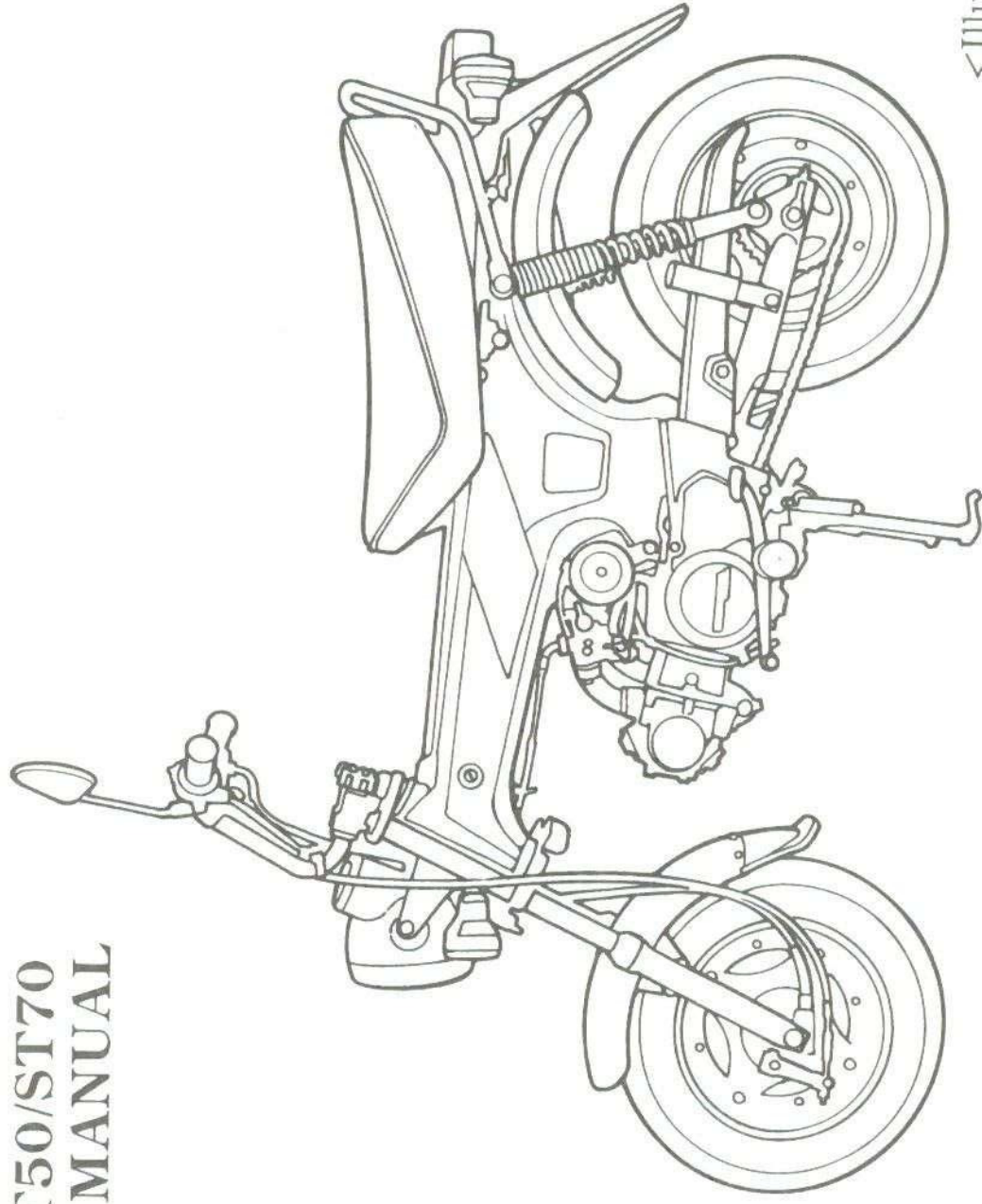


HONDA ST50/ST70 OWNER'S MANUAL



<Illustration: ST70>

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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. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Service Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda.

- Following codes in this manual indicate each country.

ST50

G	Germany
E	U.K.

ST70

F	France
SP	Spain
DK	Except above countries

- The specifications may vary with each locale.

OPERATION

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MOTORCYCLE SAFETY

A 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 31) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most countries require a special motorcycle riding test or licence. 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 ride in another motorist's “blind spot.”

4. Obey all national 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 as well as boots, gloves and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes hot during operation, and it remains hot for a while after stopping the engine. Be careful not to touch the exhaust system while it is hot. 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 national and local equipment regulations.

LOADING AND ACCESSORIES

⚠ WARNING

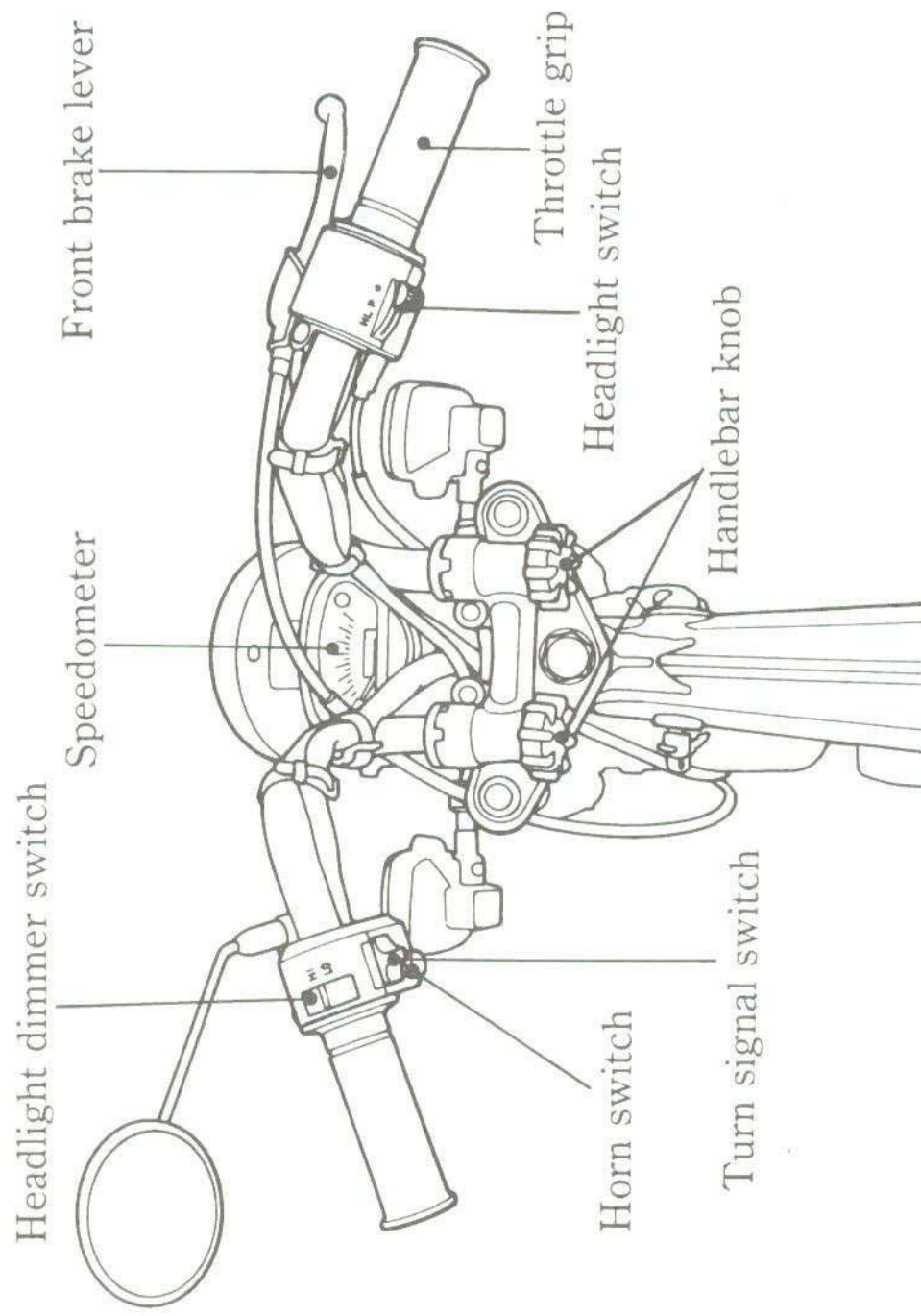
* To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance and safe operating speed. Remember these performances may be reduced by installation of non-Honda accessories, improper loading, worn tyres and overall motorcycle condition, poor road or weather conditions. These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely.

Loading

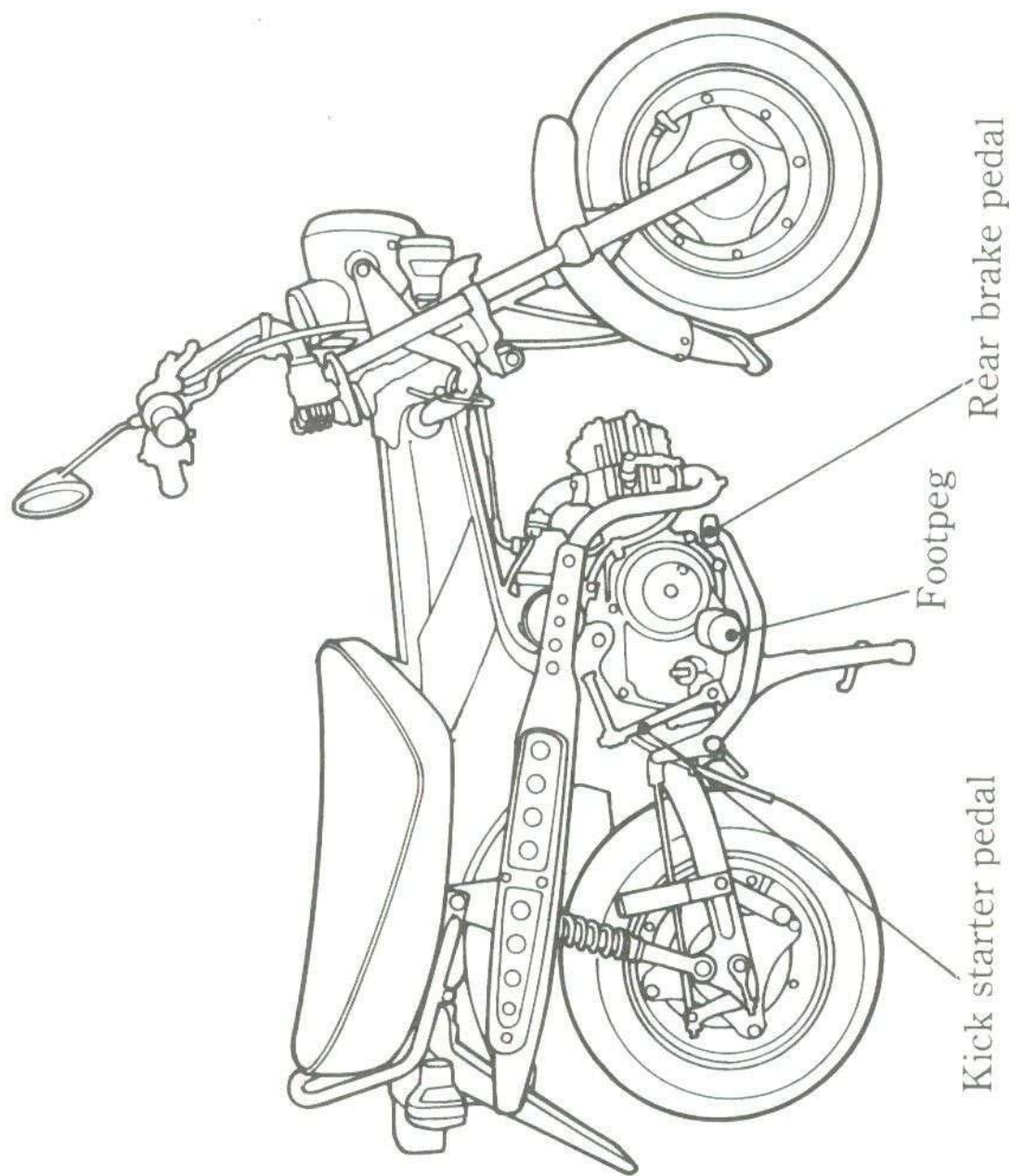
1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located further from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tyre pressure (page 20) to suit load weight and riding conditions.

