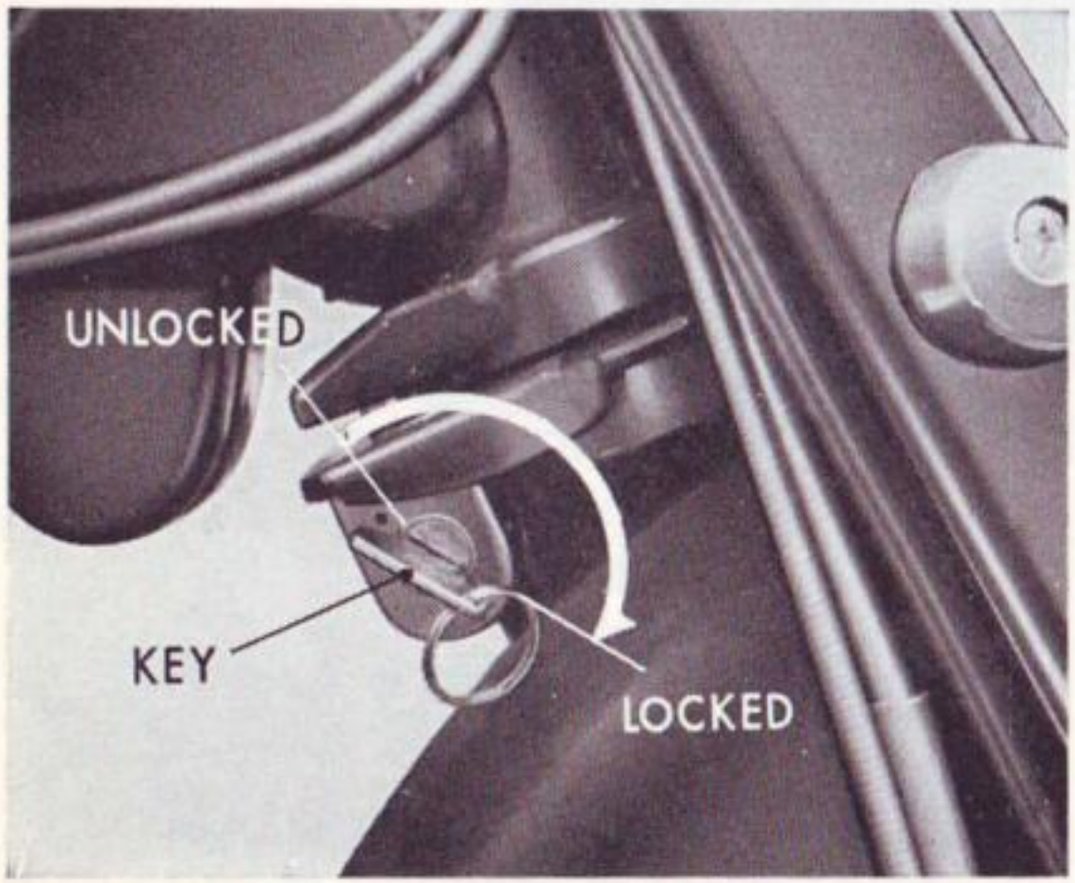


Fig. 6

WHEN PARKING, BE SURE TO :

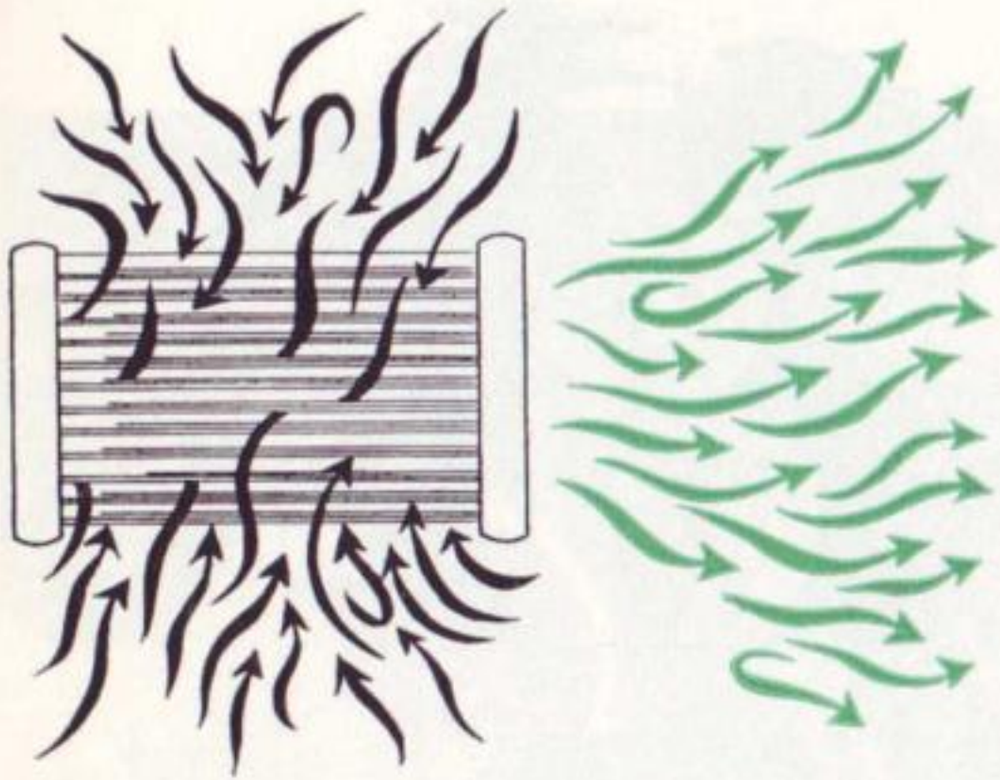
1. Close the fuel cock
2. Remove the key from the switch
3. Lock the steering lock (Fig. 6)

- **Warm-up the engine at low speed for about two minutes before riding.**

  Lubricating oil does not circulate well and the carburetor does not function properly when the engine is cold.

- **Do not race the engine unnecessarily.**

  When the engine runs at an excessive high speed with no load; it is harmful to the engine.



- **Start the motorcycle gently and shift gears according to the speed.**
  Excessively high light load speed is harmful to the engine.

- **Change gears gently by pressing or pulling the gear change lever lightly with your toe. Do not change gears roughly.**
  Rough gear changing results in rapid wear of the gear change drum, etc.

- **Do not operate the motorcycle with the air cleaner removed.**
  Dirt and dust will be inhaled into the engine and cause rapid wear.

CLEANING AND WASHING MOTORCYCLE

Plastic and Painted Parts

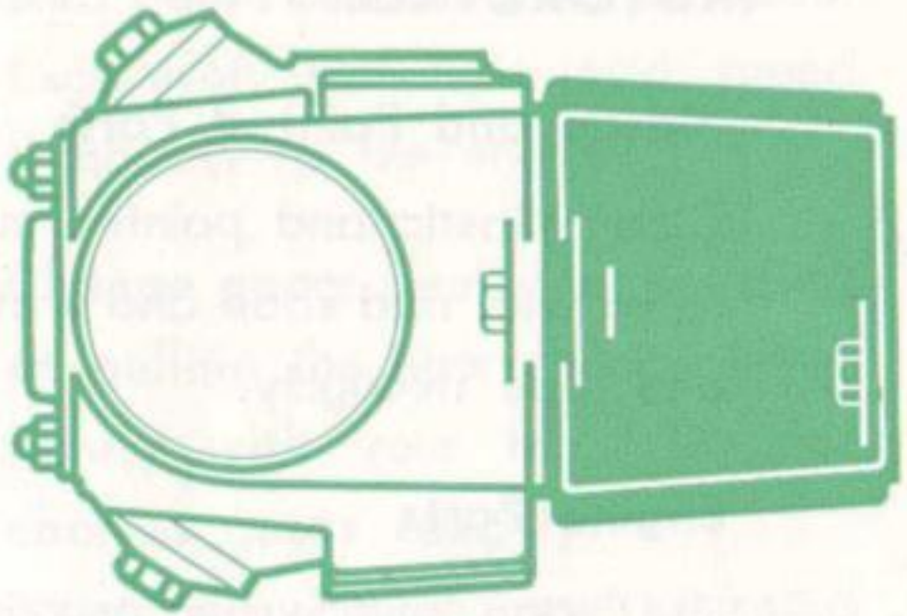
Clean plastic and painted surfaces with mild soap and water and rinse throughly.

Engine Parts

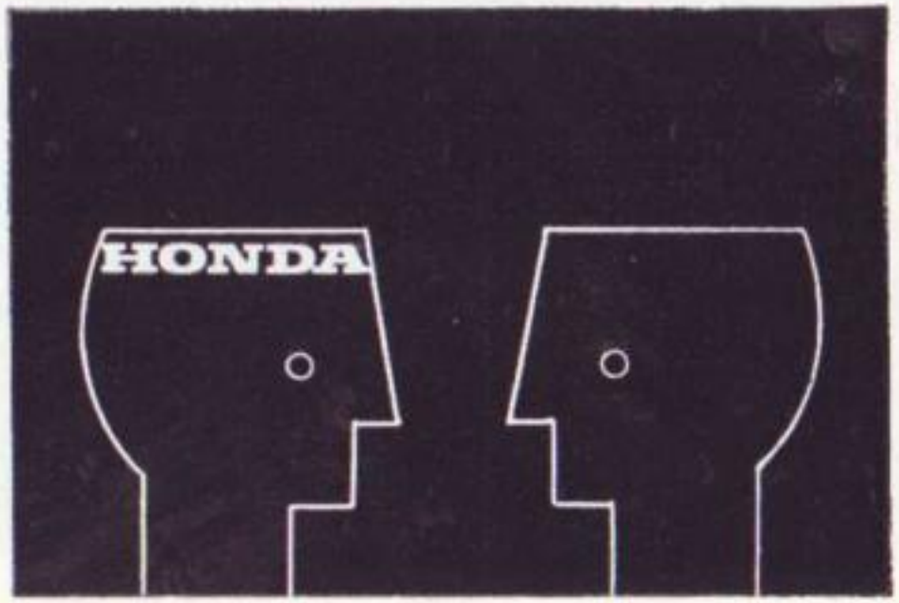
Use soap and water or commercial solvents for cleaning engine parts.

CAUTION :

Do not wash the seat with solvents or gasoline



■ RIDING TIPS



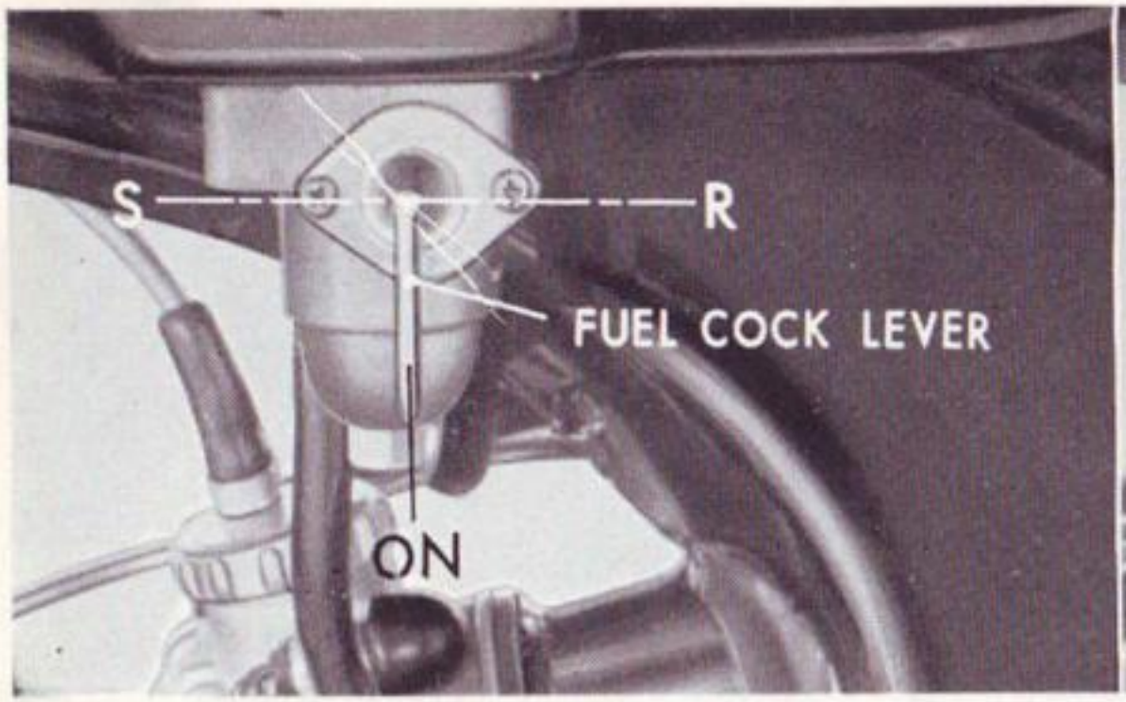


Fig. 7

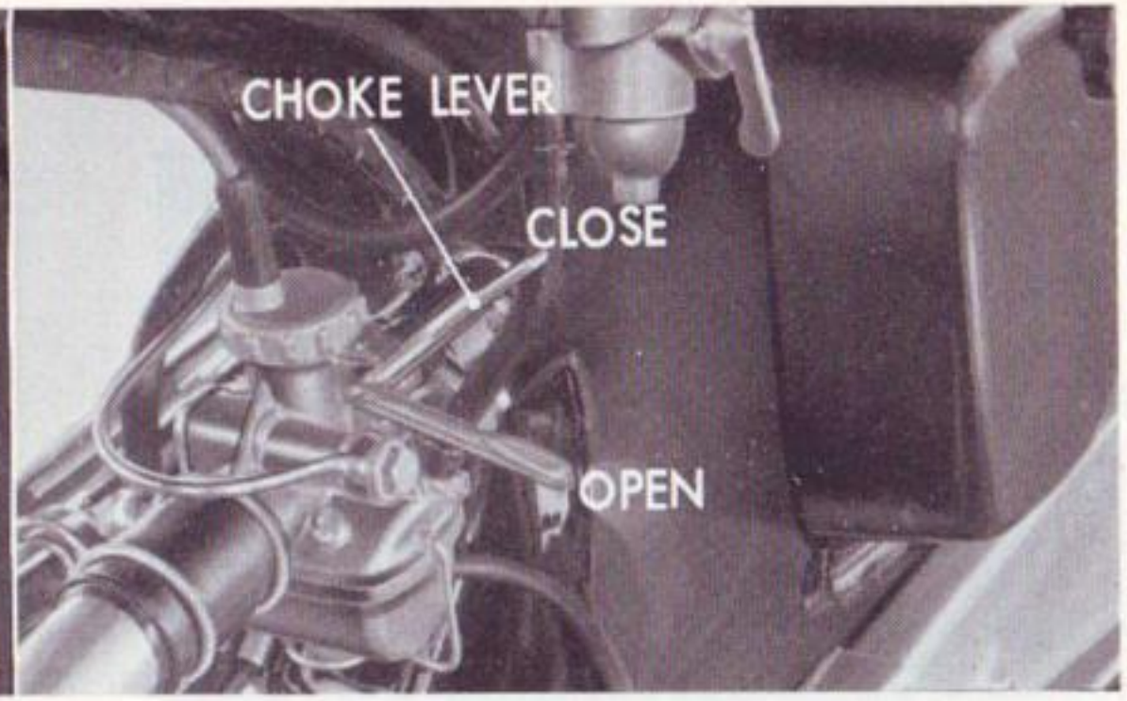


Fig 8

STARTING

1. Turn the fuel cock lever to the "ON" position. (Fig. 7)
2. Choke the engine. (Fig. 8)
3. Turn the switch key to position "1". (Fig. 9)
4 Open the throttle about 1/4 and kick the starter pedal firmly. (Fig. 10)
5. As the carburetor has a relief valve, warm up the engine at medium speed while choking.