3. Luggage racks are for light weight items. Bulky items too far behind the rider can cause wind turbulence that impairs handling.
4. Vehicle handling and stability can be adversely affected by loose cargo. Recheck cargo security and accessory mounts frequently.
5. Do not attach large or heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

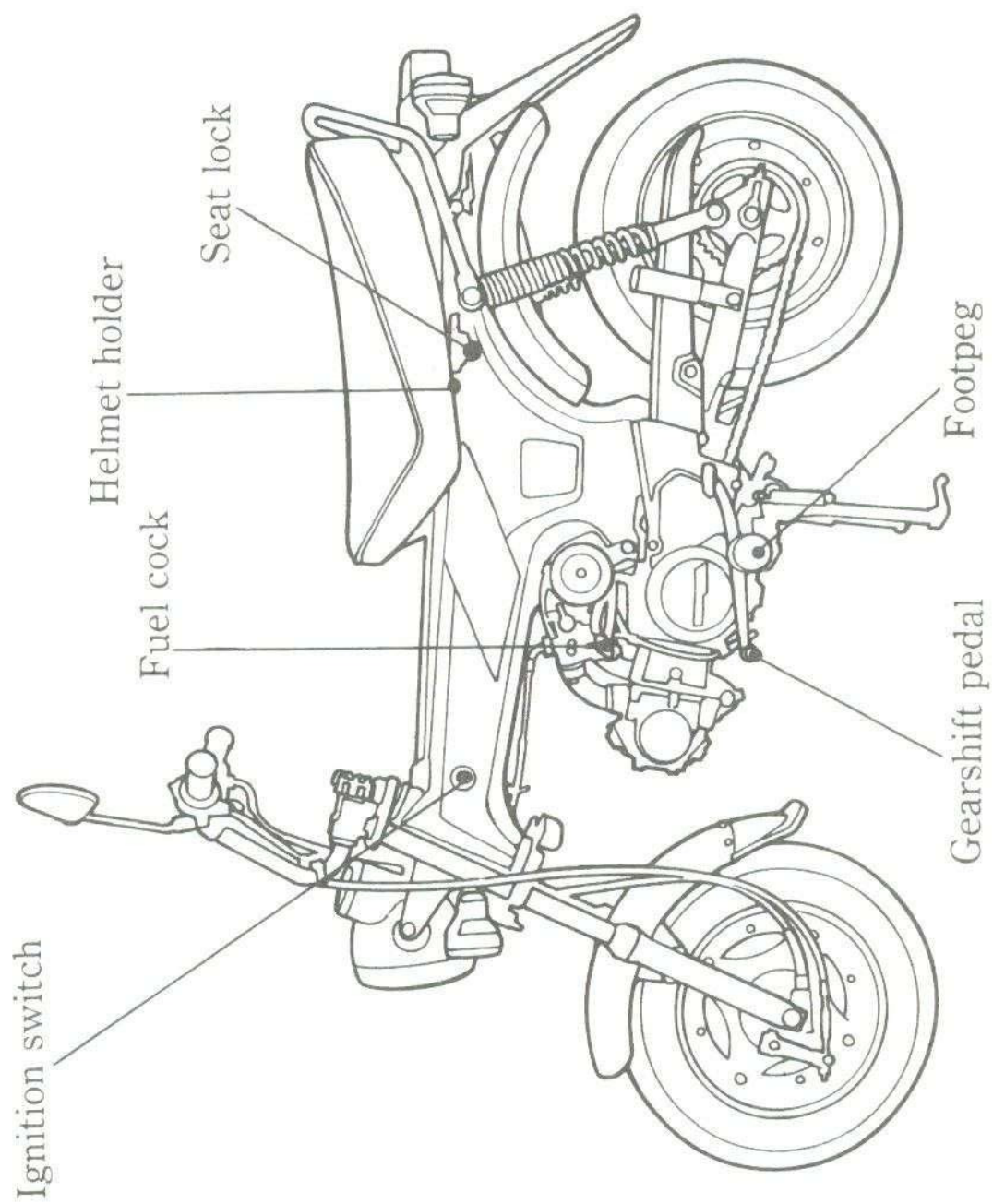
PARTS LOCATION



<Illustration: ST70>



<Illustration: ST70>



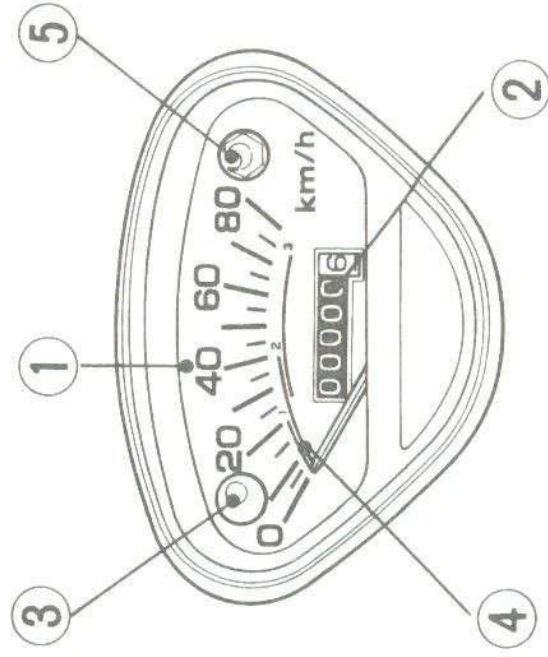
<Illustration: ST70>

INSTRUMENTS AND INDICATORS

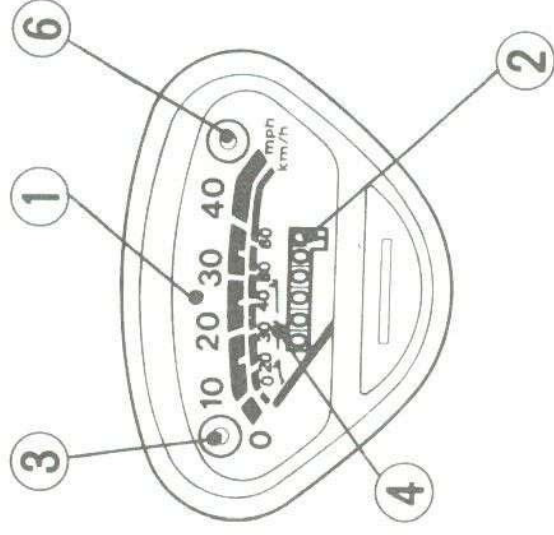
The indicators are in the speedometer and indicator panel above the headlight. Their functions are described in the table on the following page.

- (1) Speedometer
- (2) Odometer
- (3) Neutral indicator light
- (4) Gear speed range indicators
- (5) Turn signal indicator light
(ST50: G type ST70: Ftype)
- (6) High beam indicator light (ST50: E type)

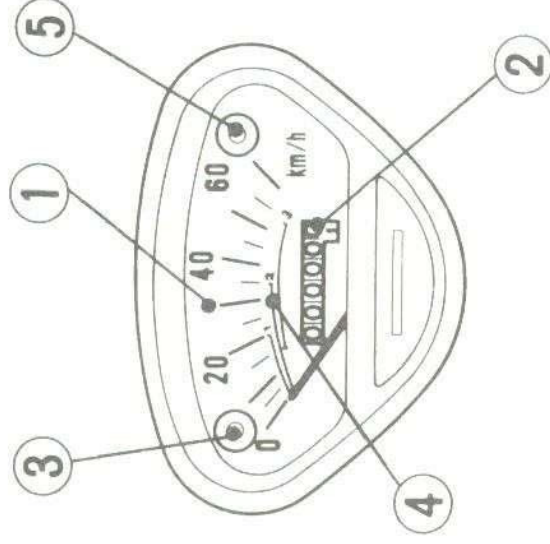
ST70 (F type)



ST50 (E type)



ST50 (G type)



MAJOR COMPONENTS (Information you need to operate this motorcycle)

⚠ WARNING

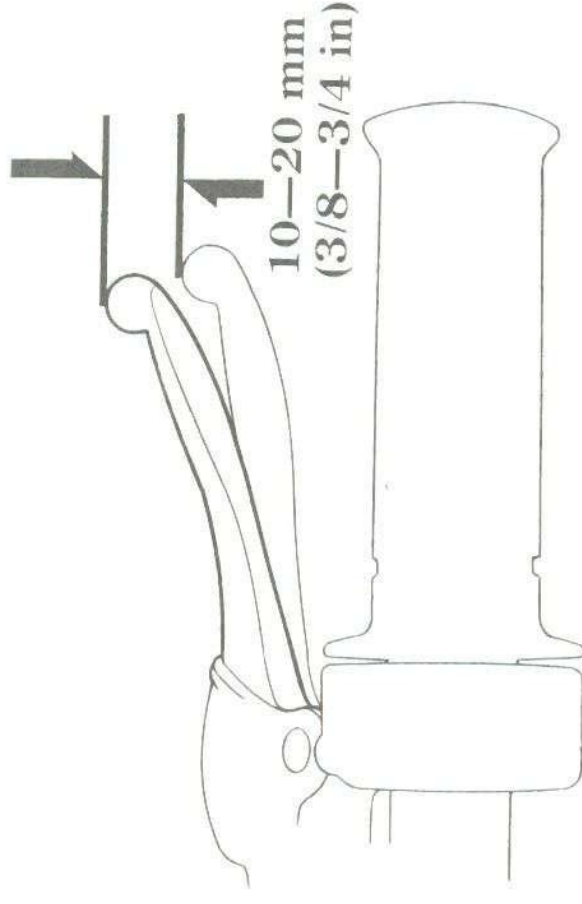
* If the Pre-ride Inspection (page 31) is not performed, severe personal injury or vehicle damage may result.