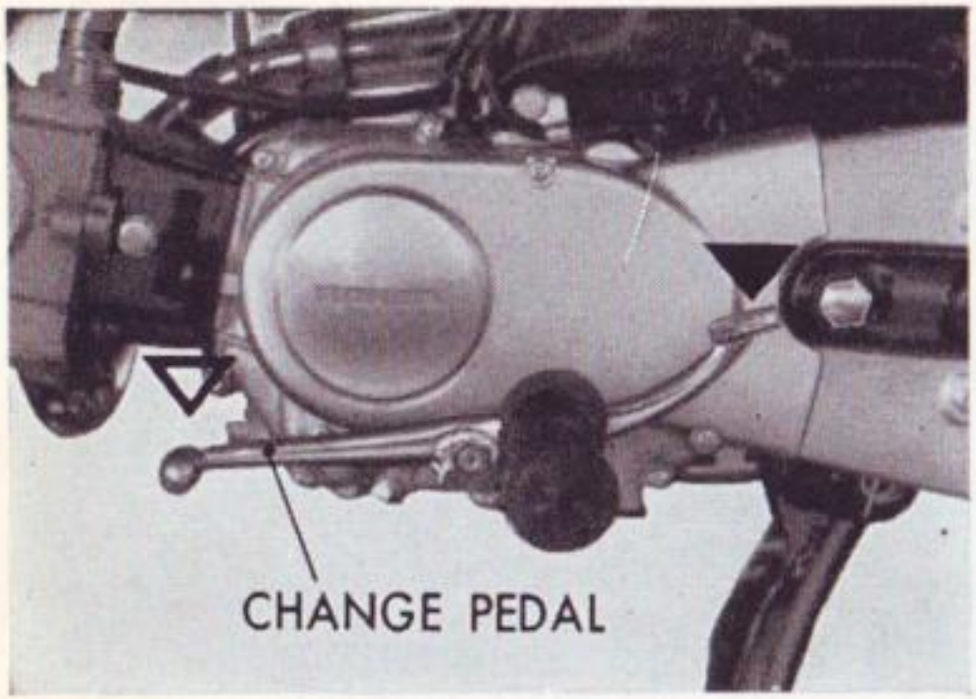


Fig. 11

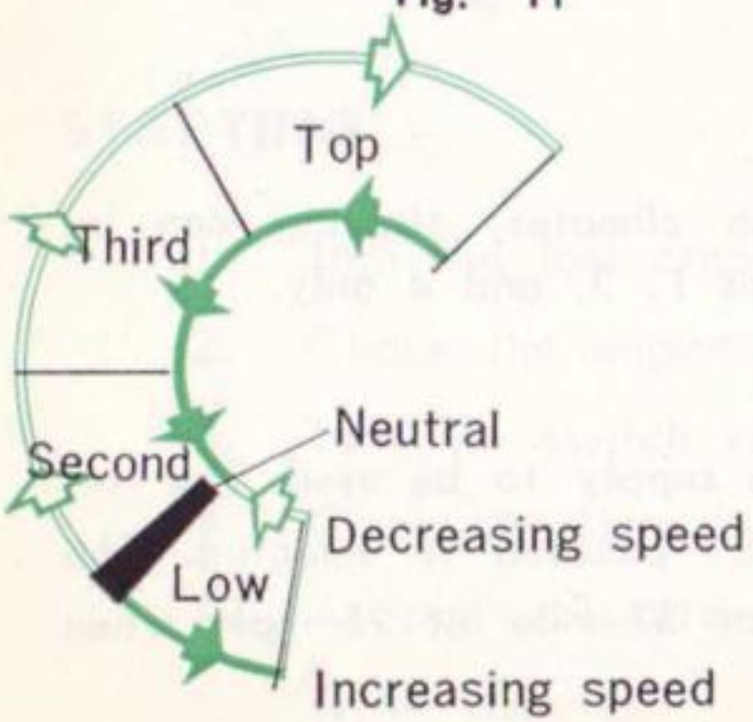


Fig. 12

GEAR CHANGING

1. Pull in the clutch lever and change gears by moving the change pedal up or down. (Fig. 11)

2. A stopper type gear change system is installed so that the gears are changed as shown in Fig 12. The operating angle between low and neutral and between neutral and second is one-half that between other gears. Because of this gears can be changed rapidly on this motorcycle for sportevents or racing when neutral is not needed.

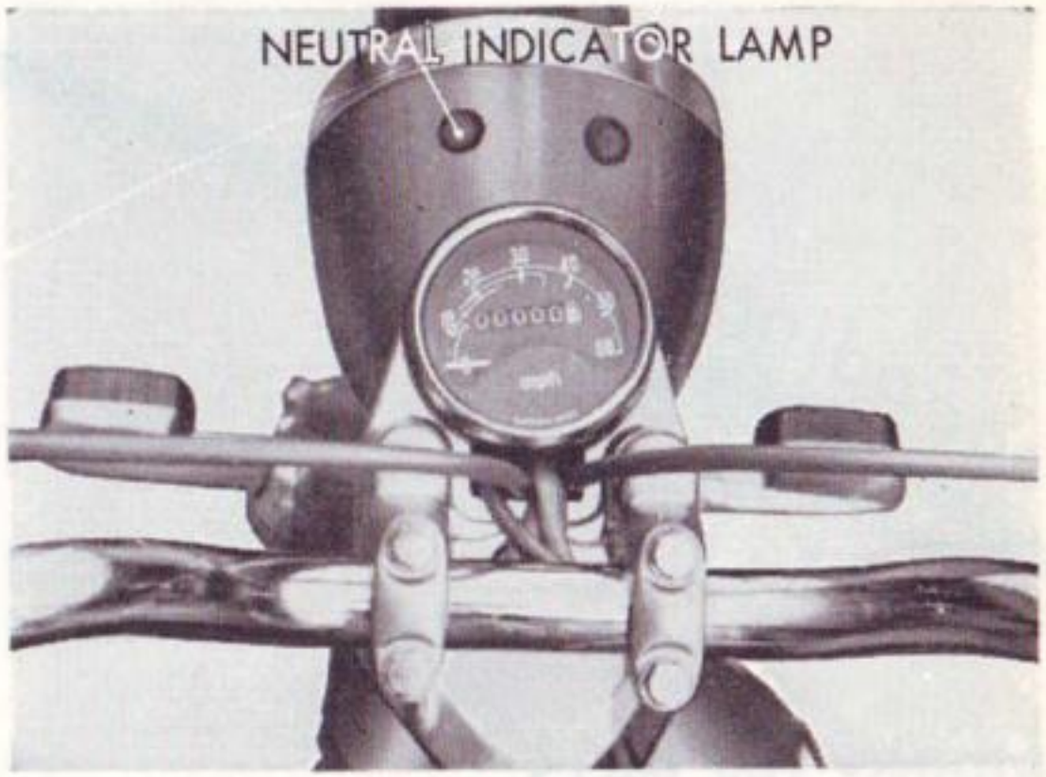
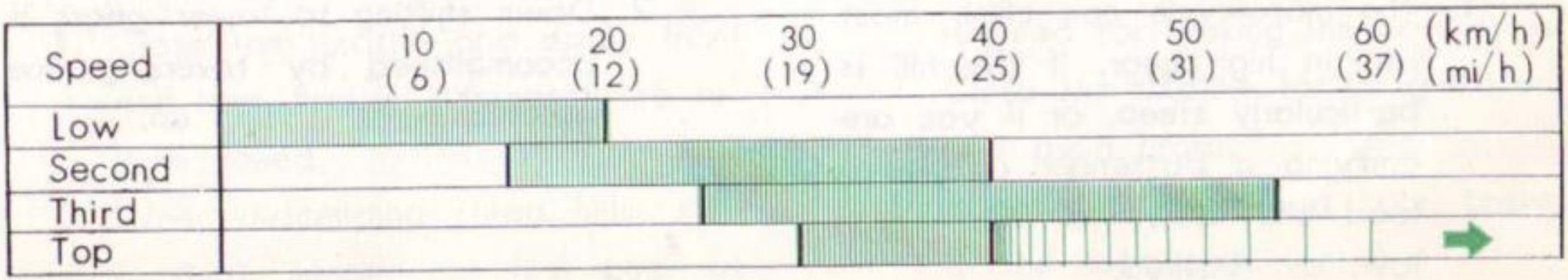
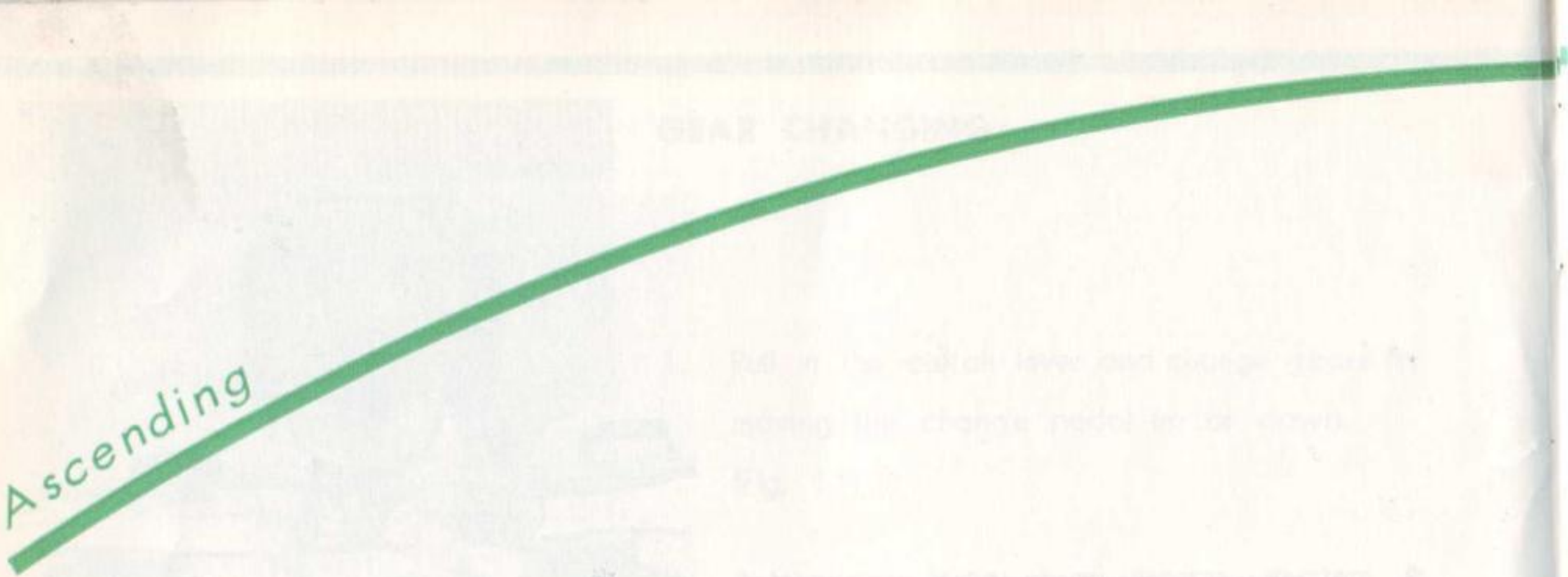


Fig 13

3. A neutral indicator lamp on the speedometer lights when the gears are in neutral. (Fig. 13)





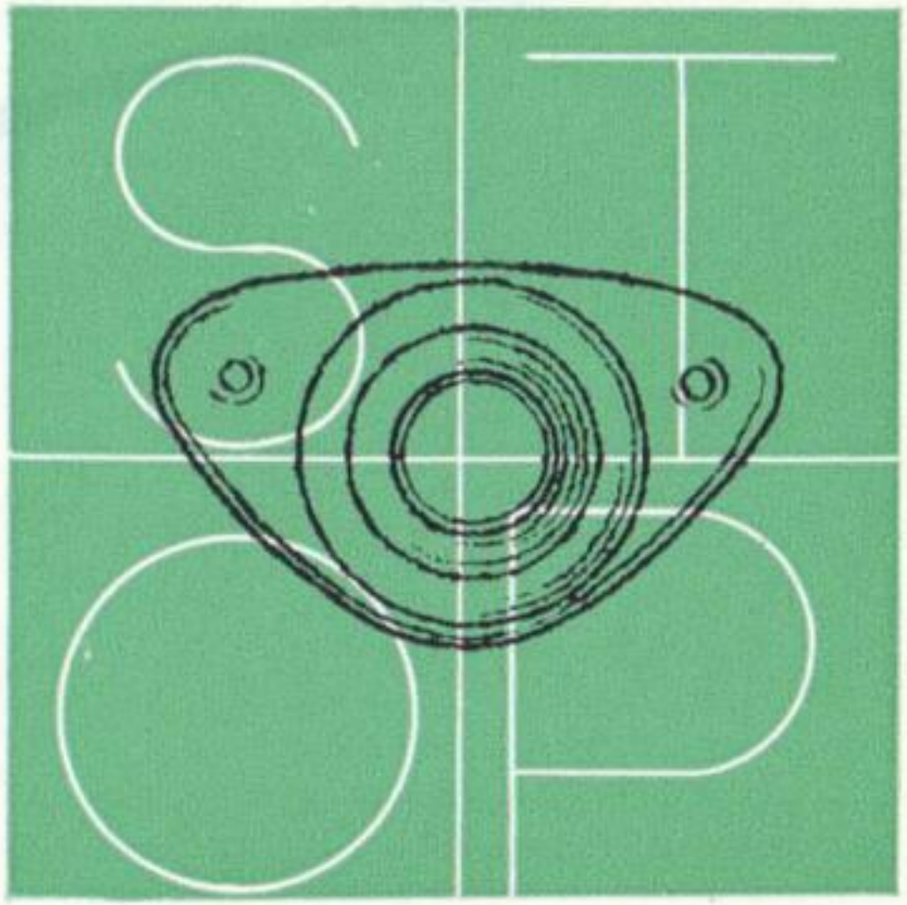
RIDING ON HILLS

1. The motorcycle can climb most hills in high gear. If the hill is particularly steep, or if you are carrying a passenger or heavy load, shift down to second, or low, as required.

2. Down shifting to lower gears is accomplished by reversing the procedure for shifting up.

Decending

1. Close the throttle and apply front and rear brakes alternately to reduce speed.
2. When descending steep hills, shift to third, second, or first gear as required for braking the motorcycle. Close the throttle for using the engine as a brake.
   Apply the front and rear brakes at the same time.



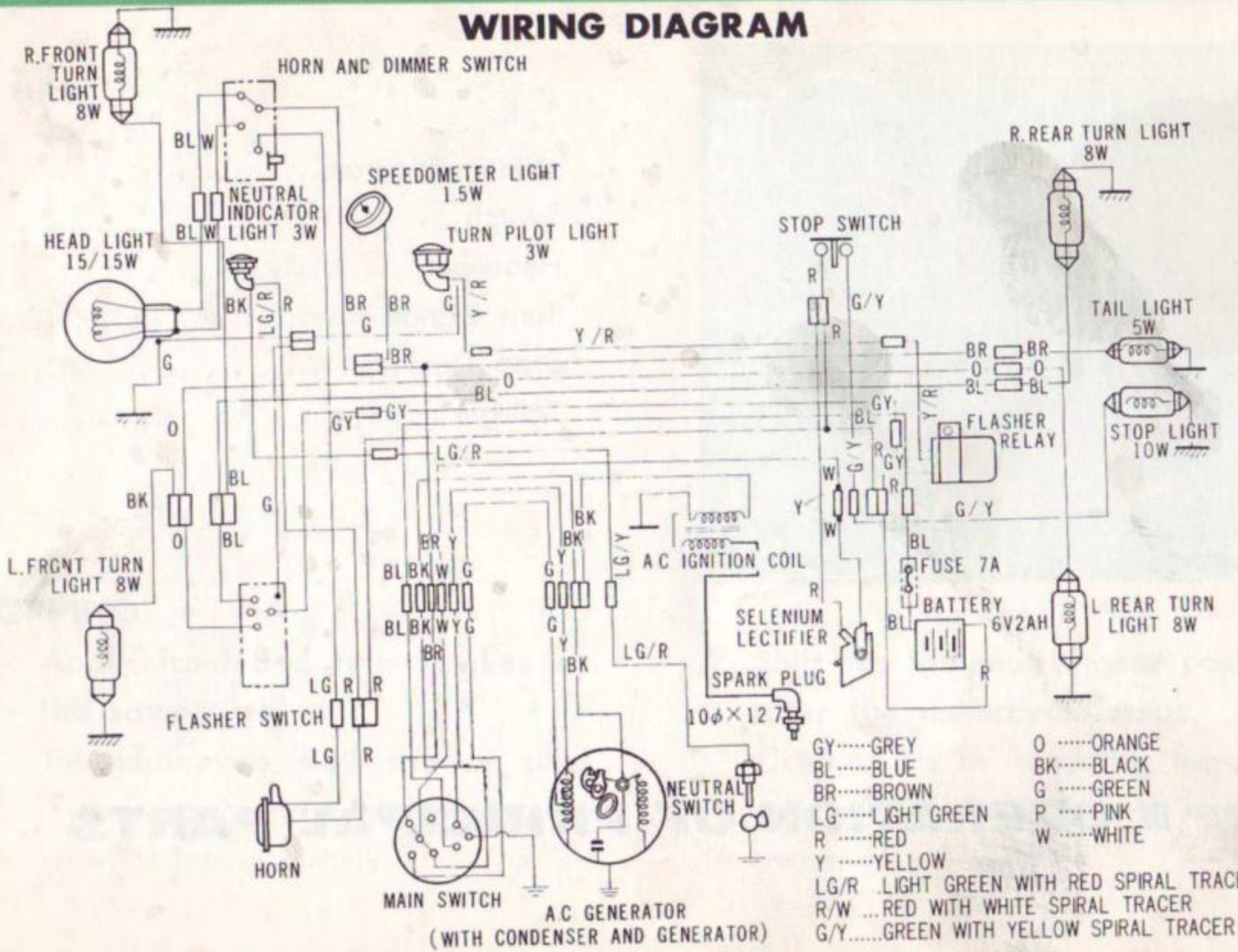
STOPPING

1. **Apply front and rear brakes at the same time.**
   The motorcycle may skid or slide if only the rear brake is applied when stopping quickly.

2. **Shift into the neutral gear position after the motorcycle stops.**
   Confirm this by observing the neutral indicator lamp on the speedometer.

■ OPERATION OF PRINCIPAL PARTS

WIRING DIAGRAM



GY……GREY
BL……BLUE
BR……BROWN
LG……LIGHT GREEN
R ……RED
Y ……YELLOW
O ……ORANGE
BK……BLACK
G ……GREEN
P ……PINK
W ……WHITE
LG/R .LIGHT GREEN WITH RED SPIRAL TRACER
R/W ...RED WITH WHITE SPIRAL TRACER
G/Y.....GREEN WITH YELLOW SPIRAL TRACER

SWITCH

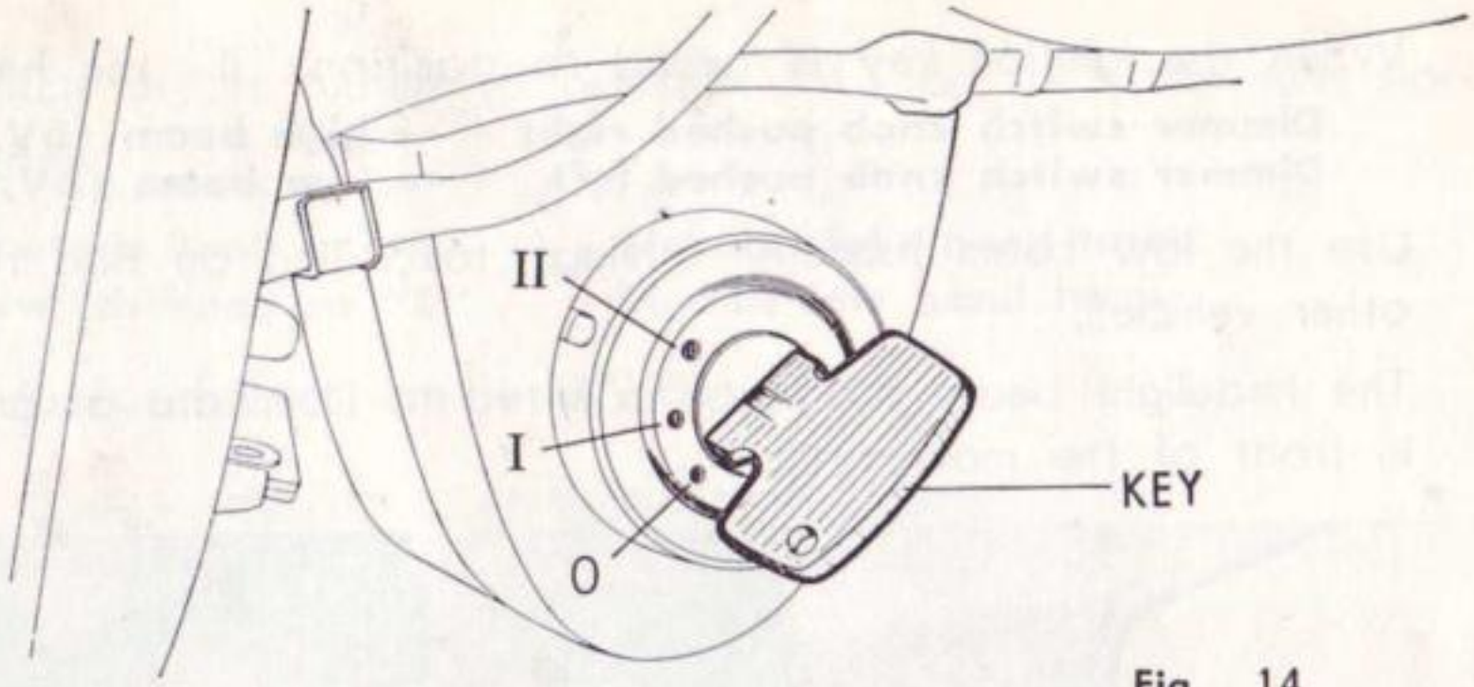


Fig. 14

Key position	Operation	Key
0	Off (all electrical circuits turned off)	Can be removed
I	Daytime riding and starting engine (horn, turn signals and stop light turned on)	Cannot be removed
II	Night riding and starting engine (all safety devices such as lights, horn, etc., turned on)	Cannot be removed

HEADLIGHT

1. When the ignition key is turned to position "II" the headlight turns on.

   Dimmer switch knob pushed right ⟶ high beam (6V, 15W) (Fig. 15)
   Dimmer switch knob pushed left ⟶ low beam (6V, 15W)

   Use the low beam for city driving, for riding on bad roads, and for meeting other vehicles.

2. The headlight beam should be oriented to illuminate an area 50 meter (55 yards) in front of the motorcycle.

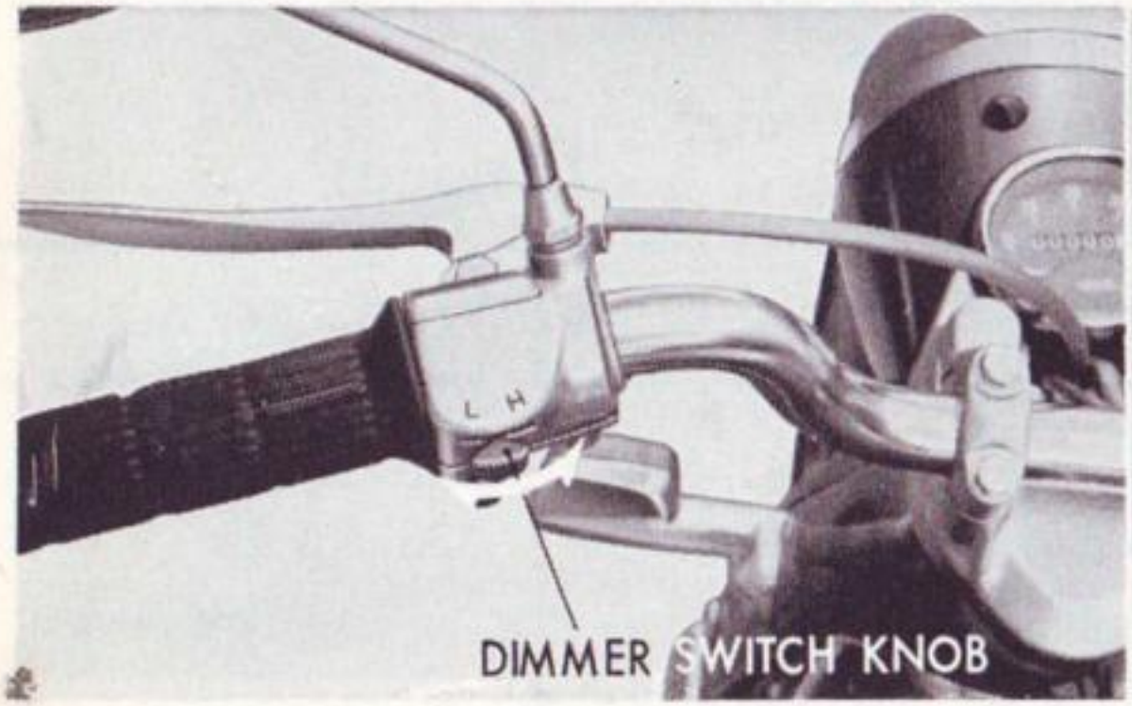


Fig. 15

Fig. 16

3. Adiust the headlight beam by the adjusting screw. (Fig. 16)

TURN SIGNALS

1. When the switch key is turned to position "I" or "II", the turn signals are set for operation.

Flasher switch knob at "R" ⟶ Signals right hand turns
Flasher switch knob at "L" ⟶ Signals left hand turns

2. The standard bulb for flasher use is 6V, 8W.

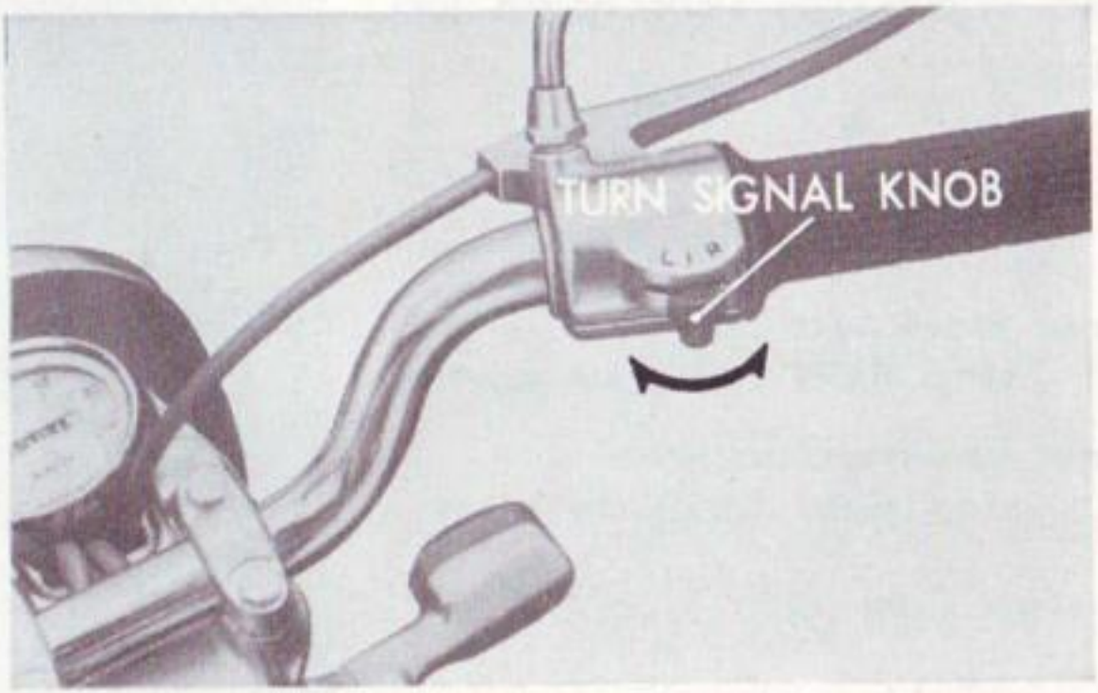


Fig. 17

NOTE: 1. If a different wattage bulb is used, the flasher lights do not operate properly.

2 Turn signals are not fitted to U. S. and U. K. models. See page 58.

STOP LIGHT

1. The stop light operates when the switch key is in position " I " or " II ".

2. Adjust the stop light switch so that the stop light turns on when the brake pedal is depressed to where the rear brake just begins to engage.

3. To adjust the stop light switch, loosen nut a and adjust with nut b. (Fig. 18)

Turning nut clockwise ⟶
stop light turns on earlier

Turning nut counterclockwise ⟶
stop light turns on later

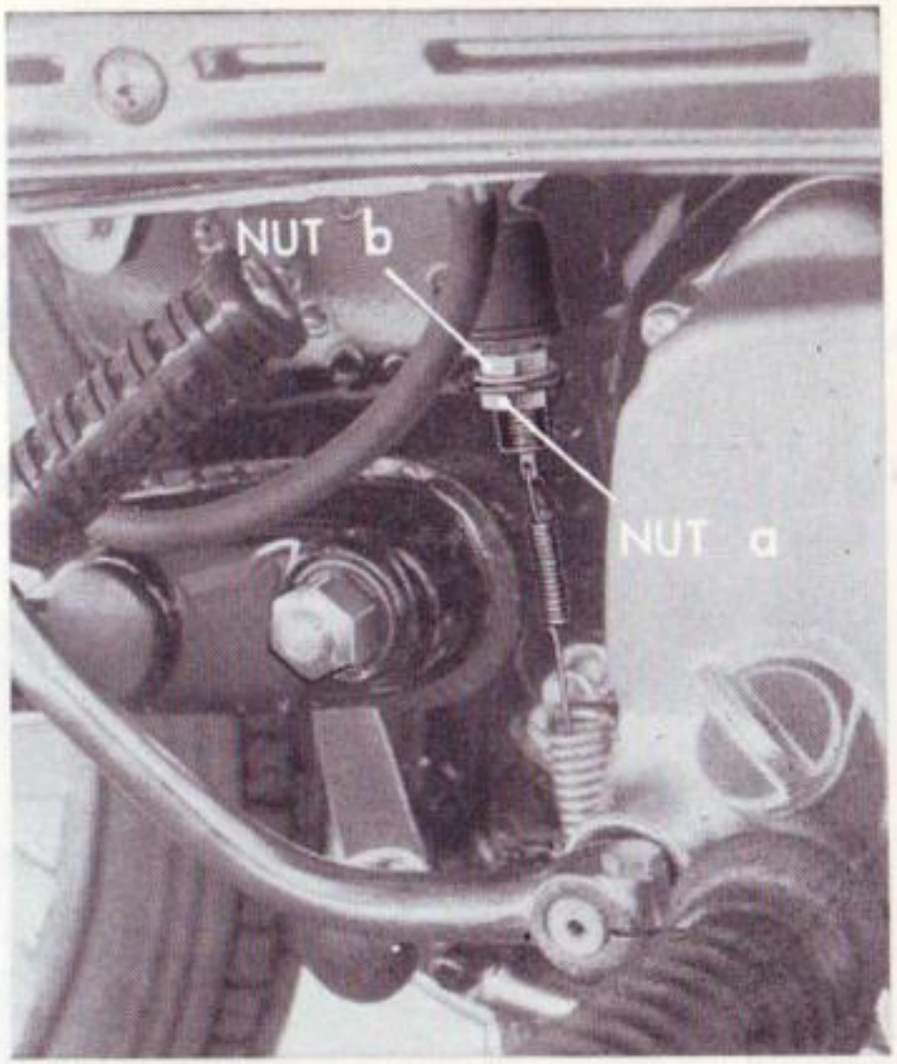


Fig. 18

4. The standard stop light bulb is 6V, 10W.

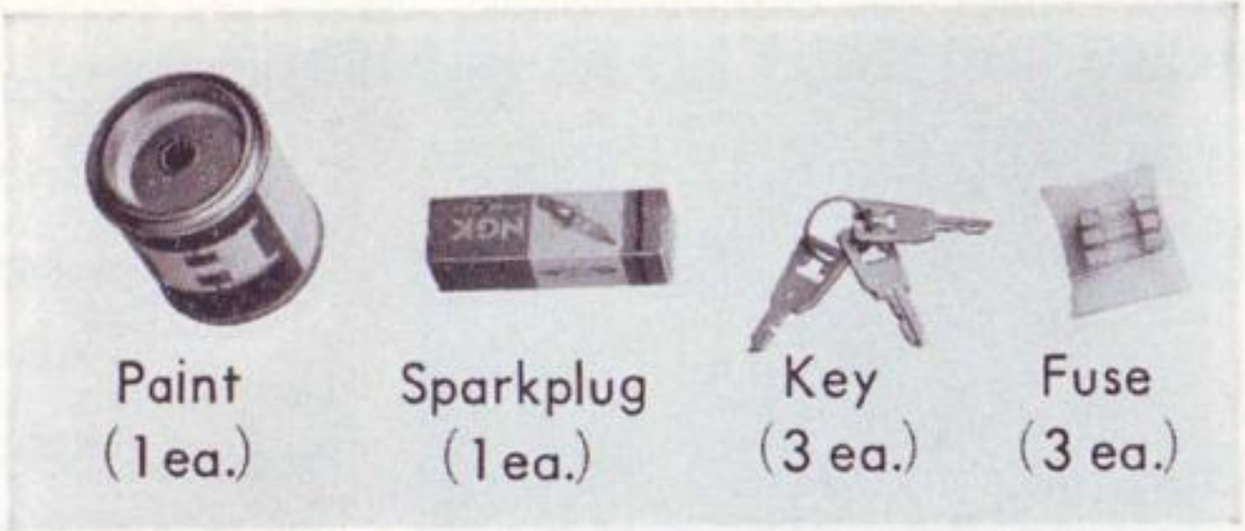
TAILLIGHT

1. The tail light turns on when the ignition key is in position " II "
2. The standard taillight bulb is 6V, 5W.

One bulb contains both stop light and tail light filaments.