BRAKES

Front Brake

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

The distance the brake lever moves before the brake starts to engage is called free play. Measured at the tip of the front brake lever (1), free play should be maintained at:
10–20 mm (3/8–3/4 in).



(1) Front brake lever

1. Adjust brake lever free play with the front brake adjusting nut (2). Turning the nut clockwise (A) will decrease free play and turning the nut counterclockwise (B) will increase free play. Make sure the cut-out on the adjusting nut is seated on the brake arm pin after making final free play adjustment.
2. Apply the brake several times and check for free wheel rotation when released.

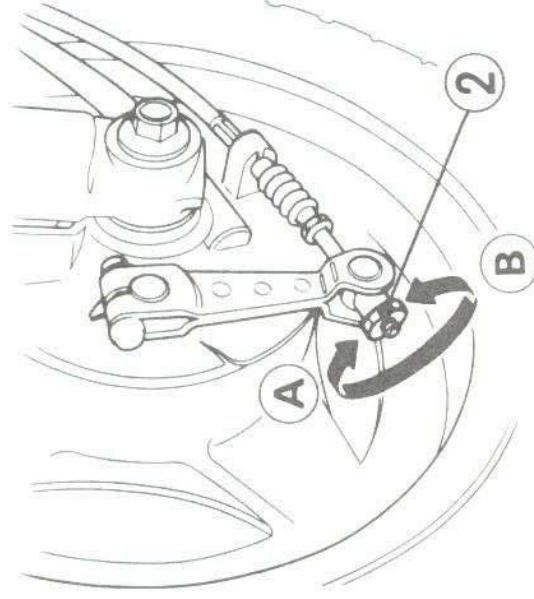
NOTE:

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

Other Checks:

Check the brake cable for kinks or signs of wear that could cause sticking or failure.

Lubricate the brake cable with a commercially available cable lubricant to prevent premature wear and corrosion. Make sure the brake arm, spring and fasteners are in good condition.



(2) Front brake adjusting nut (A) Decrease
(B) Increase

Rear Brake

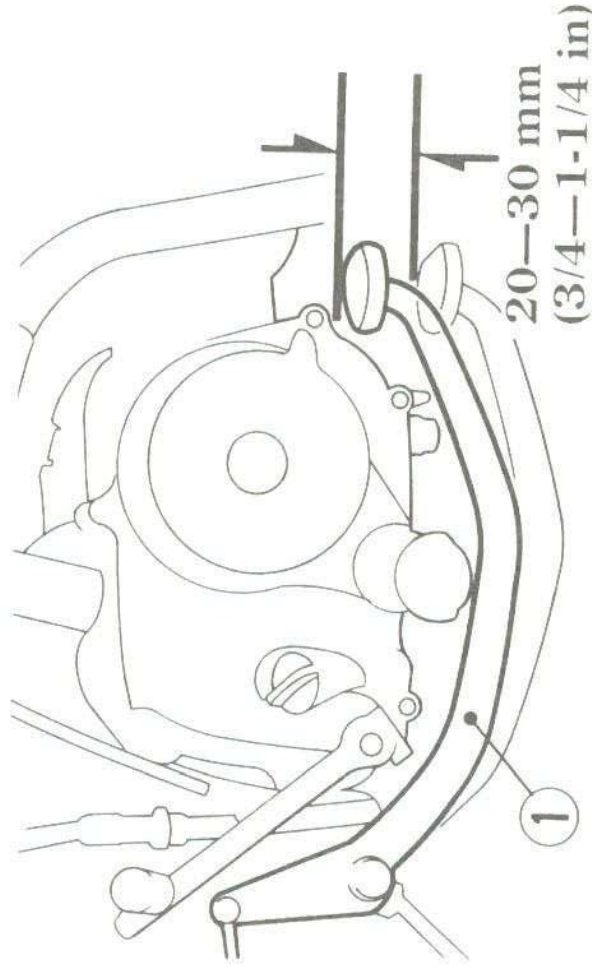
Adjustment:

1. ST50: Place the motorcycle on its center stand.
ST70: Place the motorcycle on its side stand.
2. Measure the distance the rear brake pedal (1) moves before the brake starts to take hold.

Free play should be:

20–30 mm (3/4–1-1/4 in)

If adjustment is necessary, turn the adjuster (2).



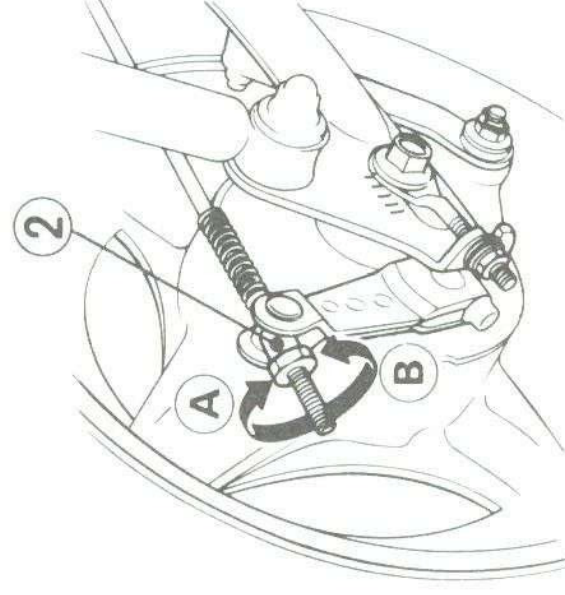
(1) Rear brake pedal

NOTE:

- * Make sure the cut-out on the adjusting nut is seated on the brake arm pin.
 - * If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.
3. Apply the brake several times and check for free wheel rotation when released.

Other Checks:

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



(2) Adjuster

(A) Decrease
(B) Increase

CLUTCH

Adjustment:

▲ WARNING

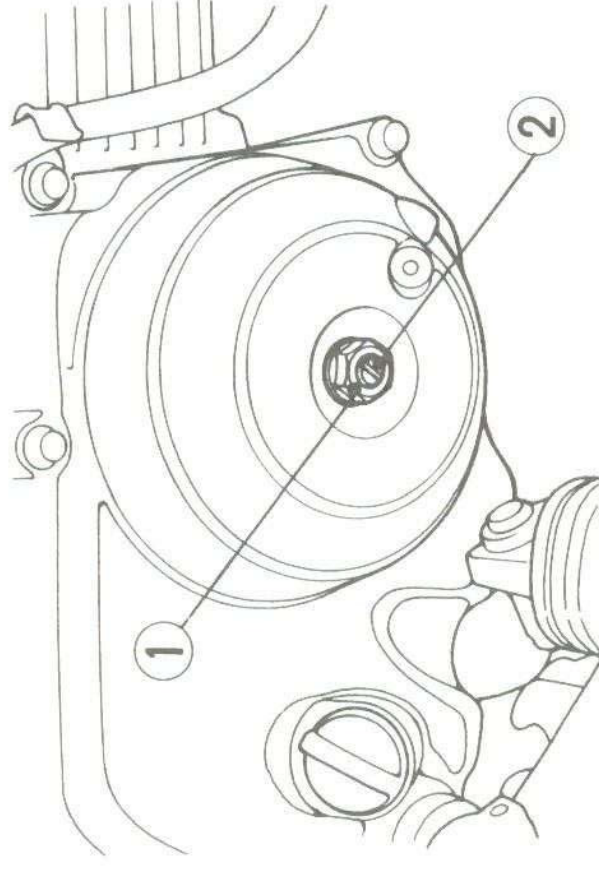
*** The automatic clutch must be adjusted while the engine is stopped.**

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

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

NOTE:

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



(1) Lock nut

(2) Clutch adjuster

FUEL

Fuel Cock

The three way fuel cock (1) is under the left side of the fuel tank.

OFF

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

ON

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

RES

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

The reserve fuel supply is:

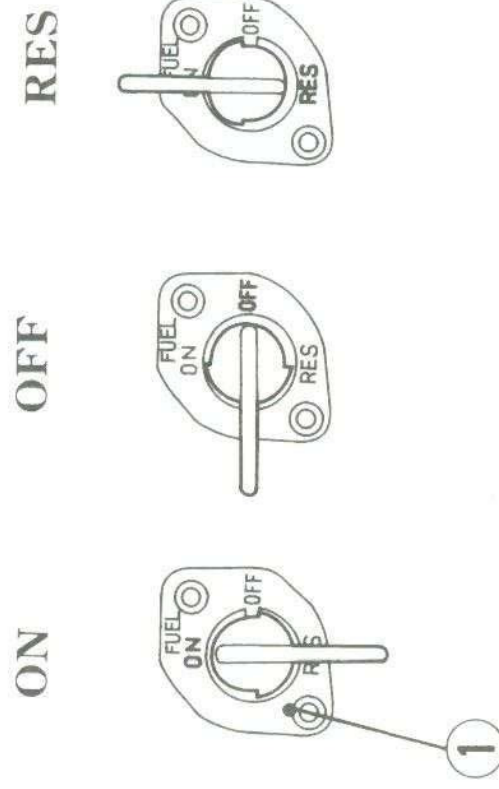
0.5 l (0.13 US gal, 0.11 Imp gal)

⚠ WARNING

- * To avoid running out of fuel that may result in a sudden stop, learn how to operate the fuel cock when riding the motorcycle.
- * Be careful not to touch any hot engine parts while operating the fuel cock.

NOTE:

- * Do not operate this motorcycle with the fuel cock in the RES position after refueling. You may run out of fuel with no reserve.



(1) Fuel cock

Fuel Tank

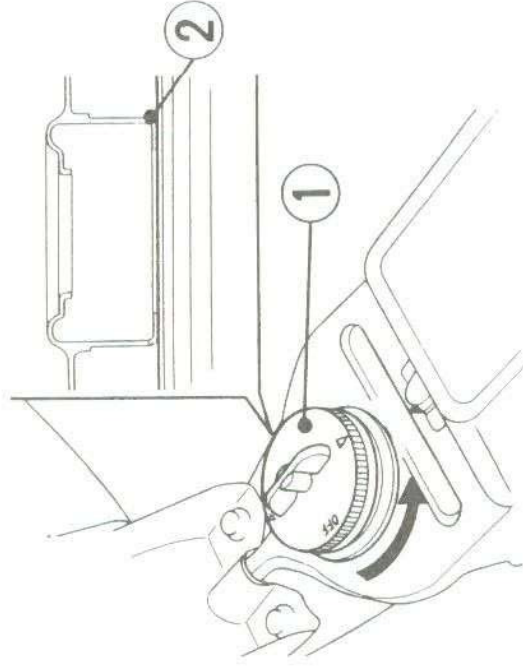
The fuel tank is located under the seat. Unlock and lift up the seat (page 30), then remove the fuel cap (1) by turning it counterclockwise. Fuel tank capacity is:

2.4 ℓ (0.63 US gal, 0.52 Imp gal)

Install the fuel tank cap by turning it clockwise. Use unleaded or low-lead petrol with a research octane number of 91 or higher. We recommend that you use unleaded petrol because it produces fewer engine and spark plug deposits and extends the life of exhaust system components.