■ INSPECTION AND ADJUSTMENT

SPARE KIT



NOTE :
Make sure that the tool bag also contains a spare spark plug, three spare fuses.

TOOL KIT

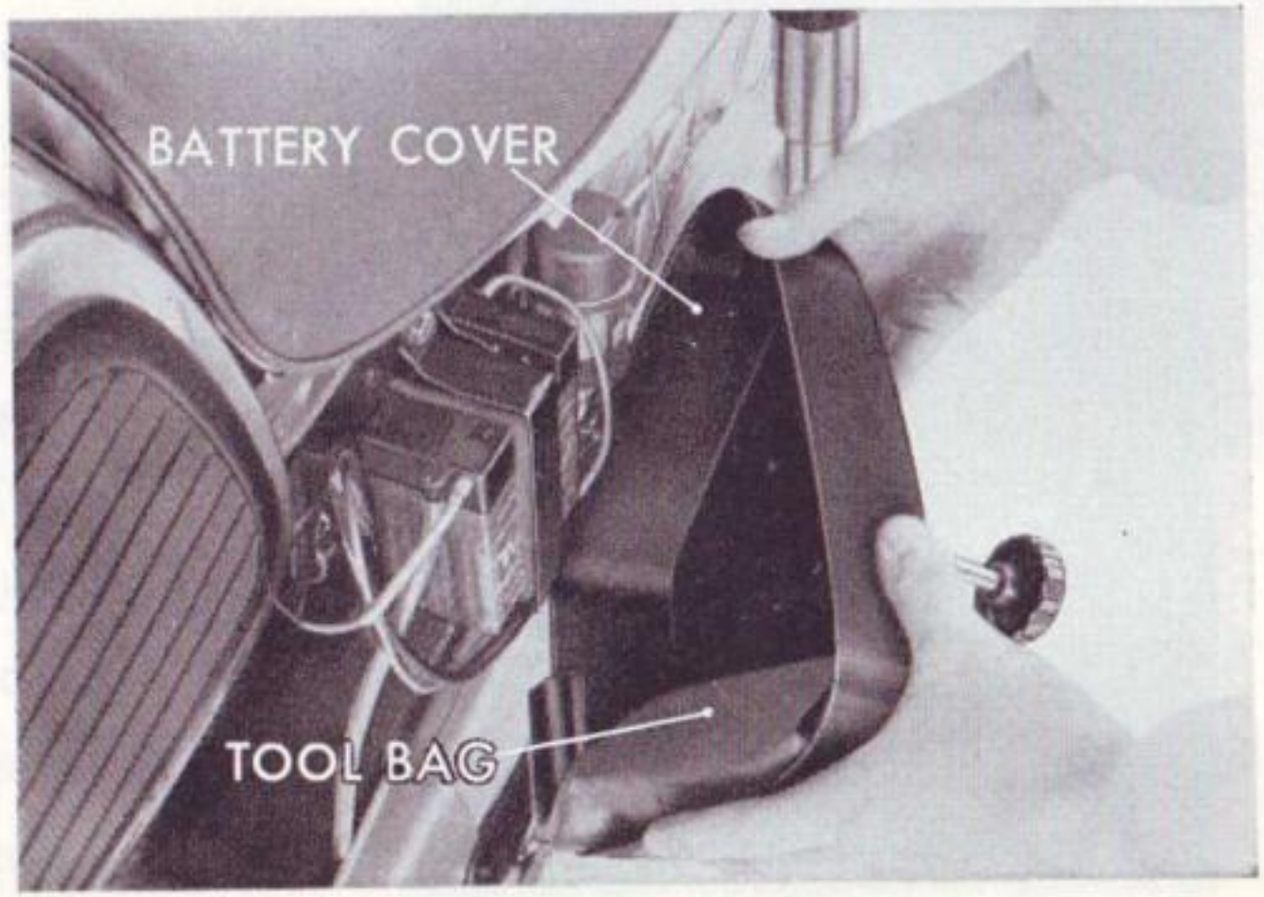


Fig. 19

23mm WRENCH

17mm WRENCH

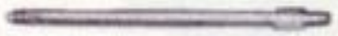
10×14mm
OPEN END WRENCH

SPARK PLUG WRENCH

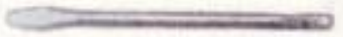
PLIERS

TOOL BAG

8mm PHILLIPS SCREW

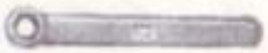


6mm PHILLIPS SCREW

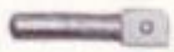


SCREW DRIVER

DRIVER HANDLE



9mm WRENCH



3mm SOCKET WRENCH

PERIODICAL INSPECTION

◆ Inspection to be made by dealer.

◇ Inspection which the user can make.

Items \ Distance km (miles)	300 (180)	1,000 (620)	2,000 (1,240)
Change engine oil	◆	◇	◇
Greasing			
Adjust ignition timing			
Adjust valve clearance	◆		
Adjust cam chain	◆		
Adjust clutch	◆		
Adjust carburetor			
Adjust drive chain	◆	◇	◇
Adjust front brake	◆	◇	◇
Adjust rear brake	◆	◇	◇
Clean spark plug			
Clean oil filter	◆		
Clean air cleaner			
Clean fuel strainer			
Clean muffler			
nspect tightness of nuts and bolts	◆		
Inspect suspensions			
Inspect lights, horn and speedometor			

3,000 (1,860)	4,000 (2,480)	5,000 (3,100)	6,000 (3,720)	7,000 (4,340)	8,000 (4,960)	9,000 (5,580)	10,000 (6,200)	11,000 (6,820)	12,000 (7,440)
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CHANGING ENGINE OIL

1. Remove the oil dipstick and the drain plug on the bottom of the engine and drain the oil completely (Fig. 20)

CAUTION: Drain oil when the engine is warm.

2. Replace the drain plug and tighten securely. Pour new oil in the oil filler hole.

3. Insert oil dipstick to measure the oil level. The dipstick is calibrated to read correctly without screwing it in. (Fig. 21)

CAUTION: The oil level should be fully cover the flat area on the dipstick.

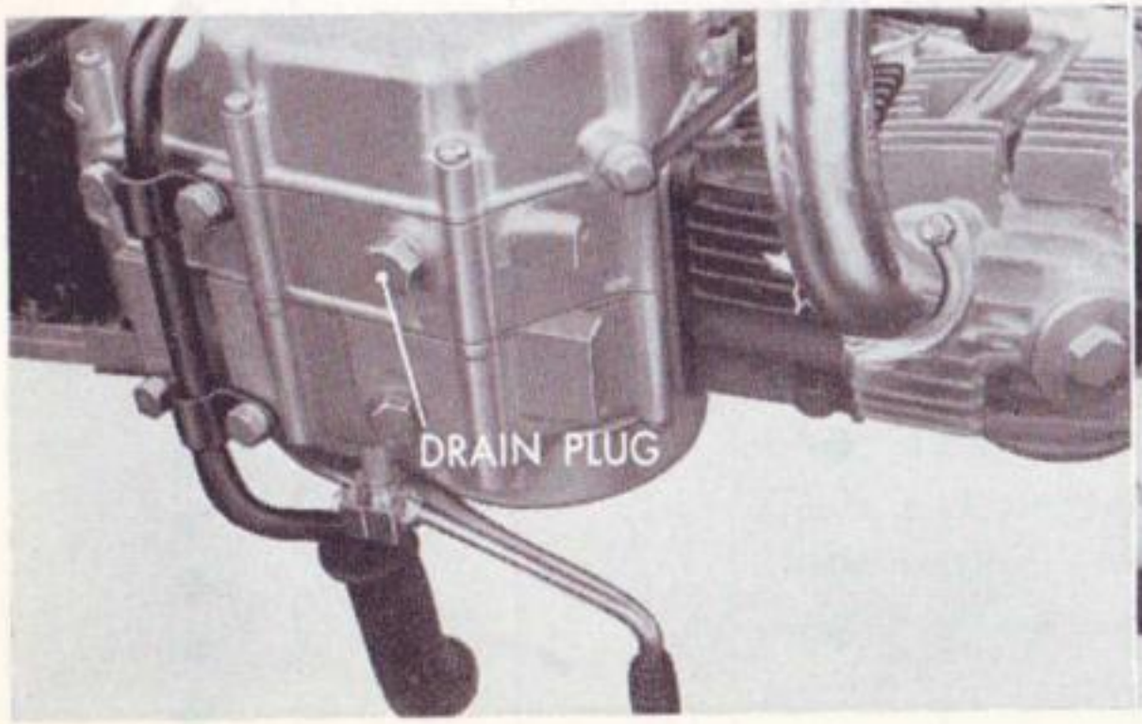


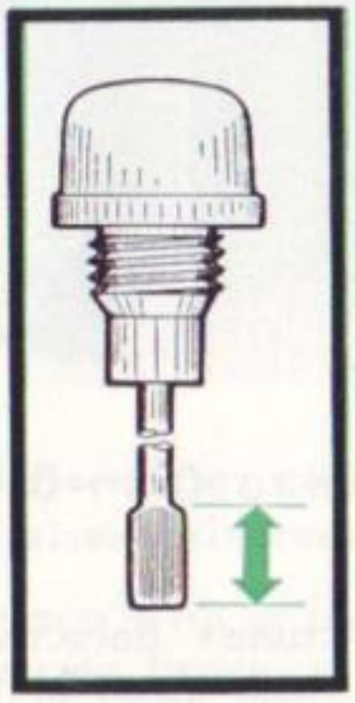
Fig. 20

Fig. 21

When the engine has been disassembled, 0.73 liters (1.22 Imp pt, 1.54 US pt) of oil is required. During normal changes, less oil is required as some oil remains in the oil filter, etc. Always check the level with the dipstick.

CAUTION: Engine oil performs a very important role in prolonging life of the engine and in obtaining smooth operation. Do not operate with dirty oil. Check the oil periodically and change as required. Frequent oil changes result in excellent operation.

Fig. 22



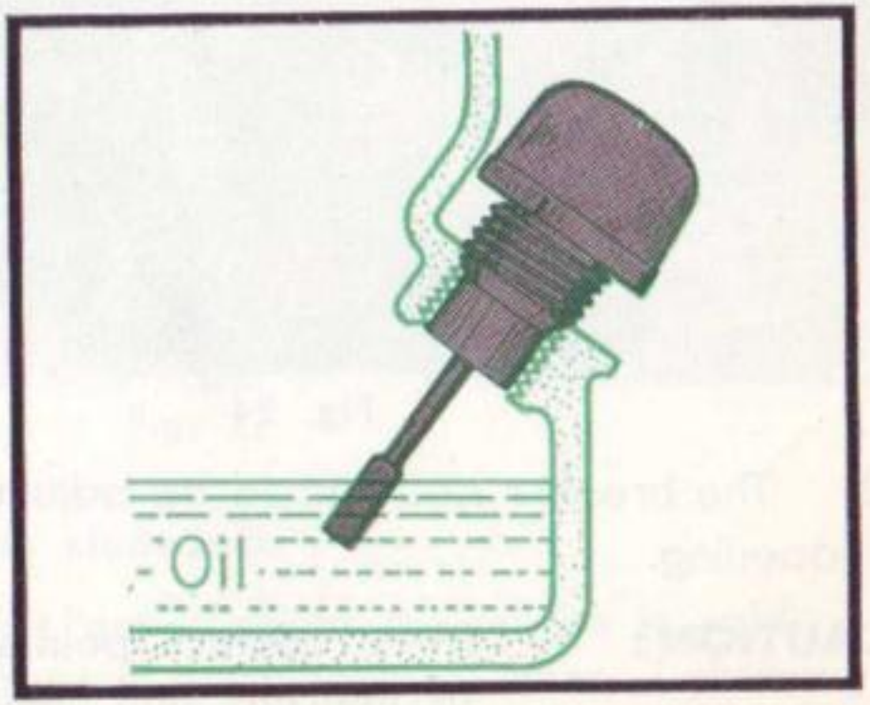


Fig. 23

ADJUSTING IGNITION TIMING

1. Remove the spark plug and the left crankcase cover. Align the flywheel "F" mark with the corresponding mark on the crankcase. Ensure the spark just jumps when the marks are aligned. (Fig. 24)
2. To adjust the ignition timing, loosen screw and move the contact breaker with a screw driver. (Fig. 25)

Fig. 24

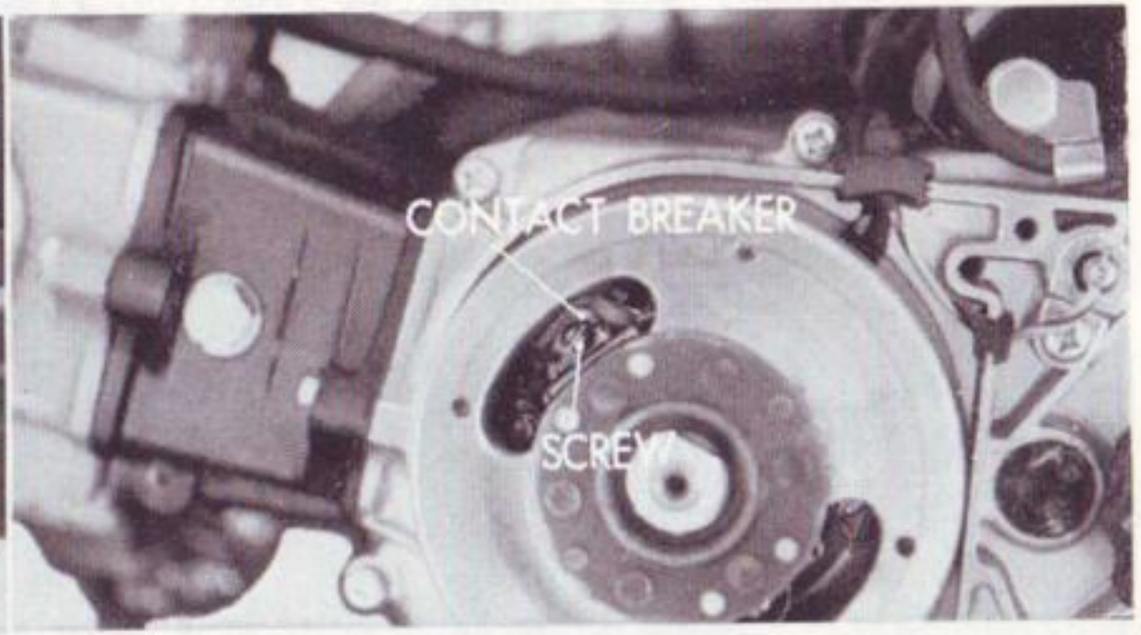


Fig. 25

3. The breaker gap should be adjusted to 0.3~0.4 mm (0. 012~0.016 in) at maximum opening.

CAUTION: **1. Dirty contact points causes defective ignition. Check the contact points periodically and keep them clean at all times.**
2. Breaker gap should be checked and adjusted prior to timing.