CAUTION:

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



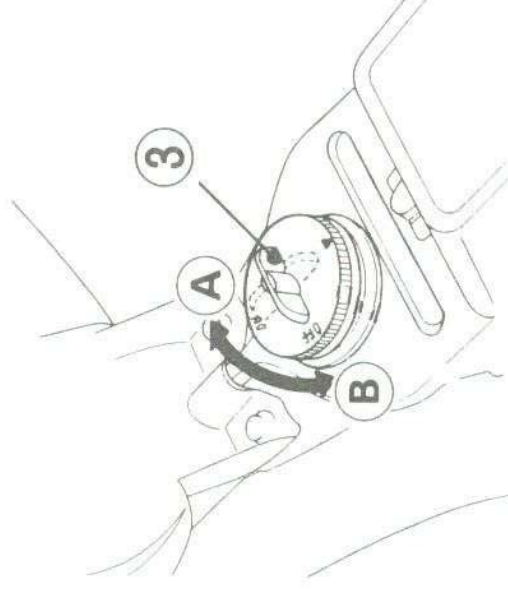
(1) Fuel cap

(2) Filler neck

A WARNING

- * Petrol is extremely flammable and is explosive under certain conditions. Refuel in a well-ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the engine is refueled or where petrol is stored.
- * Do not overfill the tank (there should be no fuel in the filler neck (2)). After refueling, make sure the fuel cap is closed securely.
- * Be careful not to spill fuel when refueling. Spilled fuel or fuel vapor may ignite. If any fuel is spilled, make sure the area is dry before starting the engine.
- * Avoid repeated or prolonged contact with skin or breathing of vapor. **KEEP OUT OF REACH OF CHILDREN.**

The fuel tank cap has a lever (3) with “ON” and “OFF” positions to open or close the tank vent. The fuel tank cap lever (3) should be turned to “ON” to allow fuel to flow when running the engine. Turning the lever to “OFF” will prevent fuel from flowing out of the vent hole when transporting the Mini-Trail. Always tighten fuel tank cap firmly.



(3) Lever

A ON
B OFF

Petrol Containing Alcohol

If you decide to use a petrol containing alcohol (gasohol), be sure it's octane rating is at least as high as that recommended by Honda. There are two types of "gasohol": one containing ethanol, and the other containing methanol. Do not use petrol that contains more than 10% ethanol. Do not use petrol containing methanol (methyl or wood alcohol) that does not also contain cosolvents and corrosion inhibitors for methanol. Never use petrol containing more than 5% methanol, even if it has cosolvents and corrosion inhibitors.

NOTE:

* Fuel system damage or engine performance problem resulting from the use of fuels that contain alcohol is not covered under the warranty. Honda cannot endorse the use of fuels containing methanol since evidence of their suitability is as yet incomplete.

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

ENGINE OIL

Engine Oil Level Check

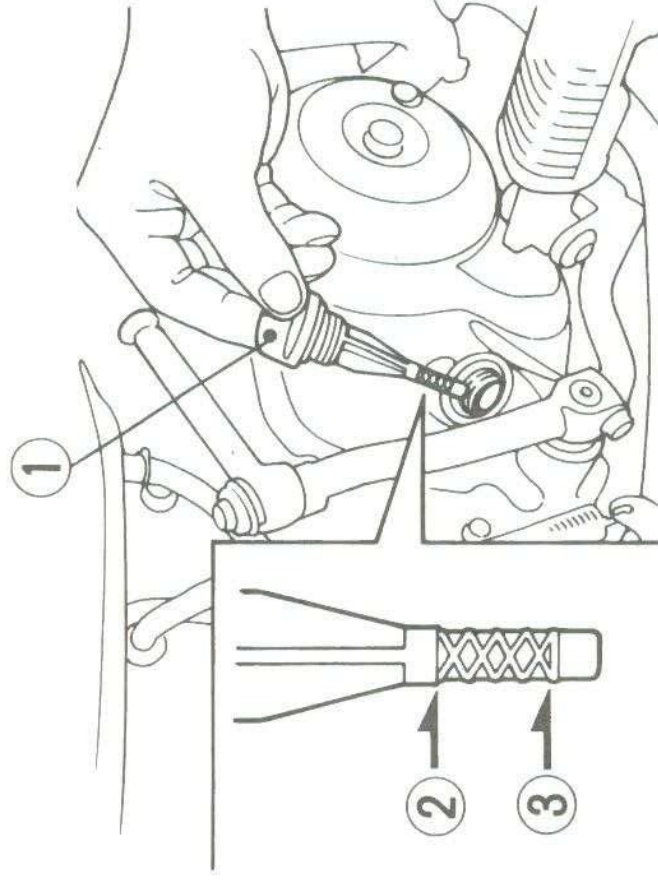
Check the engine oil level each day before riding the motorcycle.

The level must be maintained between the upper (2) and lower (3) level marks on the dipstick (1).

1. With the motorcycle held upright on firm, level ground, start the engine and let it idle for a few minutes.
2. Stop the engine and remove the oil filler cap/dipstick, wipe it clean, and reinsert the dipstick, without screwing it in. The oil level should be between the upper and lower marks on the dipstick.
3. If required, add the specified oil up to the upper level mark (See page 49). Do not overfill.
4. Reinstall the oil filler cap/dipstick. Check for oil leaks.

CAUTION:

- * Running the engine with insufficient oil pressure may cause serious engine damage.



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

TYRES

Proper air pressure will provide maximum stability, riding comfort and tyre life.

Check tyre pressure frequently and adjust if necessary.

NOTE:

* Tyre pressure should be checked before you ride while the tyres are “cold”.

Select the right replacement tyre in accordance with the following specifications.

ST50

	Front	Rear
Tyre size	3.50-10-51J	3.50-10-51J
	125 (1.25, 18)	175 (1.75, 25)
Cold tyre pressures kPa (kg/cm ² , psi)	Rider only	250 (2.5, 36)
	Rider and one passenger	125 (1.25, 18)

ST70

	Front	Rear
Tyre size	3.50-10-4PR (DK)	3.50-10-4PR (DK)
	3.50-10-51J	3.50-10-51J
Cold tyre pressures kPa (kg/cm ² , psi)	Rider only	125 (1.25, 18)
	Rider and one passenger	125 (1.25, 18)

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

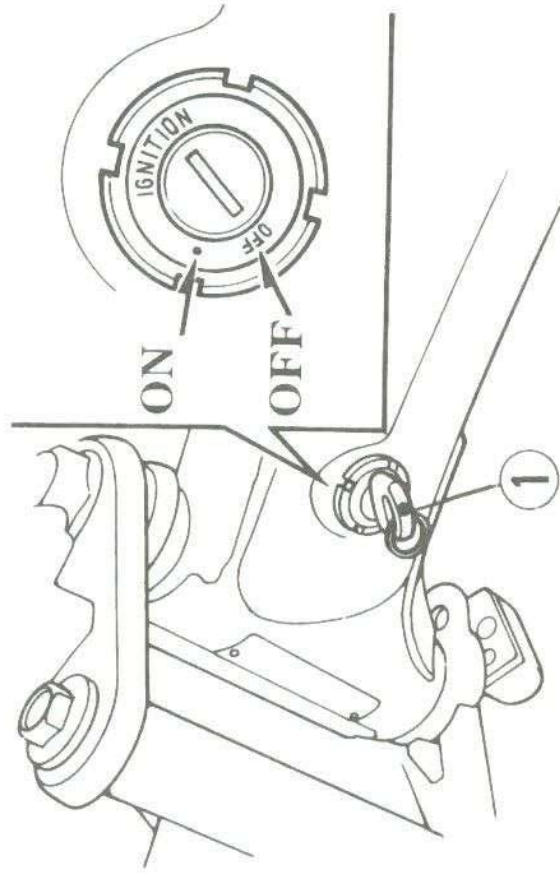
⚠ WARNING

- * Do not attempt to patch a damaged tyre or inner tube. Wheel balanced and tyre reliability may be impaired.
- * Improper tyre inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tyre slipping on, or coming off of the rims, causing tyre deflation that may result in a loss of vehicle control.
- * Operation with excessively worn tyre is hazardous and will adversely affect traction and handling.
- * The use of tyres other than those listed on the tyre information label may adversely affect handling.

ESSENTIAL INDIVIDUAL COMPONENTS

IGNITION SWITCH

The ignition switch (1) is located on the left side of the main pipe.



(1) Ignition switch

Key Position	Function	Key Removal
OFF	Engine and lights cannot be operated.	Key can be removed.
ON (red dot)	Engine and lights can be operated.	Key cannot be removed.

RIGHT HANDLEBAR CONTROLS

Headlight Switch (ST70: F, SP type)

The headlight switch has three positions, “O”, “P”, and “HL”.

HL: Headlight, taillight, position light and meter lights on.

P: Position light, taillight and meter lights on.

O: Headlight, taillight, position light and meter lights off.

The headlight will only operate when the engine is running.

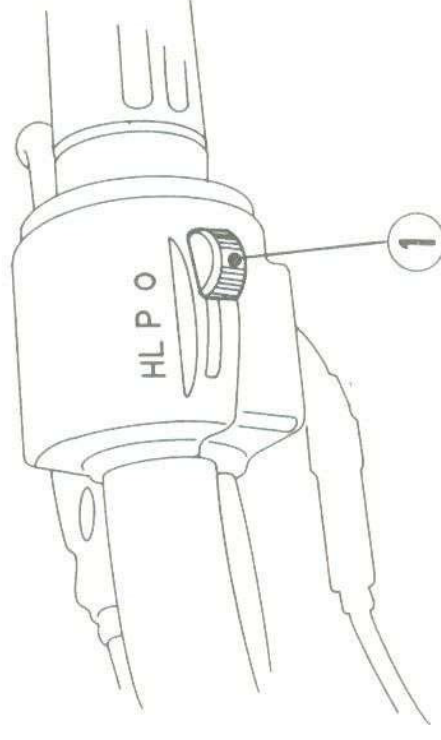
Headlight Switch (ST70: DK type)

The headlight switch (1) has two position.

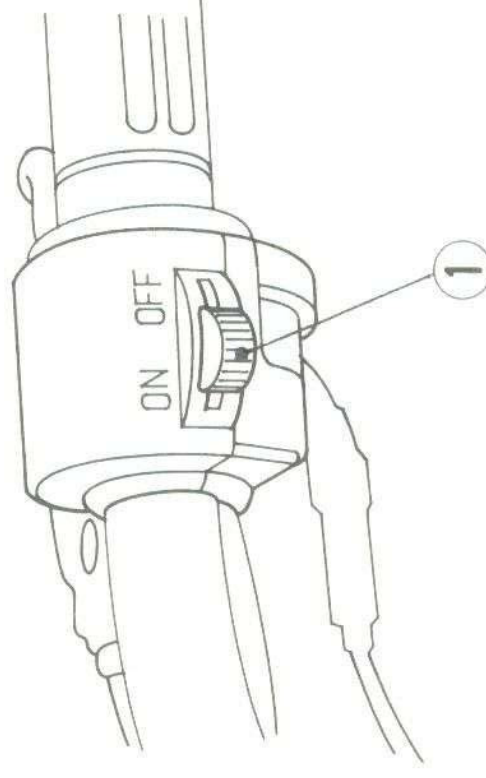
ON: Headlight, taillight, and meter lights on.

OFF: Headlight, taillight, and meter lights off.

ST70: F, SP type



ST70: DK type



(1) Headlight switch

LEFT HANDLEBAR CONTROLS

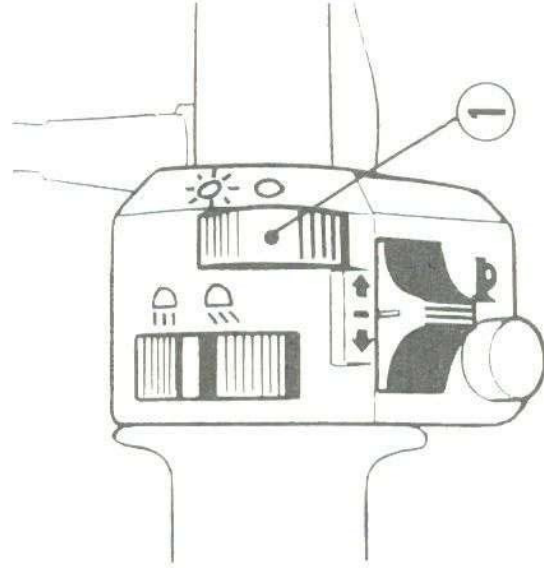
Headlight Switch (ST50)

The headlight switch (1) has two position.

E type

- : Headlight, taillight, and meter lights off.
- ☉: Headlight, taillight, and meter lights on.

ST50: E type



(1) Headlight switch

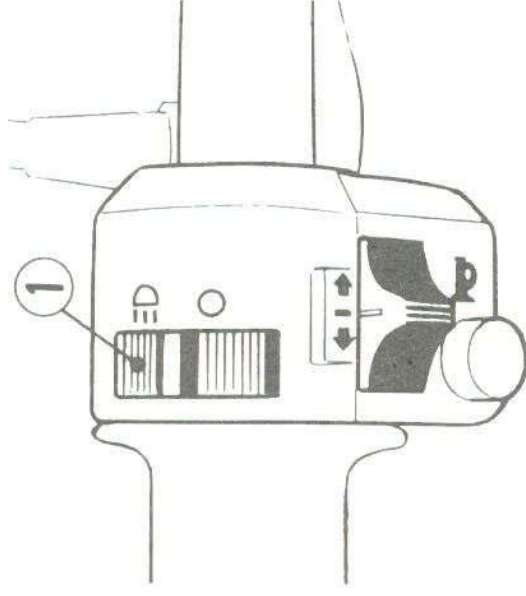
G type

- : Headlight, taillight, and meter lights off.
- ☉: Headlight, taillight, and meter lights on.

NOTE:

- * The headlight operates only when the engine is running.

ST50: G type

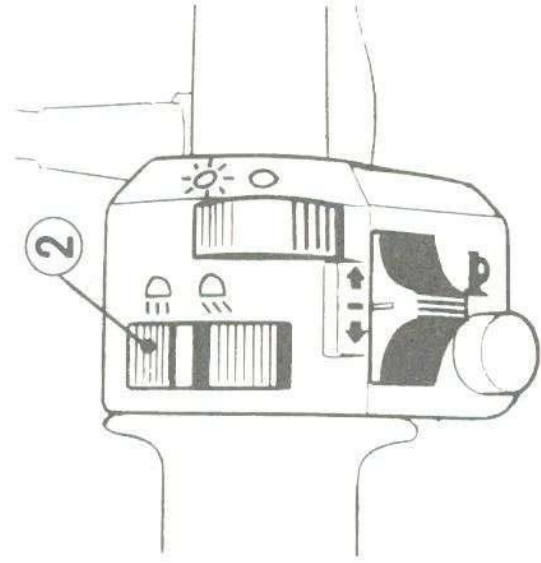


(1) Headlight switch

Headlight Dimmer Switch (2) (ST50: E type)

- ≡D — The high beam is on.
- ≧D — The low beam is on.

ST50: E type

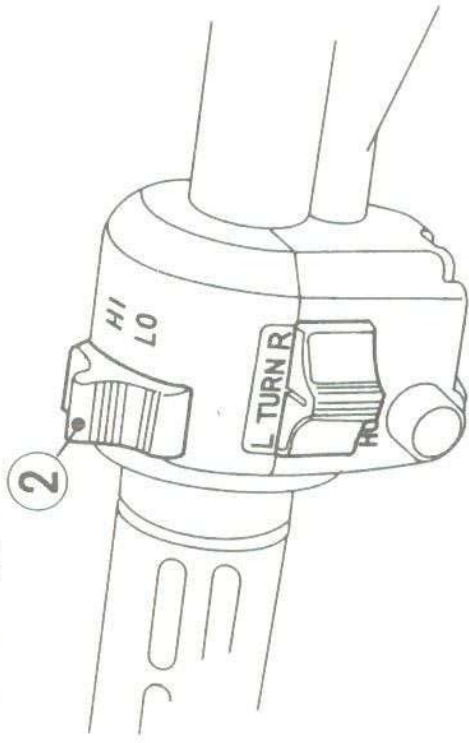


(2) Headlight dimmer switch

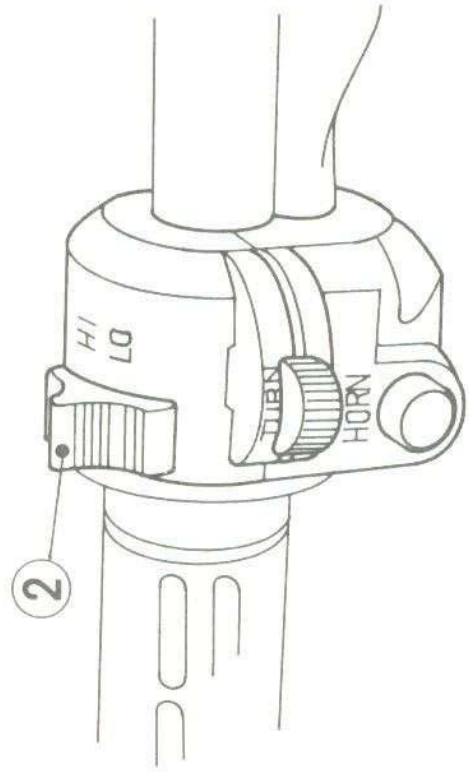
Headlight Dimmer Switch (2) (ST70)

Select Hi for high beam, Lo for low beam.

ST70: F, SP type



ST70: DK type



(2) Headlight dimmer switch

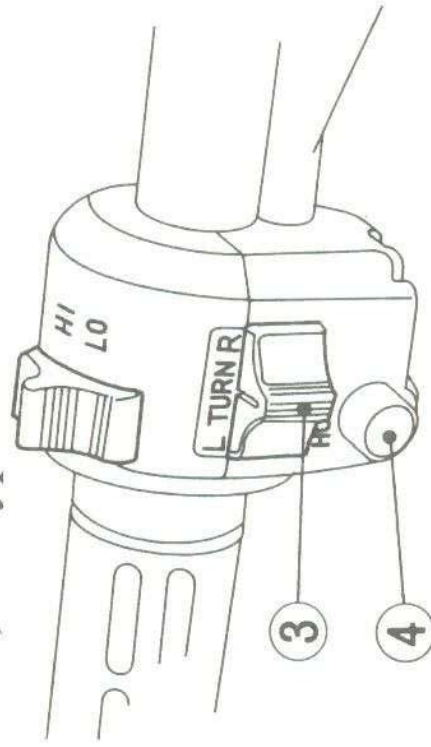
Turn Signal Switch (3)

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

Horn Button (4)

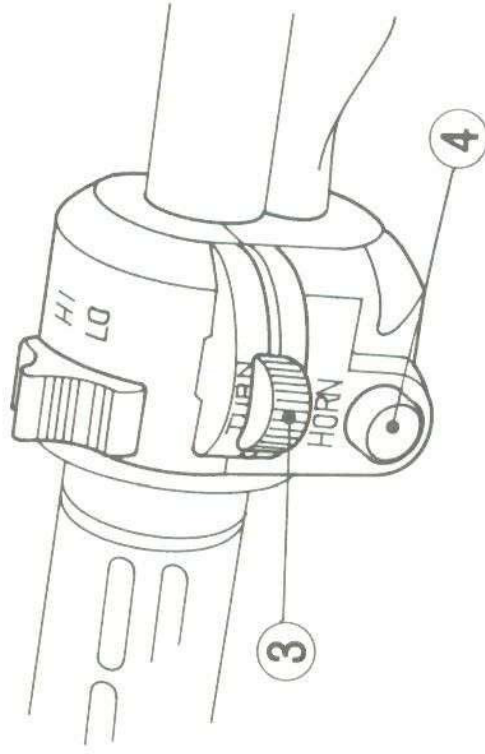
Press the button to sound the horn.

ST70: F, SP type

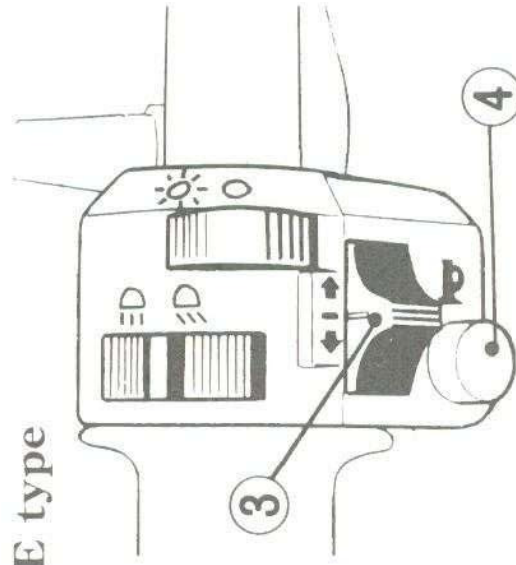


- (3) Turn signal switch
- (4) Horn button

ST70: DK type



ST50: E type



FEATURES

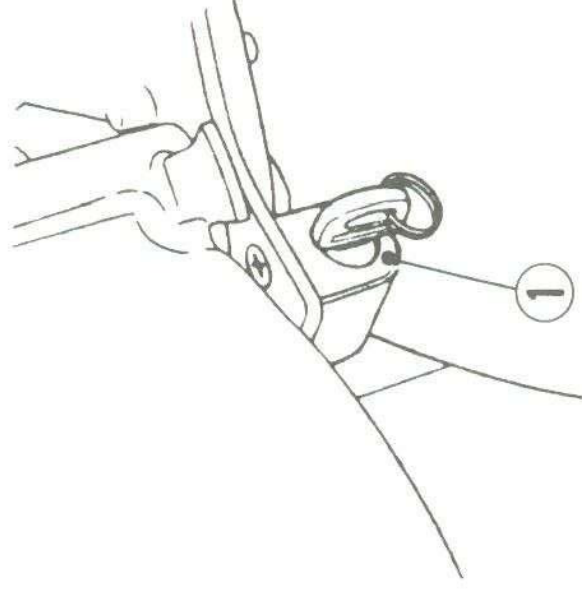
(Not required for operation)

STEERING LOCK

ST50: E type, ST70

The motorcycle has a steering lock (1) on the steering column under the headlight case. To lock the steering, turn the handlebar all the way to the left, insert the key into the cylinder, turn the key 180° to the left. To unlock the steering, perform the locking sequence in the reverse order.