ADJUSTING VALVE CLEARANCE

1. Remove the left crankcase cover and align the dynamo rotor " T " mark with the corresponding mark on the crankcase. (Fig. 26)
2. Remove the cylinder head cap and check the clearance between the adjusting screw and valve with the piston at top dead center. (Fig. 27)
   To adjust, loosen the adjuster lock nut and turn the adjusting screw to set both exhaust and intake valve clearances to 0. 05mm(0.002 in).

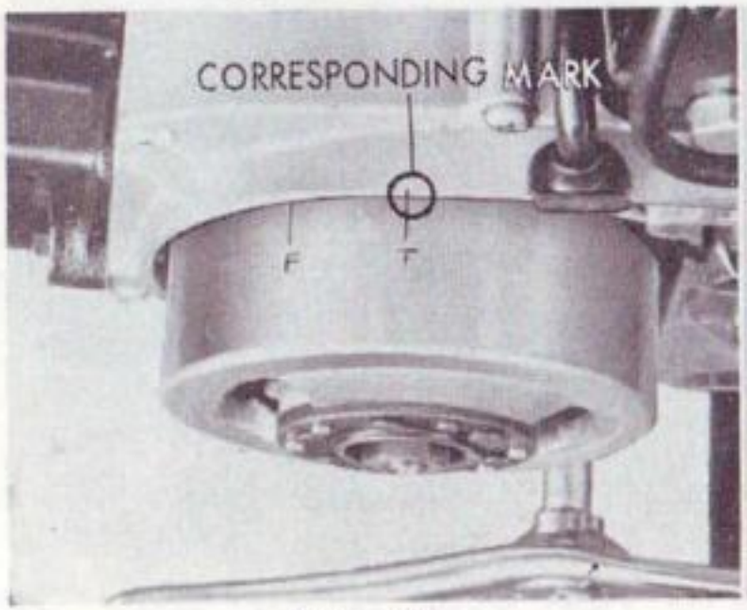
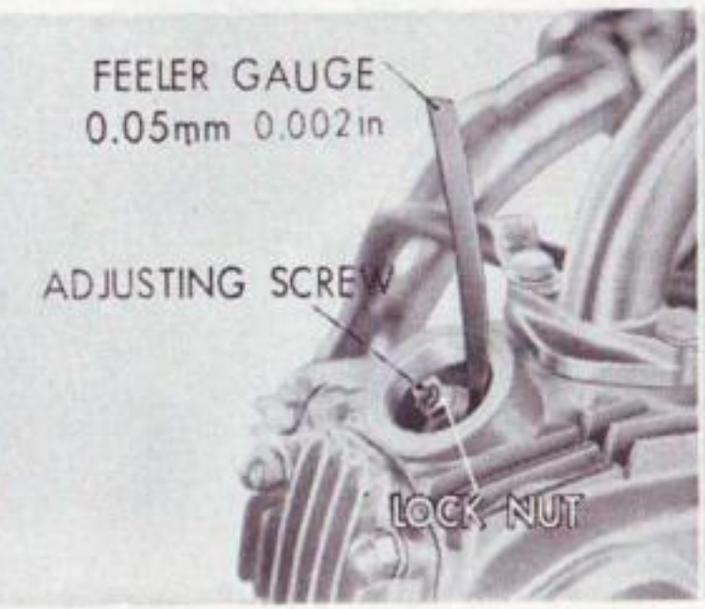


Fig. 26



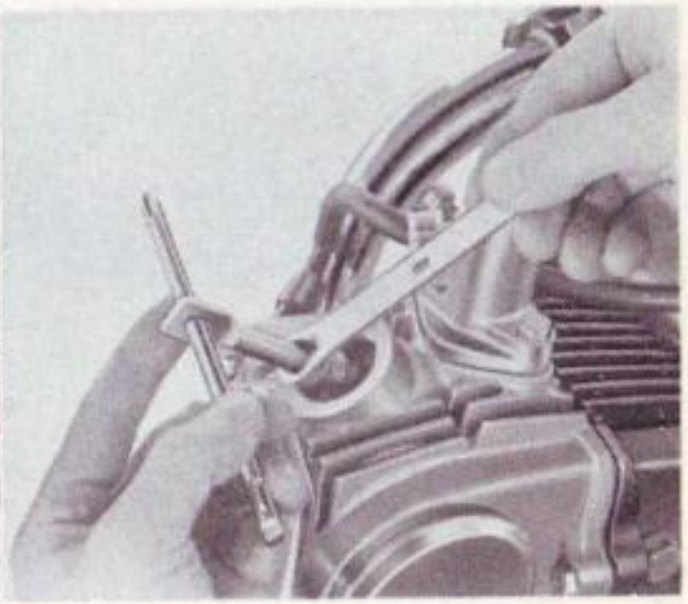


Fig. 27

Turning screw clockwise ⟶ decreases clearance
Turning screw counterclockwise ⟶ increases clearance

CAUTION : 1. Measure valve clearance with a feeler gauge when the engine is cold.
2. Hold the adjusting screw firmly to keep it from turning when tightening the adjuster lock nut. If the adjusting screw turns, the clearance will be changed.

ADJUSTING CLUTCH

1. There should be 1～1. 5 cm (0.4～0. 6 in) of play at end of the clutch lever before the clutch begins to engage. (Fig. 28)

   To adjust the clutch, loosen the lock nut and turn the clutch adjuster. (Fig. 30)

   If clutch slips——→turn adjuster counterclockwise.
   If clutch drags——→turn adjuster clockwise.

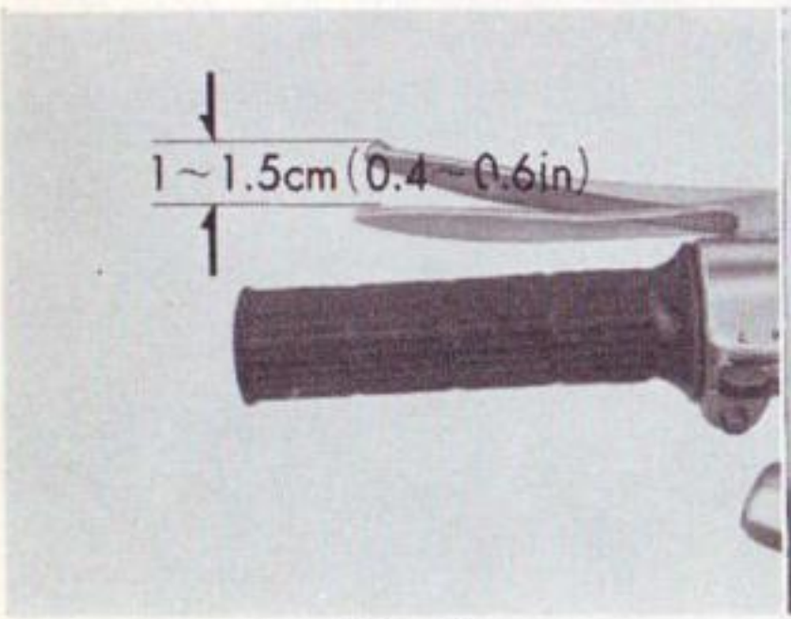


Fig. 28

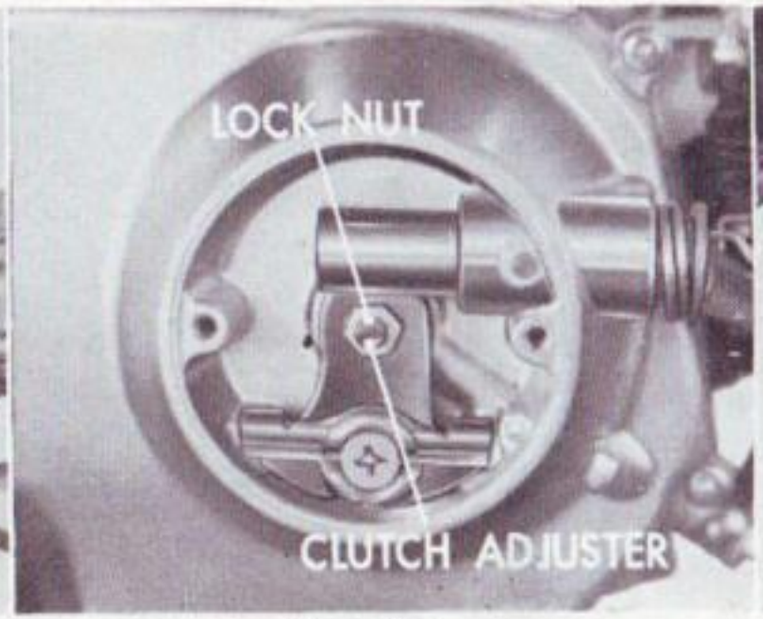


Fig. 29

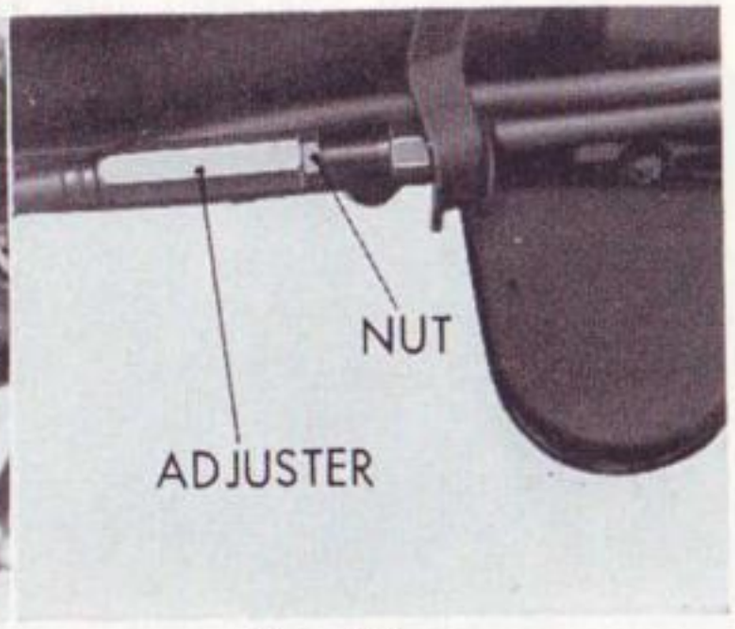


Fig. 30

2. Check clutch for slipping and dragging.
   - ○ Does the engine start easily without the clutch slipping when starting with the kick starter ?
   - ○ Does the motorcycle jump or the engine stop when engaging low gear with the clutch lever pulled in ?
   - ○ Does the motorcycle start smoothly when the clutch lever is released slowly ?

CLEANING AND ADJUSTING SPARK PLUG

1. If spark plug electrode is dirty, wet, or covered with carbon deposits good ignition cannot be produced.

   Clean spark plug and adjust gap periodically.

2. To clean spark plug, use of a spark plug cleaner provides the best results.

   If a cleaner is not available, clean with a pin or wire and wash with gasoline. Wipe with a dry rag.

3. The spark plug gap should be adjusted to 0.6～0.7 mm (0.024～0.028 in). (Fig. 31)

4. The standard spark plug is C-7HS (C-10H for high speed & severe use)

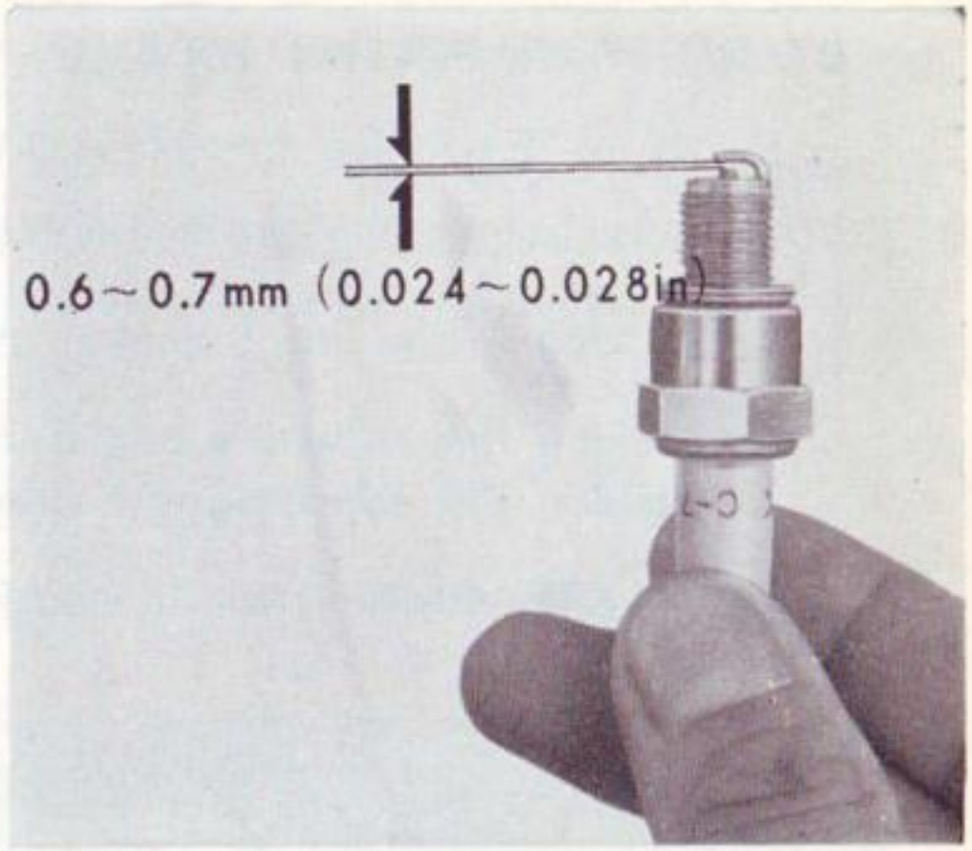


Fig. 31

CAUTION: 1. When installing spark plug, first screw the plug in by hand then tighten securely with a spark plug wrench.

2. Do not attempt to clean a plug by burning the electrodes.

ADJUSTING FRONT BRAKE

1. There should be 2～3 cm (0.8～1.2 in) of travel at the end of the front brake lever before the brake begins to engage. (Fig. 32)

2. To adjust the front brake, turn the adjusting nut. (Fig. 33)

Turning the adjusting nut clockwise ⟶ decreases travel.
Turning the adiusting nut counterclockwise ⟶ increases travel.

CAUTION : The brake is a "life line". Be sure to check it before riding the motorcycle.