ST50: E type, ST70



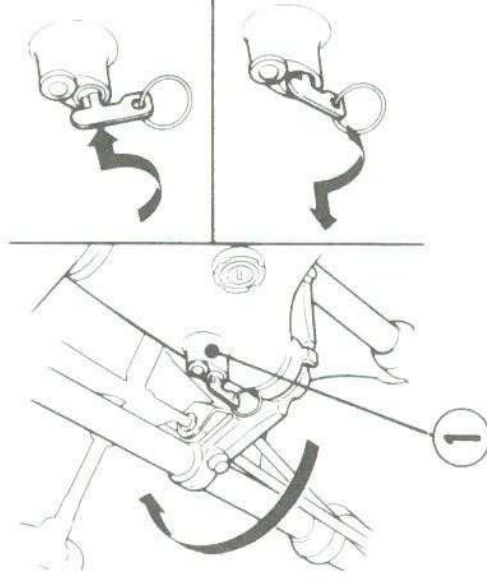
(1) Steering lock

ST50: G type

The steering lock (1) is on the left side of the steering column.

Turn the handlebar all the way to the right insert the steering key in the lock, turn the key 60° to the left, and press the lock all the way in. Turn the key back to the original position and remove. To unlock the steering, perform the locking sequence in the reverse order.

ST50: G type

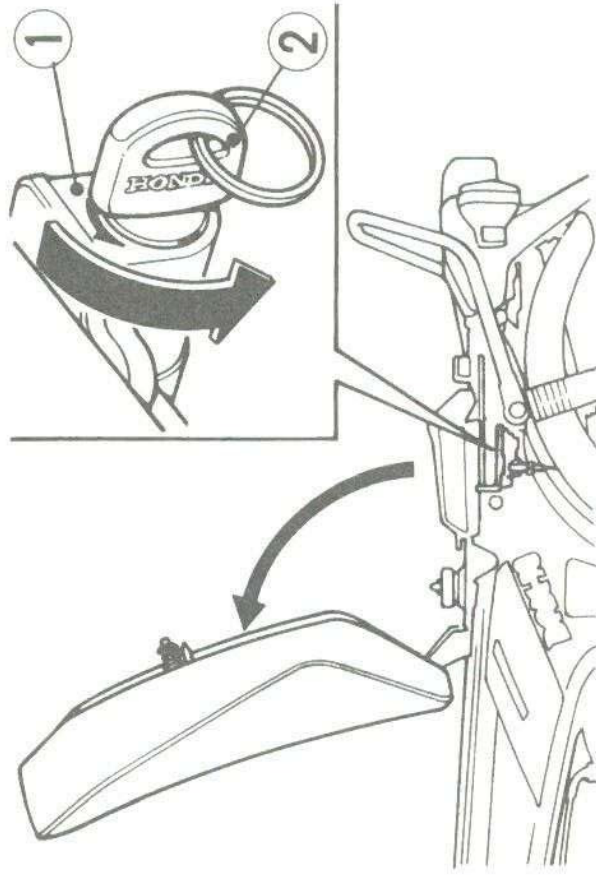


(1) Steering lock

SEAT

The motorcycle has a seat lock (1) on the left side below the seat.

To unlock the seat, insert the ignition key (2) into seat lock, turn the key counterclockwise. To lock the seat, press the seat downward to firmly. And remove the key.



(1) Seat lock (2) Ignition key

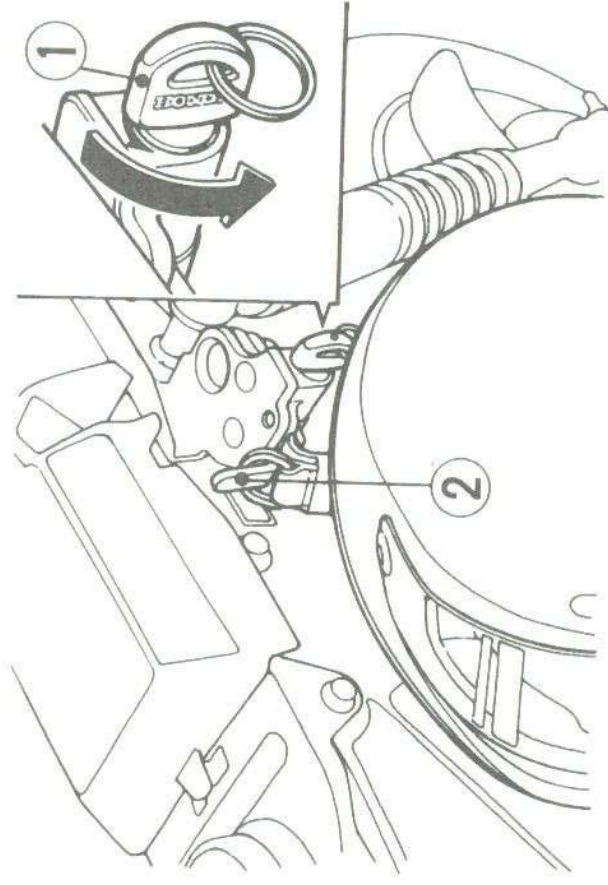
HELMET HOLDER

The helmet holder eliminates the need for carrying your helmet after parking. Insert the ignition key (1) into the seat/holder lock, and turn it to unlock.

Open the seat and hang your helmet on the holder hook (2) and lock the seat.

⚠ WARNING

* The helmet holder is designed for helmet security while the motorcycle is parked. Do not operate the motorcycle with a helmet attached to the holder; the helmet may interfere with the safe operation of the motorcycle.



(1) Ignition key

(2) Helmet holder

OPERATION

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 ride it. The items listed here will only take a few minutes to check, and in the long run they can save time, expense and possibly your life.

1. Engine oil level—add engine oil if required (page 19). Check for leaks.
2. Fuel level—fill the fuel tank when necessary (pages 15–18). Check for leaks.
3. Brakes—check operation. Adjust free play if necessary (pages 11–13).
4. Tyres—check condition and pressure (pages 20–21).
5. Drive chain—check condition and slack (pages 55–59). 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. Battery electrolyte (ST70)—check the level and add if necessary (page 66–67).
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 that can cause loss of consciousness and may lead to death.
- * Do not try to start the motorcycle with the transmission in gear. You may injure yourself or damage the motorcycle.

Preparation

Make sure the transmission is in neutral. Insert the key and turn the ignition switch ON. The neutral indicator (green) should go on. Turn the fuel cock and fuel tank cap lever to ON.

Starting Procedure

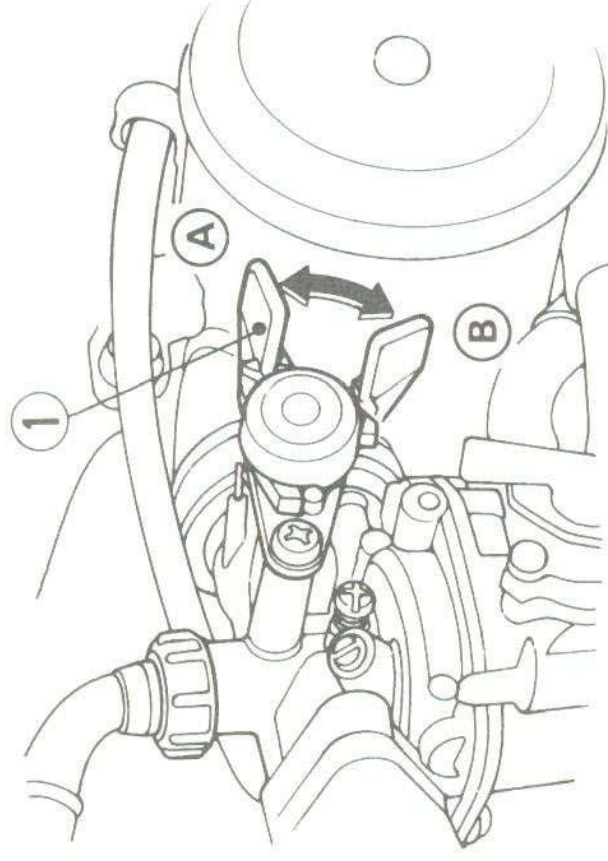
Cold engine

1. Raise the choke lever (1) to Fully Closed (A).

2. Open the throttle slightly and operate the kickstarter with the right foot, starting from the top of the stroke and following through to the bottom with a rapid and continuous kick.

CAUTION:

- * Do not allow the kickstarter to snap back freely against the pedal stop as engine case damage could result.



(1) Choke lever

(A) Fully closed
(B) Fully open

3. Warm up the engine at approx.

1,700 min^{-1} (rpm)

until it runs smoothly with the choke lever Fully Open (B).

Starting in Extremely Cold Weather

Prime the engine before starting by cranking the engine several times with the kickstarter. The ignition switch should be OFF, the choke Fully Closed (A) and the throttle opened. Follow the "Cold Engine" Starting Procedure.

CAUTION:

- * Extended use of the choke may impair piston and cylinder wall lubrication.

Flooded Engine

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the ignition switch and lower the choke lever to Fully Open (B). Open the throttle fully and crank the engine several times with the kickstarter. Turn the ignition switch to ON and open the throttle slightly; start the engine using the kickstarter.

RUNNING-IN

During the first 1,000 km (600 miles), avoid full throttle use and never labour the engine. Do not operate at any one speed for prolonged periods. During initial running-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly.

Running-in maintenance at 1,000 km (600 miles) is designed to compensate for this initial minor wear. Timely performance of the running-in maintenance will ensure optimum service life and performance from the engine.

RIDING

⚠ WARNING

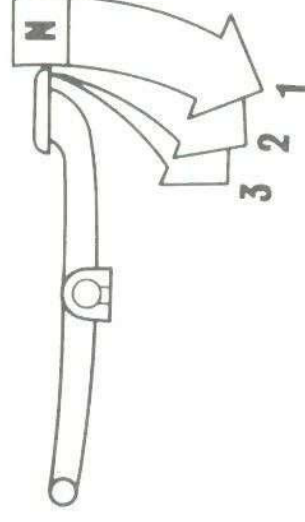
- * Review Motorcycle Safety (pages 1—5) before you ride.
- * Make sure the side stand is fully retracted before riding the motorcycle.

NOTE:

- * Make sure the function of the side stand mechanism. (See MAINTENANCE SCHEDULE on pages 39—40)

1. Warm up the engine.
2. With the engine idling, shift into low (1st) by depressing the heel end of the gearshift pedal.

3. Slowly open the throttle to start the motorcycle rolling smoothly, and when the motorcycle attains a moderate speed, close the throttle and depress the gearshift pedal with the heel to shift into 2nd gear.



4. This sequence is repeated to progressively shift into the next higher gear.
5. Shifting down is accomplished by depressing the toe end of the gearshift pedal.
6. Coordinate the throttle and brakes for smooth deceleration.
7. Both front and rear brakes should be used at the same time and should not be applied strongly enough to lock the wheel, or braking effectiveness will be reduced and control of the motorcycle be difficult.

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 firmly.

⚠ 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; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.

- * When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.
- * When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.
- * Riding with your foot resting on the brake pedal or your hands on the brake lever may actuate the brakelight, giving a false indication to other drivers. It may also overheat the brake, reducing effectiveness.

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel cock OFF, turn the handlebar all the way to the left (ST50: E type, ST70), to the right (ST50: G type), turn the ignition switch OFF and remove the key.
2. Use the center stand to support the motorcycle while parked.

CAUTION:

- * **Park the motorcycle on firm, level ground to prevent it from falling over.**
- 3. Lock the steering to help prevent theft (page 27).

ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the steering lock. This sounds simple but people do forget.
2. Be sure the registration information for your motorcycle is accurate and current.
3. Park your motorcycle in a locked garage whenever possible.
4. Use an additional anti-theft device of good quality.
5. Put your name, address, and phone number in this Owner's Manual and keep it on your motorcycle at all times. Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME: _____

ADDRESS: _____

PHONE NO.: _____

MAINTENANCE

- 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 and use.

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (page 30) at each scheduled maintenance period.

I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY

C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE

FREQUENCY ITEM		WHICHEVER ➡ COMES FIRST ➡	ODOMETER READING [NOTE (2)]								
			x 1,000 km	x 1,000 mi	MONTH	NOTE	1	4	8	12	
							0.6	2.5	5	7.5	
											Refer to pages
*	FUEL LINE						I	I	I	I	—
*	FUEL STRAINER SCREEN						C	C	C	C	—
*	THROTTLE OPERATION						I	I	I	I	52
	AIR CLEANER	NOTE 1					C	C	C	C	44
	SPARK PLUG						I	I	R	I	48—49
*	VALVE CLEARANCE						I	I	I	I	50—51
	ENGINE OIL						R	R	R	R	45—47
**	ENGINE OIL STRAINER SCREEN									C	—
**	ENGINE OIL CENTRIFUGAL FILTER									C	—
*	CARBURETOR IDLE SPEED						I	I	I	I	53

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING [NOTE (2)]					
			x 1,000 km	1	4	8	12	Refer to pages
		NOTE	x 1,000 mi	0.6	2.5	5	7.5	
			MONTH		6	12	18	
DRIVE CHAIN				EVERY 1,000 km (600 mi) I,L				55-57
BRAKE SHOE WEAR					I	I	I	65
BRAKE SYSTEM				I	I	I	I	11-13
* BRAKE LIGHT SWITCH					I	I	I	70
* HEADLIGHT AIM					I	I	I	—
CLUTCH SYSTEM				I	I	I	I	—
* SUSPENSION					I	I	I	60
* NUTS, BOLTS, FASTENERS				I		I		—
** WHEEL/TYRES					I	I	I	—
** STEERING HEAD BEARINGS				I			I	—

* SHOULD BE SERVICED BY YOUR AUTHORIZED HONDA DEALER UNLESS THE OWNER HAS PROVIDED THE NECESSARY TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SERVICE MANUAL.

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

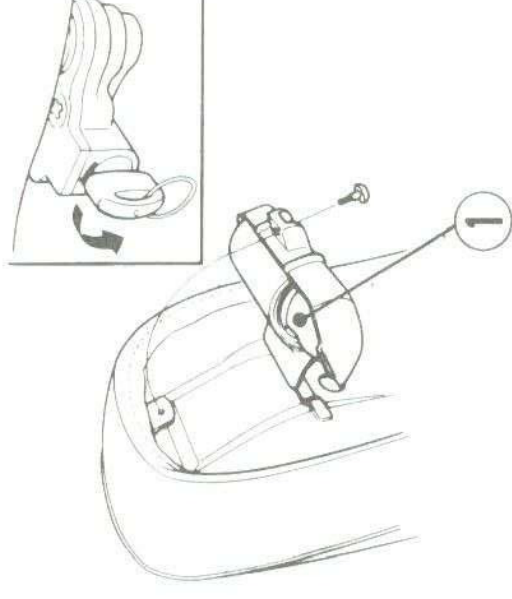
NOTE: (1) Service more frequently when riding in unusually wet or dusty areas.

(2) At higher odometer readings, repeat at the frequency interval established here.

TOOL KIT

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

- 10 x 12 mm open end wrench
- 14 x 17 mm open end wrench
- No. 2 screwdriver x No. 2 cross point screwdriver
- Spark plug wrench
- Tool bag



(1) Tool kit

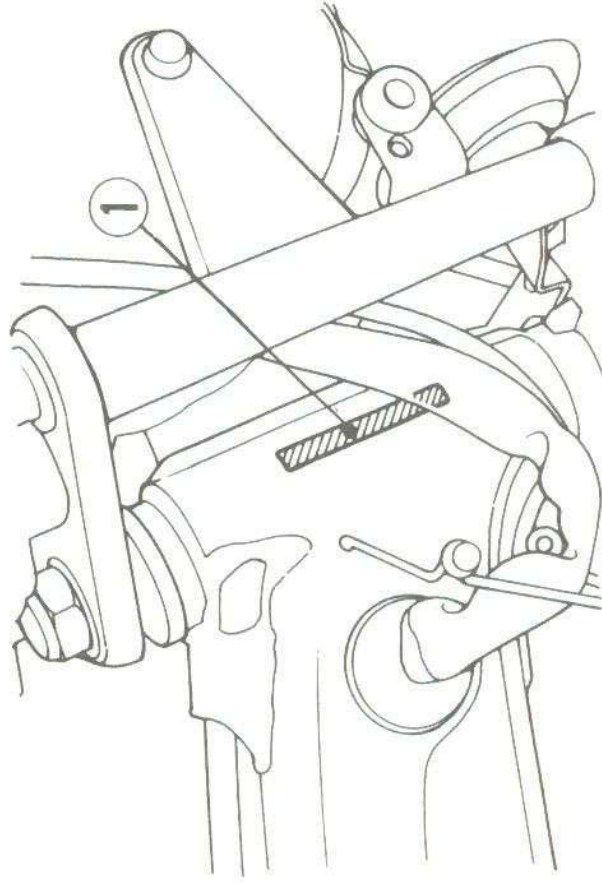
SERIAL NUMBERS

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

Record the numbers here for your reference.

FRAME NO. _____

ENGINE NO. _____



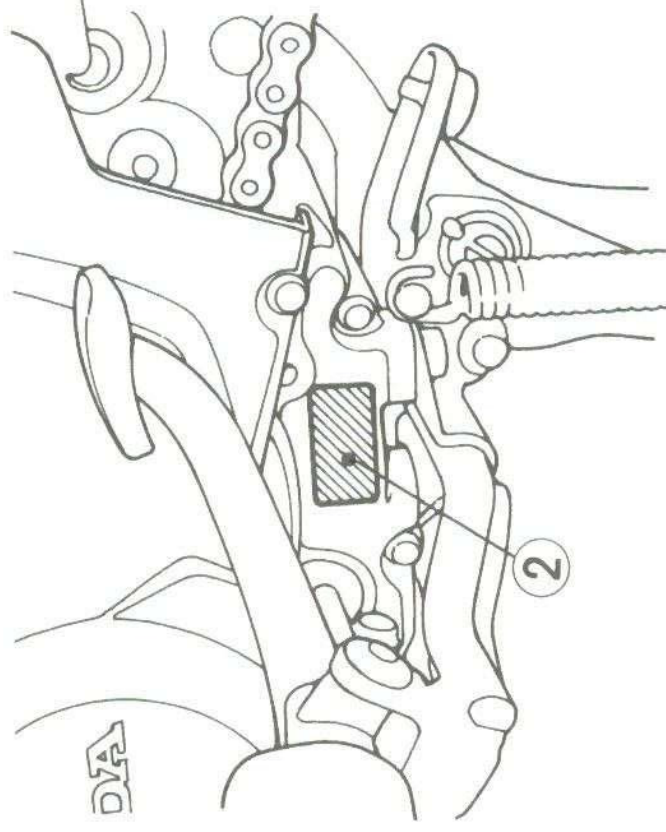
(1) Frame number

The frame number (1) is stamped on:

ST50: the left side of the steering head.

ST70: the right side of the steering head.

The engine number (2) is stamped on the lower part of the crankcase.



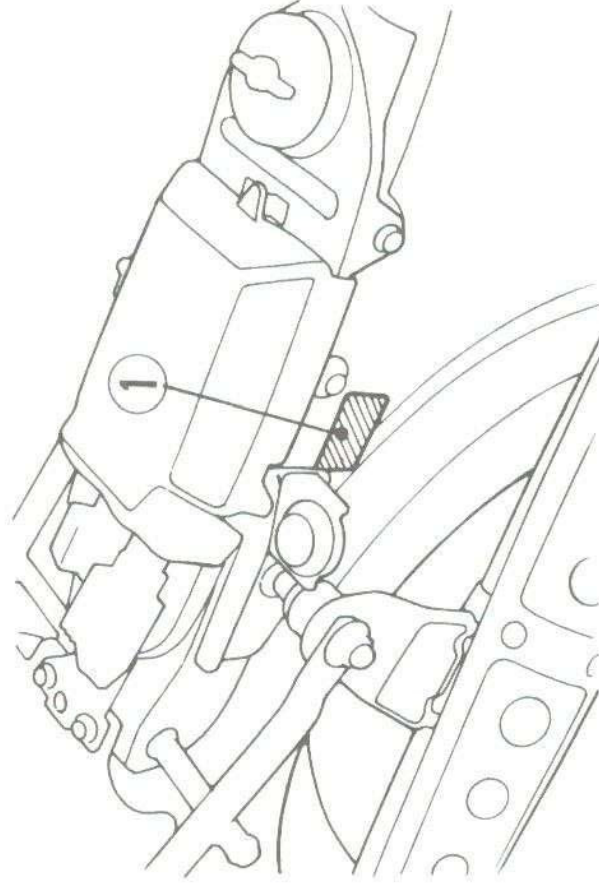
(2) Engine number

COLOR LABEL

The colour label (1) is attached to the right side of frame. It is helpful when ordering replacement parts. Record the color and code here for your reference.