Fig. 32

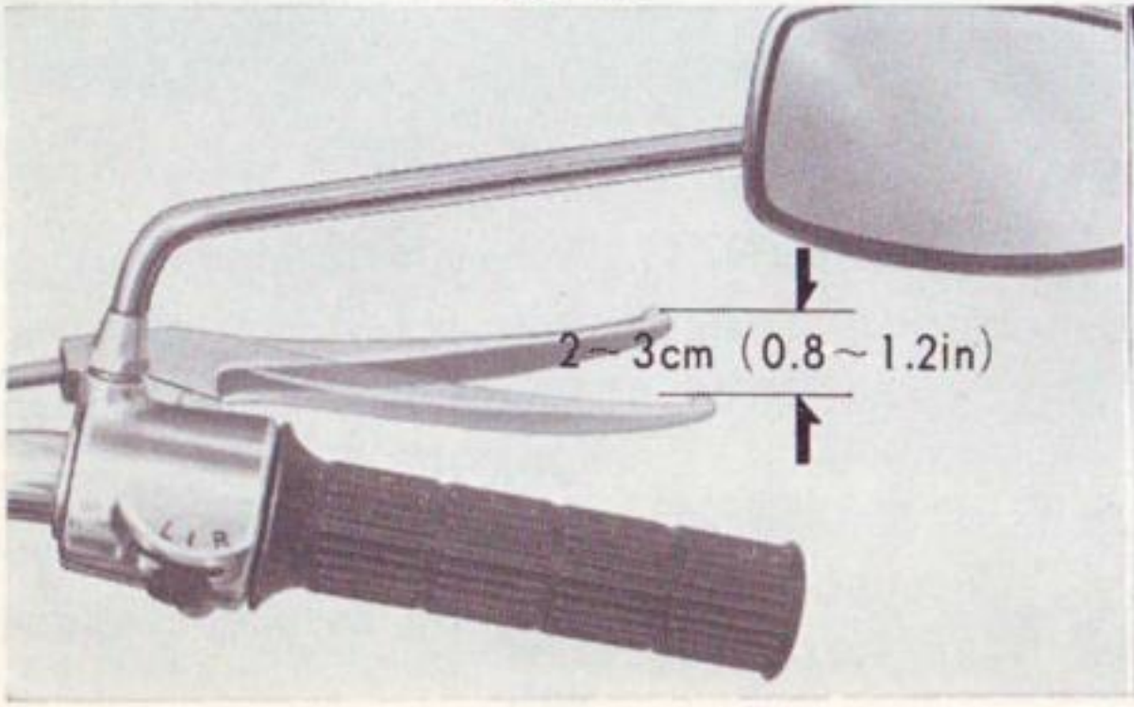
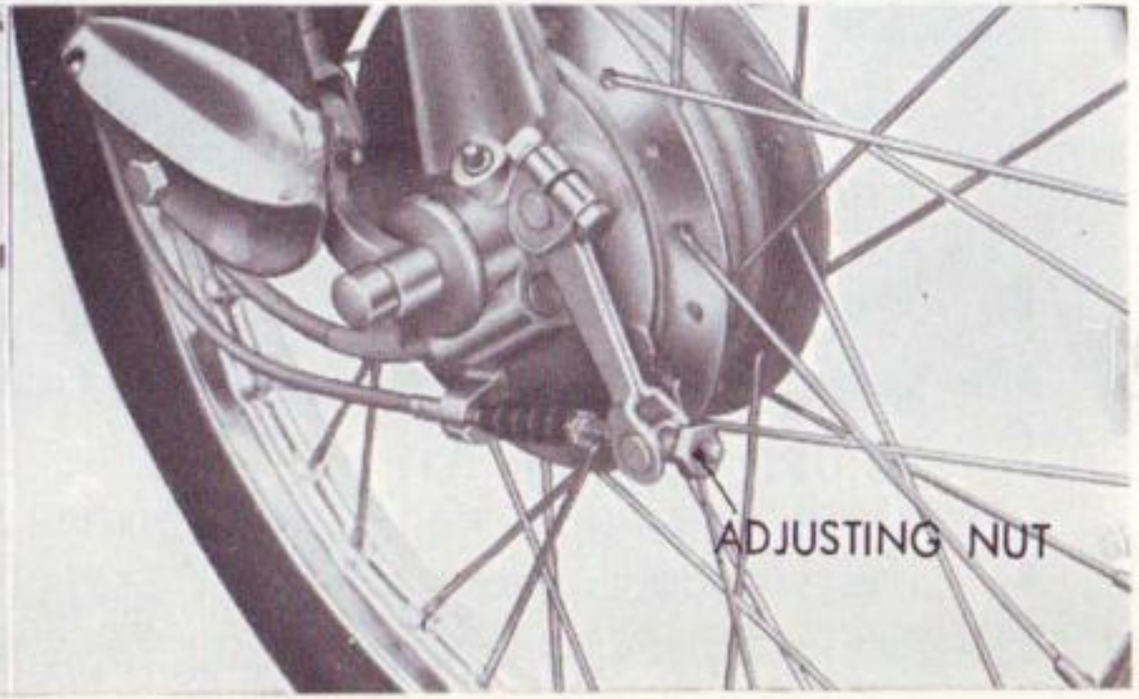


Fig. 33



ADJUSTING REAR BRAKE

1. There should be 2～3 cm (0.8～1.2 in) of travel in the rear brake pedal before the brake begins to engage. (Fig. 34)
2. To adjust the rear brake, turn the adjusting nut. (Fig. 35)

   Turning the adjusting nut clockwise decreases travel. Turning the adjusting nut counterclockwise increases travel.

CAUTION :

The brake is a life "line". Be sure to check it before riding the motorcycle.

Fig. 34

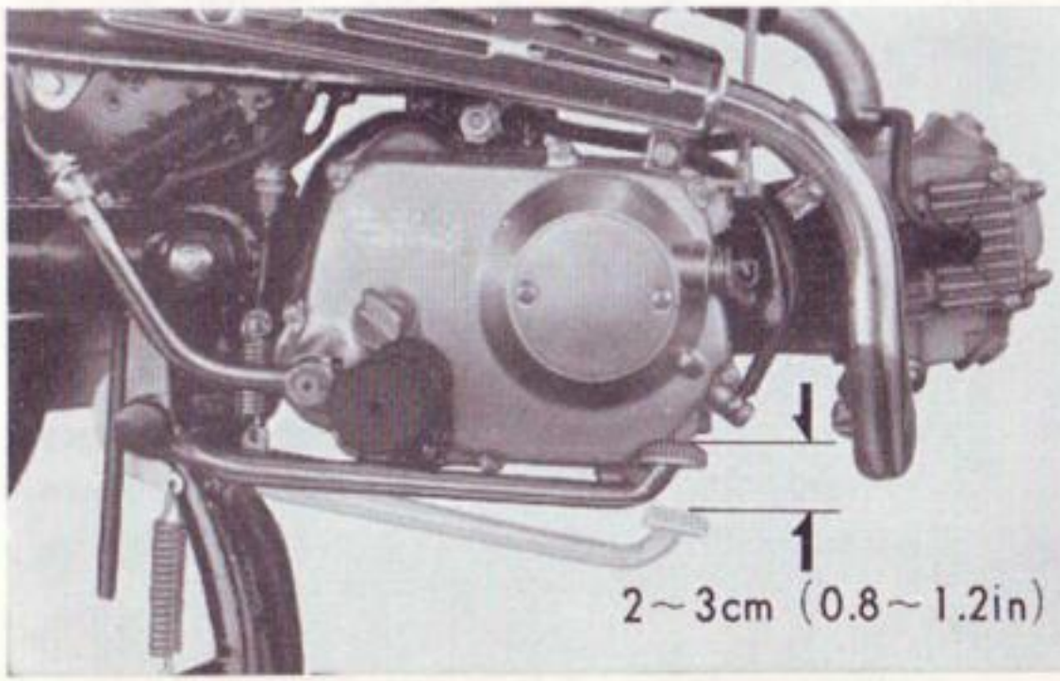
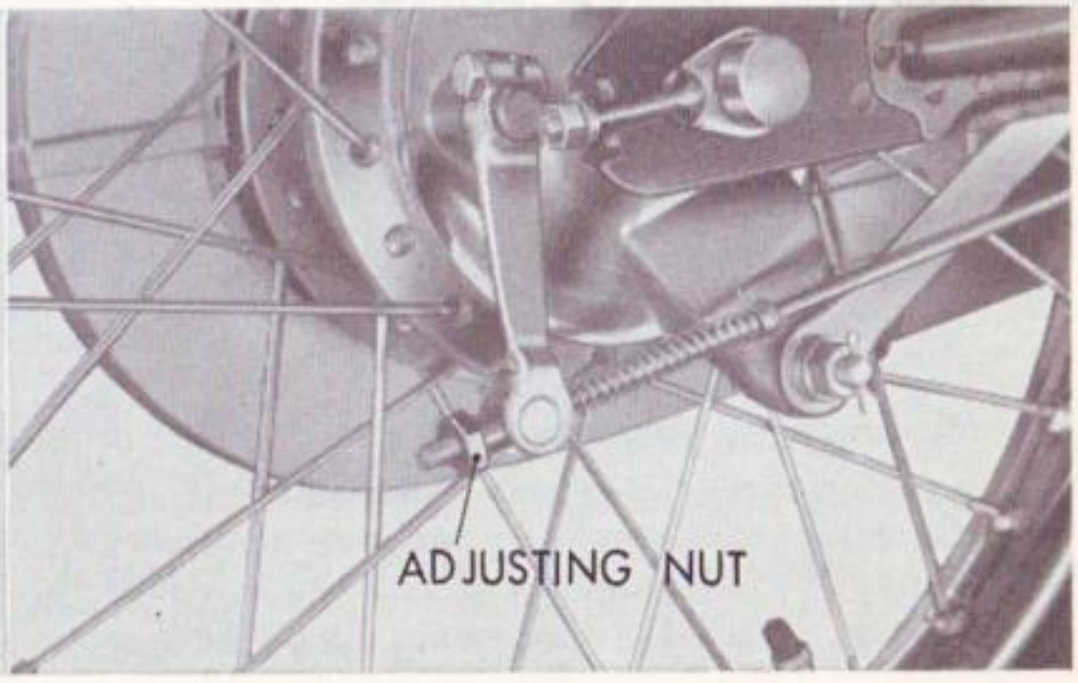


Fig. 35



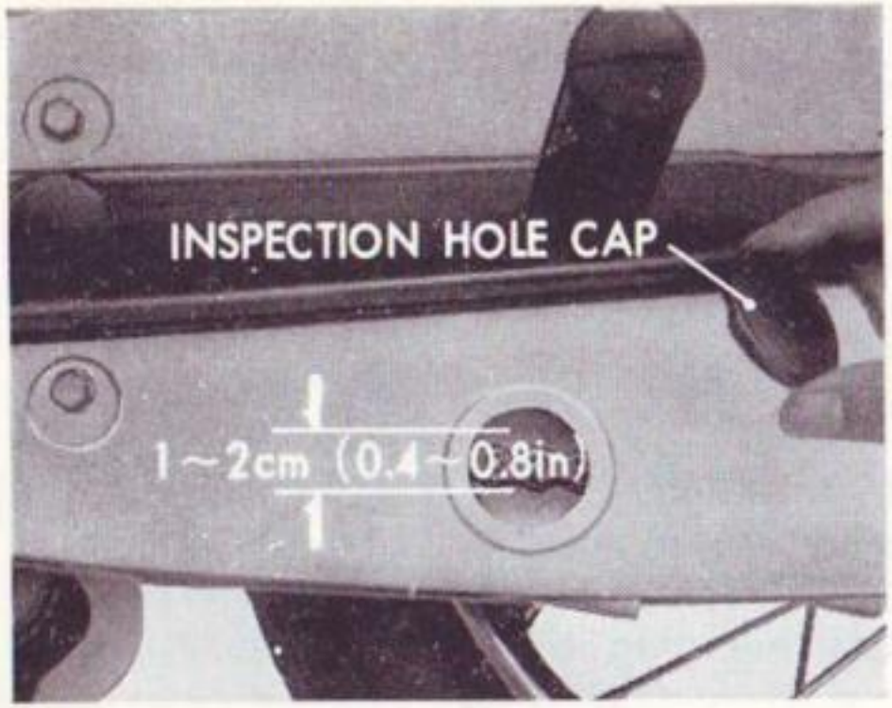
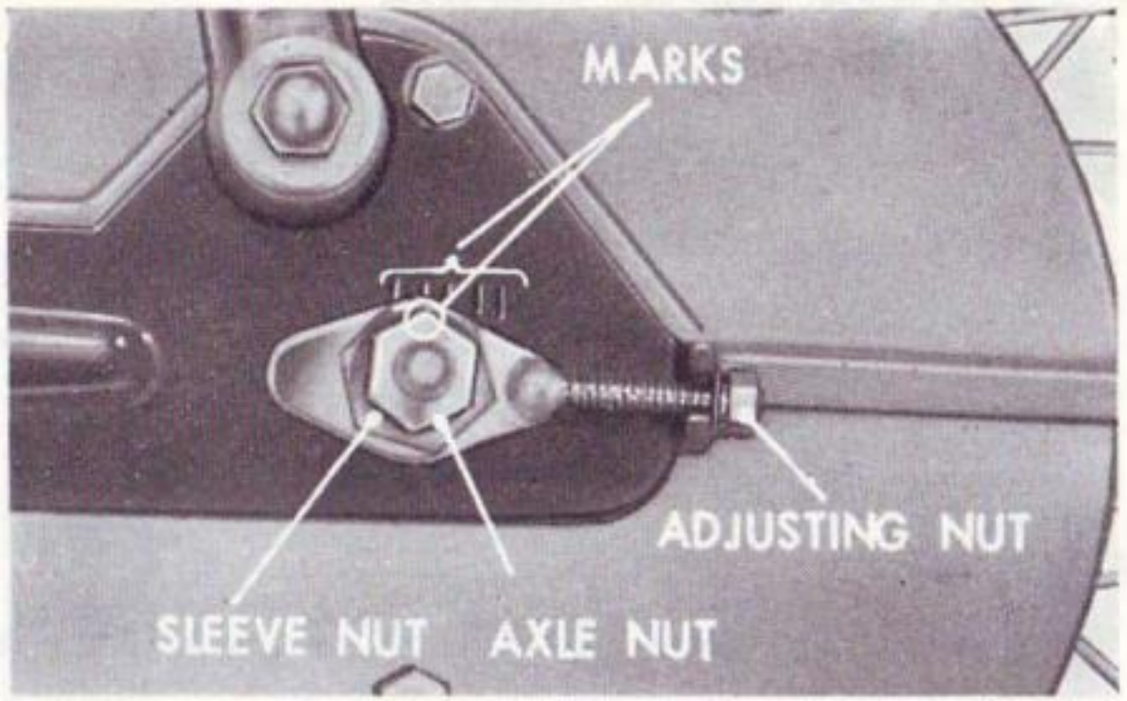


Fig. 36

Fig 37



ADJUSTING DRIVE CHAIN

1. There should be 1~2 cm (0.4~0.8 in) of slack in the drive chain midway between the sprockets. (Fig. 36)
2. To adjust the chain, loosen the axle nut and sleeve nut, and turn the adjusting nuts. (Fig. 37)
   Turning the adjusting nuts,
   Clockwise ⟶ tightens chain,
   Counterclockwise ⟶ loosens chain.

CAUTION : 1. Push the rear wheel forward when turning the adjusting nuts counterclockwise.
2. When adjusting the chain, the marks on the drive chain adjuster and on the rear fork must be aligned in the same position on both sides of the motorcycle.
3. Wash the chain with gasoline and lubricate it with oil or chain grease periodically. Insufficient lubrication can cause stiff chain links which result in rapid sprocket wear.

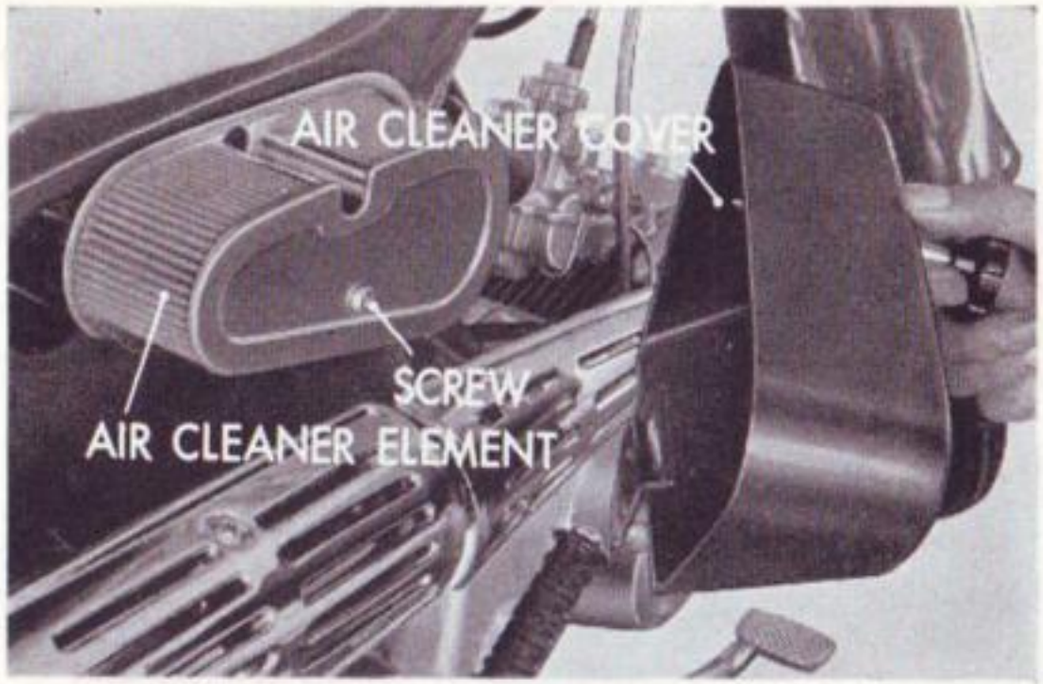


Fig. 38 (upper)

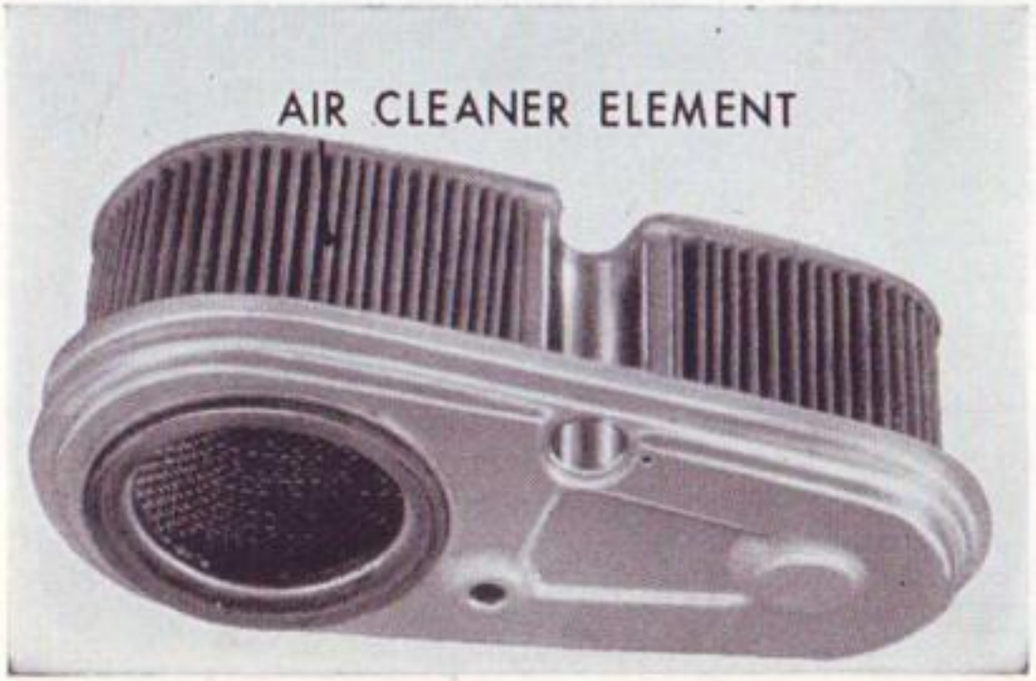


Fig. 39 (lower)

SERVICING AIR CLEANER

1. Remove the air cleaner cover and the screw. The air cleaner element can then be removed from the motorcycle.
2. Tap the element to shake off dust, and blow compressed air inside or clean with a brush.

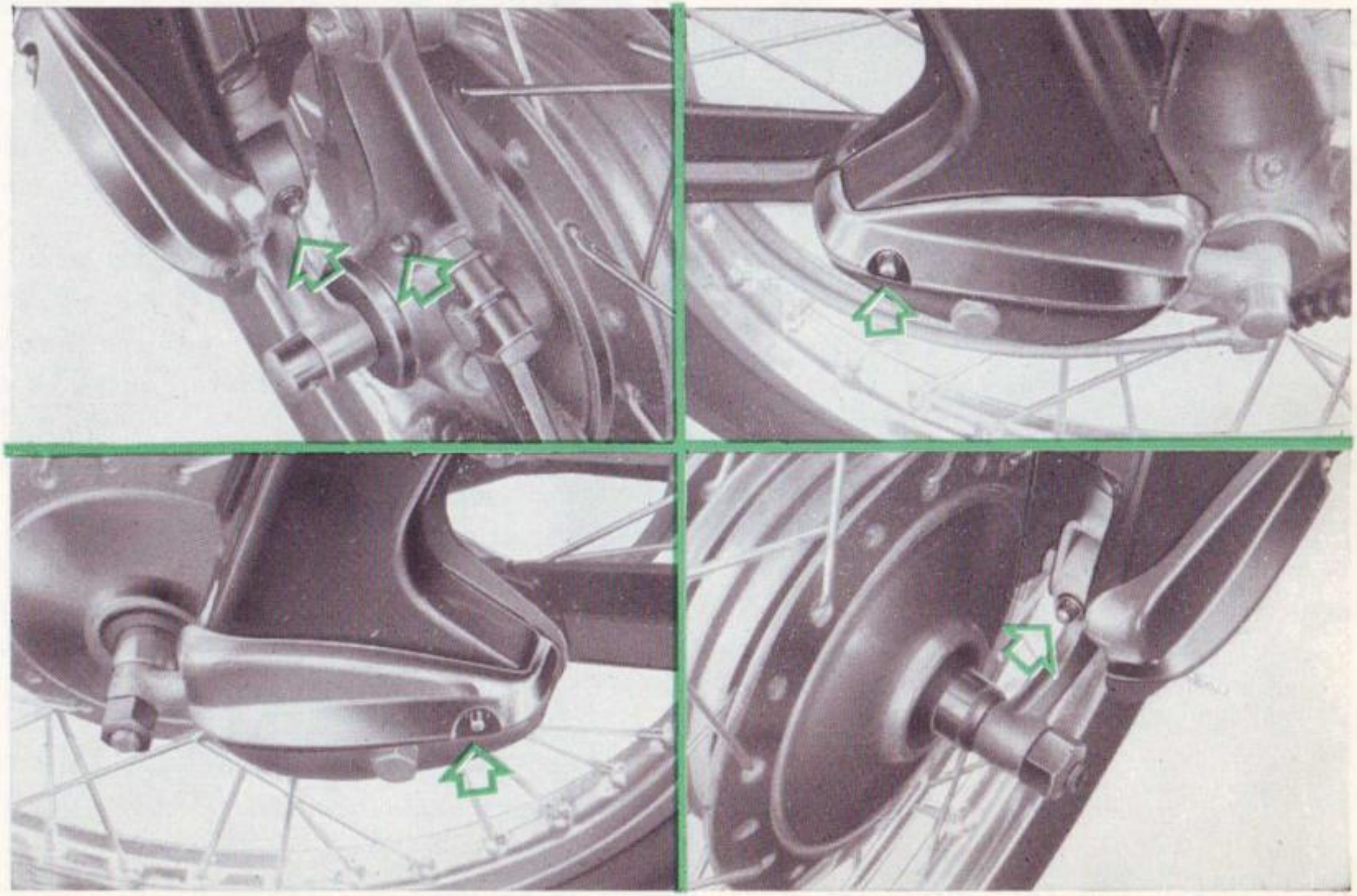
CAUTION :

If the air cleaner element is soiled with oil or water, clean air will not be supplied to the engine properly. Ensure that oil and water do not come in contact with the element.

APPLYING GREASE

1. Grease prevents wear to friction surfaces, promotes smooth operation, and lengthens the life of the vehicle.
   Hence, periodic inspection should be performed without fail.

2. The points where grease is applied are shown by arrow marks in photographs on page 53.
   For protecting your vehicle, grease should be applied periodically.



CLEANING MUFFLER

1. Remove the bolt and take out the diffuser pipe.

2. Strike the diffuser pipe gently to shake carbon deposits from it and wash with gasoline or cleaning solvent.

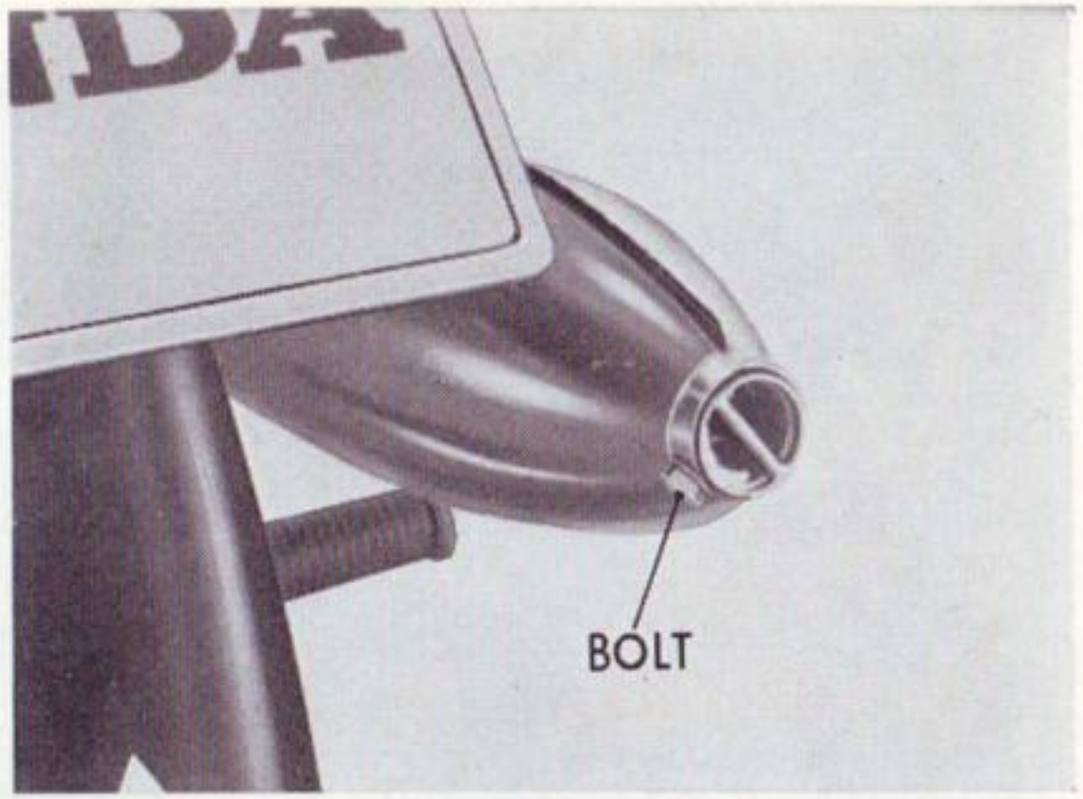


Fig. 40 (upper)

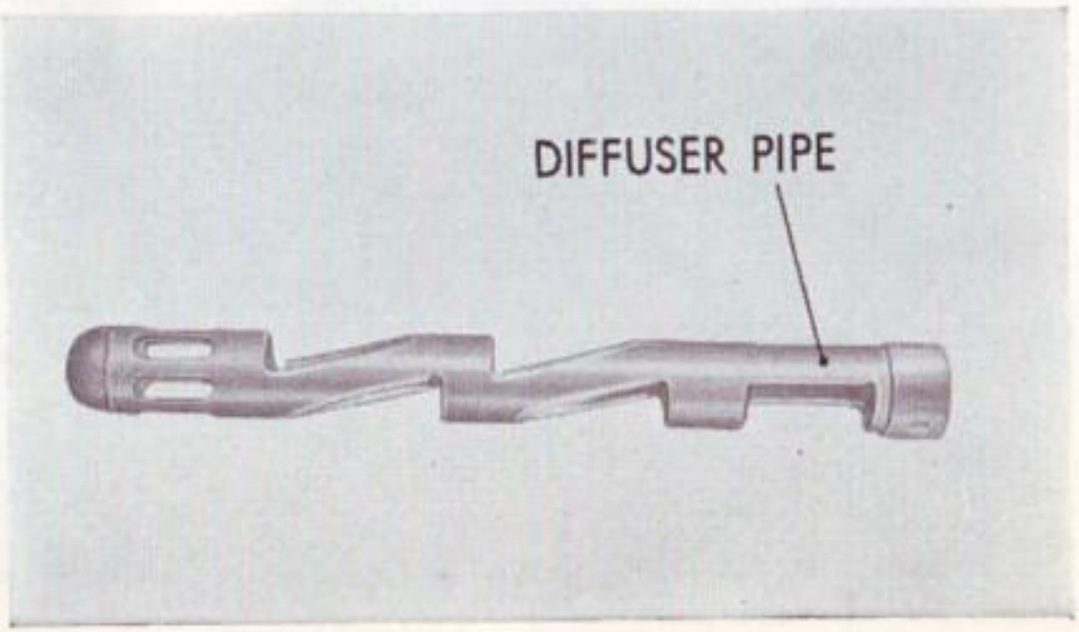


Fig. 41 (lower)

INSPECTING BATTERY LEVEL

1. Remove the battery cover and the battery can be removed.

2. The battery level should be above the lower line at all times. Add pure distilled water until the level reaches the upper line.

3. Remove the plastic filler caps from the battery cells to add distilled water. The level should be the same for all three cells.

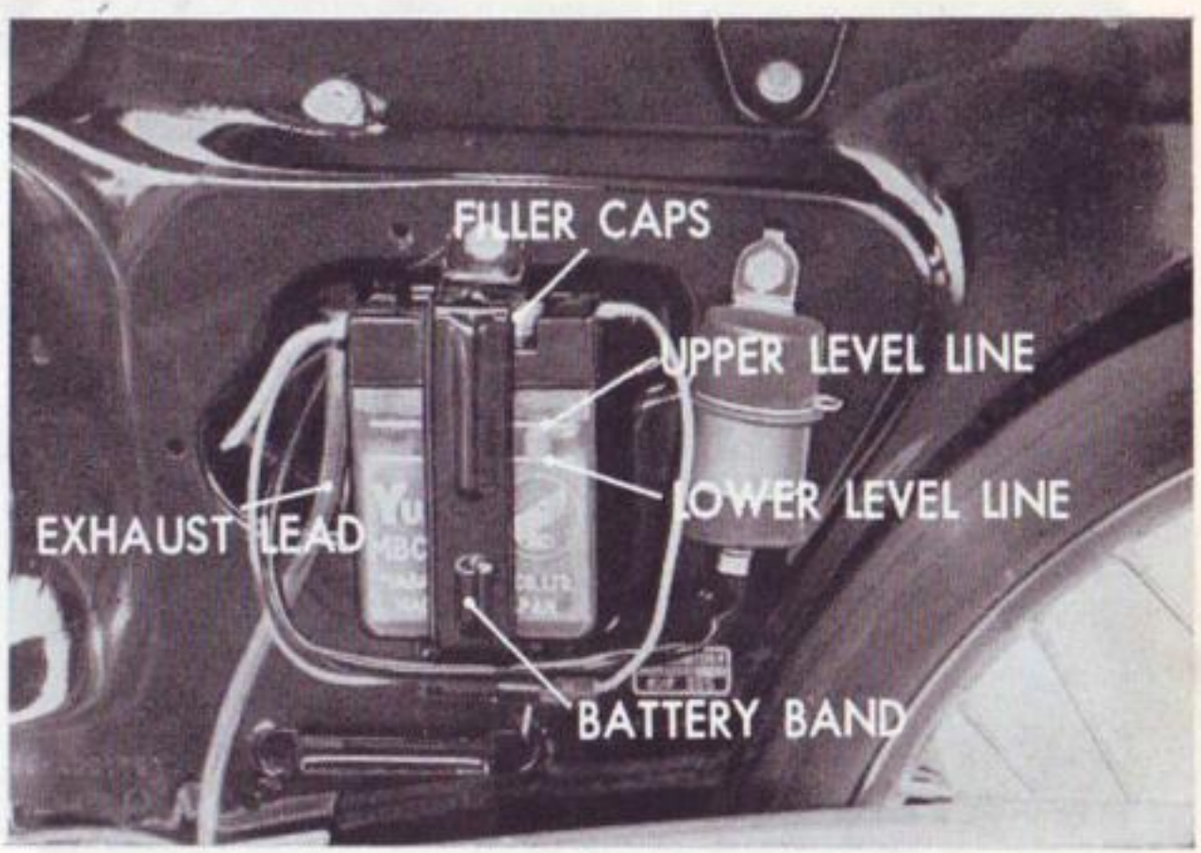


Fig 42

The standard battery is 6V, 2AH.

CAUTION:
1. Do not add dilute sulphuric acid.
2. Do not pinch the exhaust lead pipe.
3. If the battery level drops rapidly, check the battery charging current.

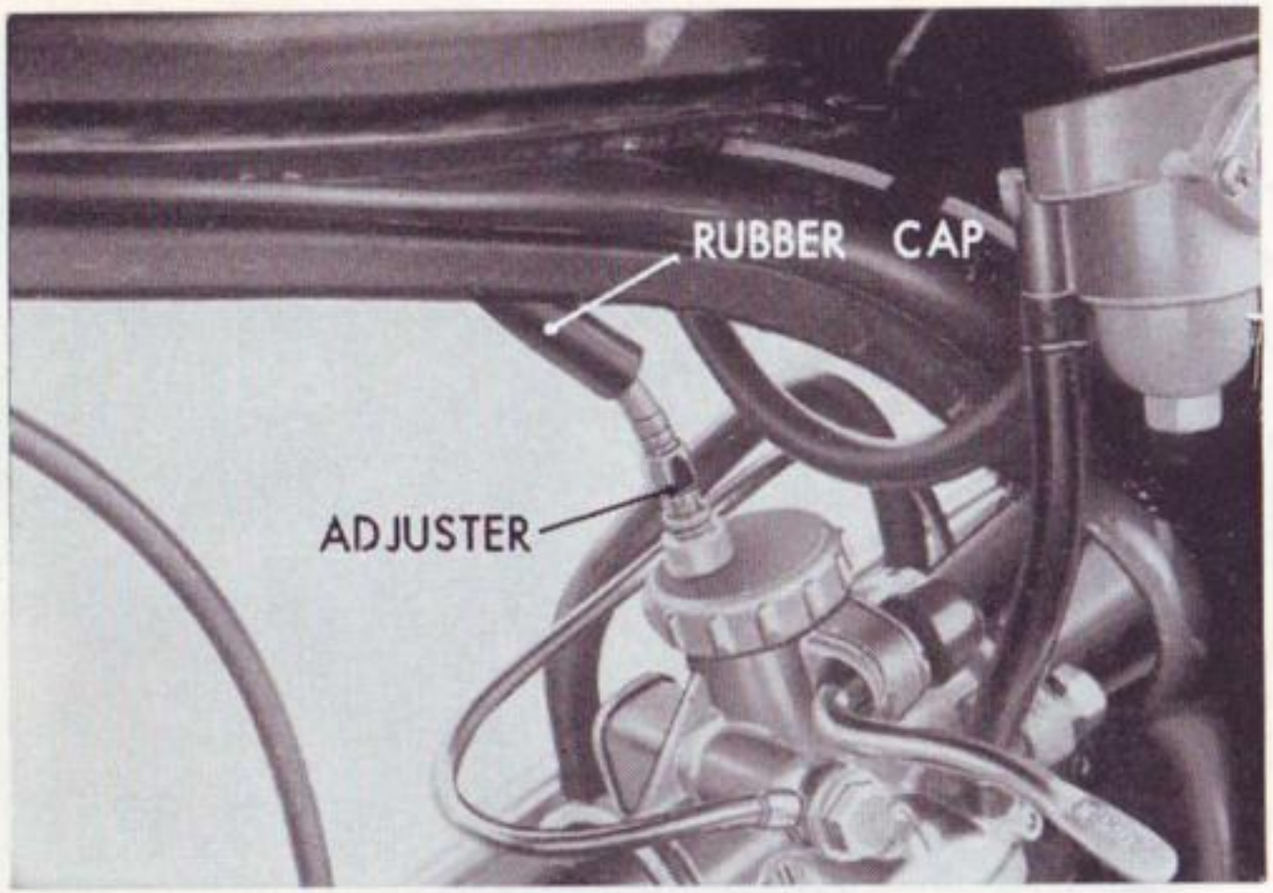


Fig 43

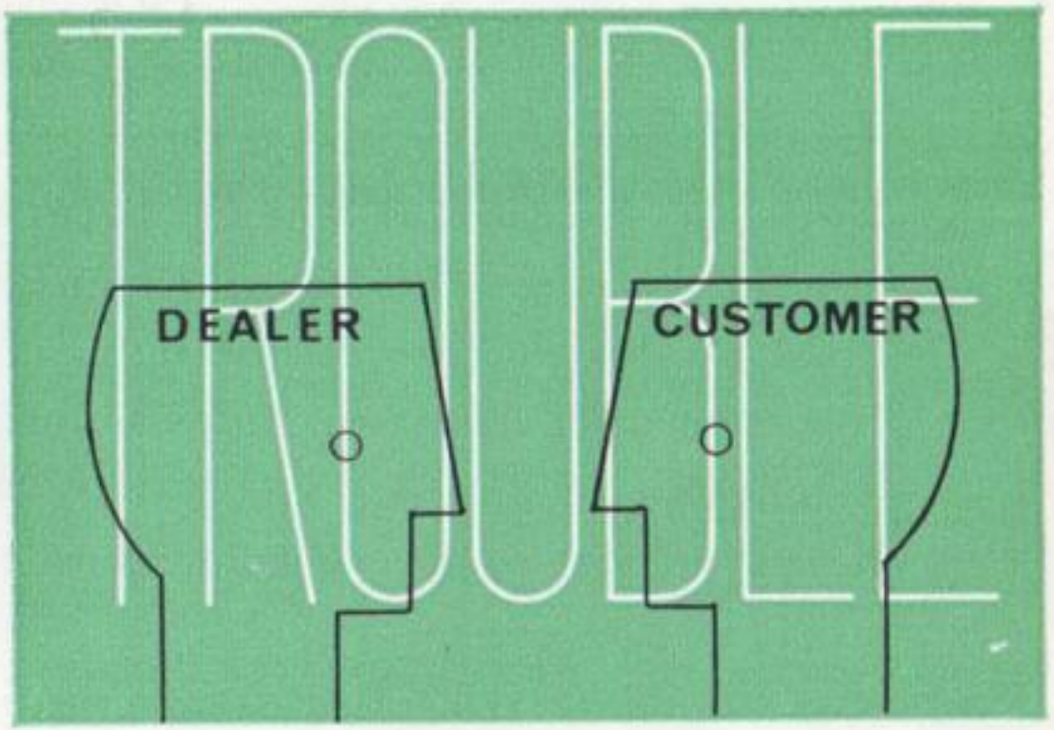
ADJUSTING THROTTLE CABLE

1. To adjust throttle cable play, turn the adjuster.
   Turning the adjuster clockwise increases play.

2. After adjustment, cover the adiuster with the rubber cap for water proofing.

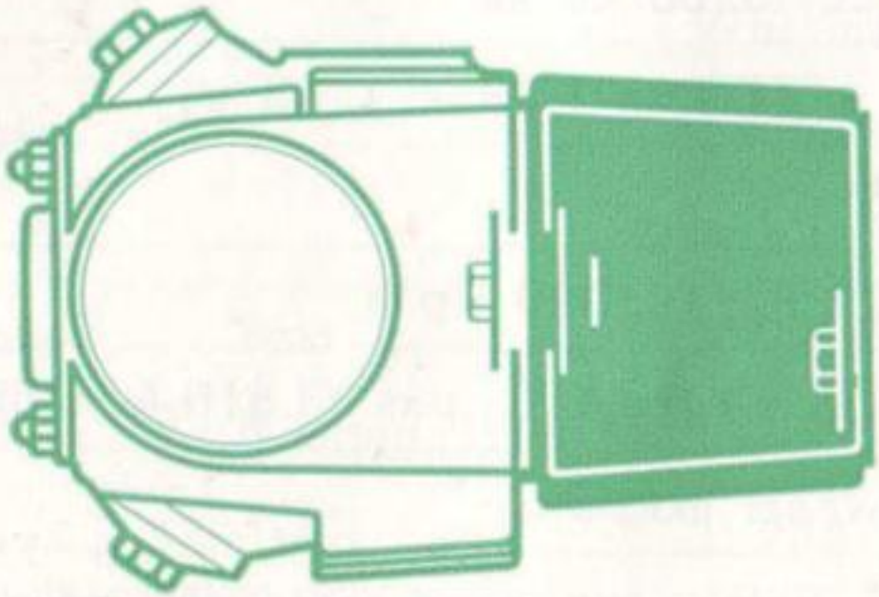
■ TROUBLES

When trouble develops, it is recommended that you take your motorcycle to a Honda dealer. Try to explain the trouble in as much detail as possible.



NOTE:

There may be slight differences between your motorcycle and this owner's manual due to conflicting traffic laws resulting in different equipment being fitted for the various countries.
This manual is, however, sufficient to cover the proper operation of your motorcycle.
Please, adhere to the manual, regardless of minor differences.



■ SPECIFICATIONS

ENGINE

Cooling and Type	Air-cooled, 4-stroke
Cylinder and Lay-out	Single cylinder, inclined 10° from horizontal
Valves	Overhead cam shaft
Displacement	63 cc (3. 86 cu in)
Bore and Stroke	44 x 41.4mm (1.73 x 1. 63 in)
Compression Ratio	8. 8 : 1
Maximum Output	6. 22 PS/10, 000 r.p.m.
Maximum Torque	0.485 m-kg/8,500 r.p.m. (3.51ft-lb/8,500 r.p.m.)
Ignition System	Flywheel magneto
Ignition Timing	25° before top dead center (full advance 40°)
Spark Plug	C-7HS and C-10H for high speed and severe use
Battery	6V, 2AH

ENGINE		
Carburetor		PW17
Lubrication		Wet sump with pump
Oil pump		Gear-type
Clutch		Wet multi-plate type
Transmission		4 speeds forward, constant mesh type
Gear Shift		Left foot type return system
Gear Ratios	First	3. 000 (32. 8)
	Second	1. 765 (19. 3)
	Third	1. 238 (14. 1)
	Fourth	1. 043 (11. 4)
Reduction Ratios, Primary Gear		3. 300
	Secondary Chain	3. 308

FRAME	
Type	" Backbone " type
Suspension, Front	Bottom link
Rear	Swinging arm
Brakes, Front and Rear	Internal expansion type
Steering Angle, Right and Left	43°
Caster	63°
Trail	75 mm (2. 95 in)
Tire Size, Front and Rear	2. 25–17 4 Ply
Fuel Tank Capacity	6. 5 liters (1. 4 Imp gal, 1. 7 US gal)

DIMENSIONS	
Overall Length	1,756 mm (69.2 in)
Overall Width	605 mm (23.8 in)
Overall Height	872 mm (34.4 in)
Wheelbase	1,150 mm (45.3 in)
Ground Clearance	125 mm (4.9 in)
Min. Turning Radius	1,960 mm (77 in)
Curb Weight	77.5 kg (171 lb)
Maximum Speed	90 kph (56 mph)
Climbing Ability	17°30'
Braking Distance	6.0 m at 35 kph (20 ft at 22 mph)

RECOMMENDED OIL AND GREASE

	Temperature	SAE Grade	ESSO		MOBIL	
			Brand	API grade	Brand	API grade
Engine Oil	Below 0°C (32°F)	10W	ESSO Motor Oil 10W	MS~DM	Mobiloil 10W	ML~DG
	0°C~15°C (32°F~59°F)	20W/20	ESSO Motor Oil 20W	MS~DM	Mobiloil Arctic Delvac 1120	ML~DG ML~DM
	Above 15°C (59°F)	30	ESSO Motor Oil 30	MS~DM	Mobiloil A Delvac 1130	ML~DG ML~DM
	Extreme hot climate	40	ESSO Motor Oil 40	MS~DM	Mobiloil AF Delvac 1140	ML~DG DL~DM
	General purpose except extreme hot and cold climates	10W/20	ESSO Extra Motor Oil 10W/20	MS~DM	Mobiloil Special	ML~DM
	General purpose except extreme cold climate	30W/40	ESSO Extra Motor Oil 30W/40	MS~DM	Nil	——
Grease	General purpose	NLGI No. 2 Multi-purpose Type	ESSO Multipurpose Grease		Mobilgrease MP	

TEXACO	CALIFORNIA STANDARD		SHELL		CASTROL		BP	
CALTEX (Brand)		API grade	Brand	API grade	Brand	API grade	Brand	API grade
Havoline Five Star Motor Oil 10W	RPM Five Star Motor Oil 10W	MS	Shell X-100 10W	ML~MS	Castrol Z	MS~DG	BP HD Motor Oil 10W	MS~DG
Havoline Five Star Motor Oil 20W	RPM Five Star Motor Oil 20W	MS	Shell X-100 20W	ML~MS	Castrolite	MS~DG	BP HD Motor Oil 20W	MS~DG
Havoline Five Star Motor Oil 30	RPM Five Star Motor Oil 30	MS	Shell X-100 30	ML~MS	Castrol XL	MS~DG	BP HD Motor Oil 30	MS~DG
Havoline Five Star Motor Oil 40	RPM Five Star Motor Oil 40	MS	Shell X-100 40	ML~MS	Castrol XXL	MS~DG	BP HD Motor Oil 40	MS~DG
Havoline Five Star Motor Oil 10W/20	RPM Five Star Motor Oil 10W/20	MS	Shell X-100 Multigrade 10W/20	ML~MS	Castrolite 10W/20	MS	BP Viscostatic 10W/20	MS
Havoline Five Star Motor Oil 30W/40	RPM Five Star Motor Oil 30W/40	MS	Shell X-100 Multigrade 30W/40	ML~MS	Castrol XL 30W/40	MS	Nil	——
Caltex Marfak Multipurpose	RPM Multi-Motive Grease	——	Shell Retinex A		Castrolease LM		BP Energrease L2	

■ HONDA HEAD OFFICE AND OVERSEAS SUBSIDIARIES

Honda Motor Co., Ltd.	5, 5-chome, Yaesu, Chuo-ku Tokyo, Japan
America Honda Motor Co., Inc.	100 West Alondra Blvd. Gardena Calif., U. S. A.
European Honda Motor Trading G. m. b. H.	Hamburg 1, Wandalenweg 4 W. Germany
Honda U. K. Ltd.	64 Power Road, Chiswick London W. 4., England
S. A. Honda Motor N. V.	64-66 Rue de Brabant, Brussels, Belgium
Honda France	100 Rue de Sevres Boulogne- Billancourt (Seine), France
Asian Honda Motor Co., Ltd.	197/1 Sulon Road, Bangkok, Thailand

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