COLOR _____

CODE _____



(1) Color label

MAINTENANCE PRECAUTIONS

▲ WARNING

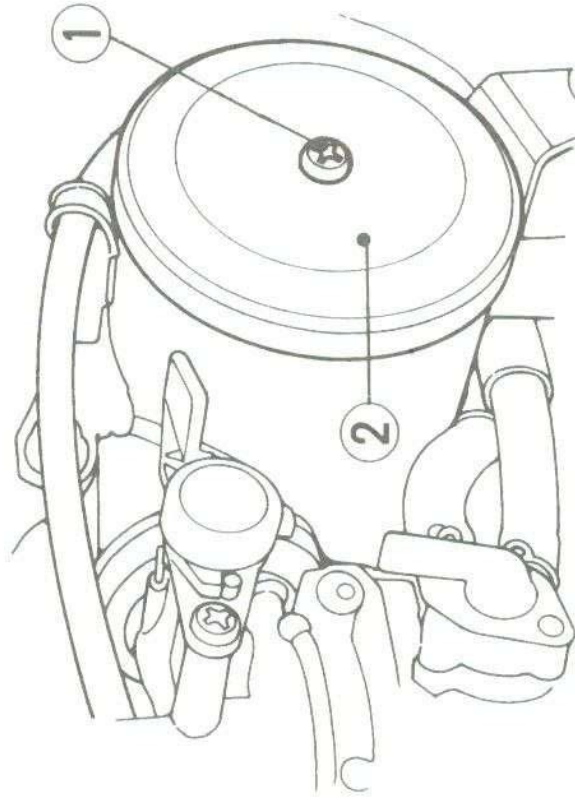
- * If your motorcycle is overturned or involved in a collision, inspect control levers, cable, brake hoses, caliper, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your authorized Honda dealer inspect the major components, including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.
- * Stop the engine and support the motorcycle securely on a firm, 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.

AIR CLEANER

(Refer to the maintenance precautions on page 43).

The air cleaner should be serviced at regular intervals (pages 39–40). When riding in dusty areas, more frequent service may be necessary.

1. Remove the air cleaner cover screw (1) and the cover (2).
2. Remove the air cleaner element (3).



(1) Screw

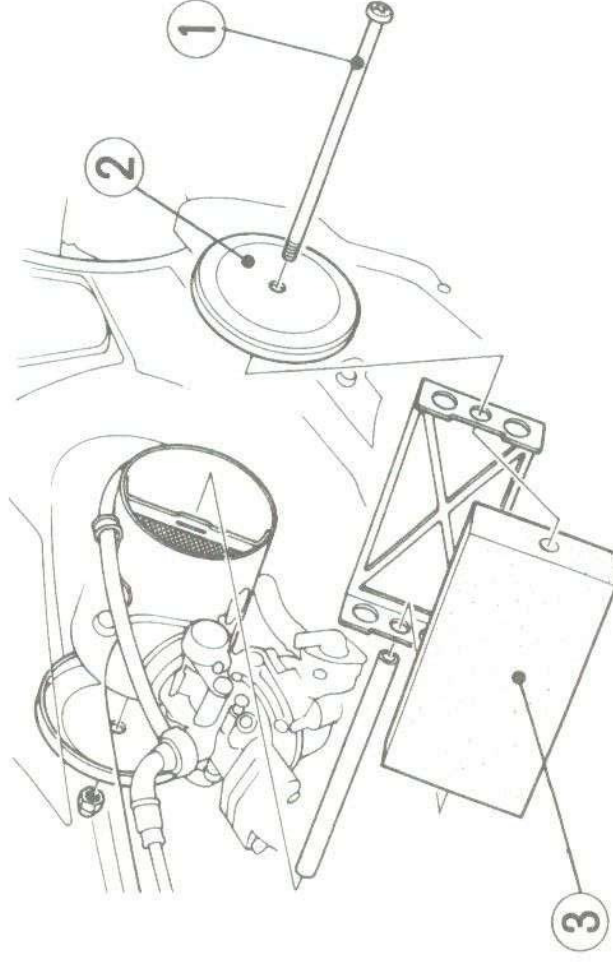
(2) Cover

3. Wash the element in non-flammable or high flash point solvent and let it dry thoroughly.

⚠ WARNING

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

4. Soak the element in gear oil (SAE 80–90) and squeeze out the excess.
5. Install the removed parts in the reverse order of disassembly.



(3) Air cleaner element

ENGINE OIL

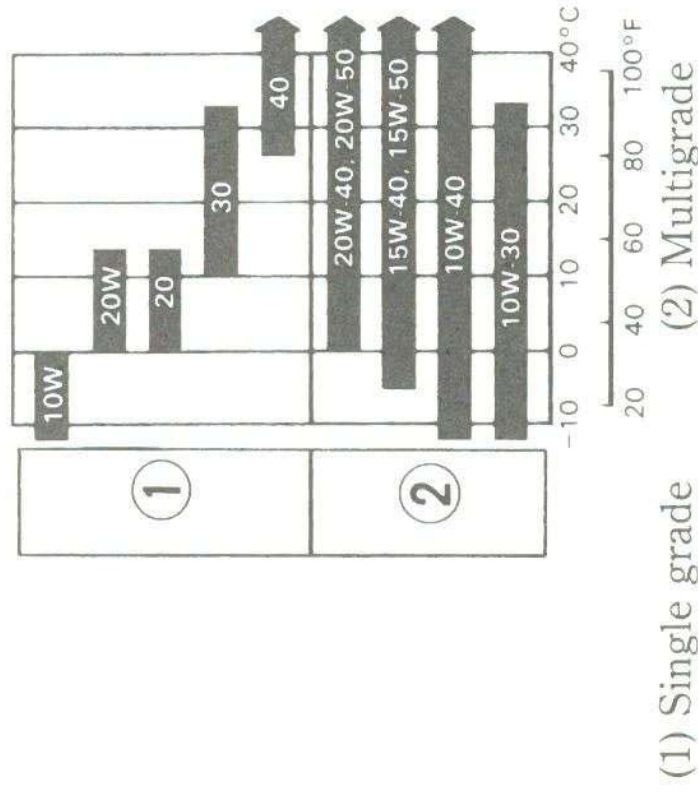
(Refer to the maintenance precautions on page 43).

Engine Oil

Good engine oil has many desirable qualities. Use only high detergent, quality motor oil certified on the container to meet or exceed requirements for service SE, SF or SG. It is not necessary to use additives.

Viscosity:

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



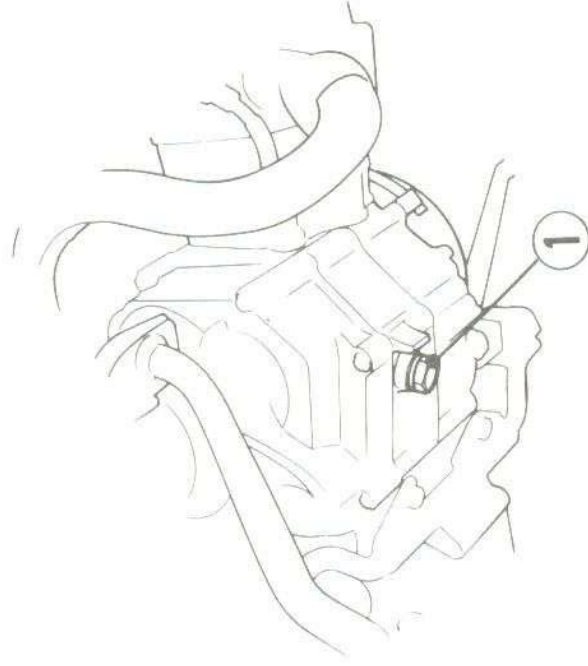
Engine Oil

Engine oil quality is the chief factor affecting engine service life. Change the engine oil as specified in the maintenance schedule (pages 39–40).

NOTE:

- * Change engine oil with the engine at normal operating temperature and the motorcycle upright to assure complete and rapid draining.

1. Remove the oil filler cap/dipstick and drain plug (1) to drain the oil.



(1) Drain plug

⚠ WARNING

- * **A warmed-up engine and the oil in it are hot; be careful not to burn yourself.**
- 2. Check that the sealing washer on the drain plug is in good condition and install the plug.
- 3. Fill the crankcase with the recommended grade oil; approximately:
0.8 ℓ (0.8 US qt, 0.7 Imp qt)
- 4. Install the oil filler cap/dipstick.
- 5. Start the engine and let it idle for a 2–3 minutes.
- 6. Stop the engine and check that the oil level is at the upper level mark on the dipstick with the motorcycle upright on firm, level ground. Make sure there are no oil leaks.

NOTE:

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

CAUTION:

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

SPARK PLUG

(Refer to maintenance precautions on page 43).

Recommended plug:

Standard:

CR6HSA (NGK) or

U20FSR-U (NIPPONDENSO)

For cold climate (Below 5°C, 41°F)

CR5HSA (NGK) or

U16FSR-U (NIPPONDENSO)

For extended high speed riding:

CR7HSA (NGK) or

U22FSR-U (NIPPONDENSO)

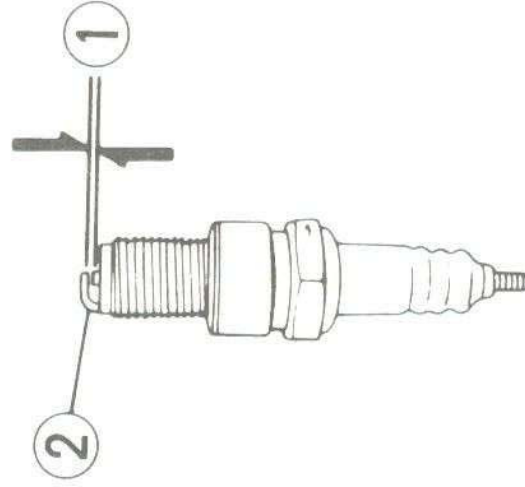
1. Disconnect the spark plug cap from the spark plug.
2. Clean any dirt from around the spark plug base. Remove the spark plug using the plug wrench furnished in the tool kit.
3. Inspect the electrode and center porcelain for deposits, erosion or carbon fouling. If the erosion or deposit is heavy, replace the plug. Clean a carbon or wet-fouled plug with a plug cleaner, otherwise use a wire brush.

4. Check the spark plug gap (1) using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.

The gap should be:

0.6—0.7 mm (0.024—0.028 in)

Make sure the plug washer is in good condition.



(1) Spark plug gap (2) Side electrode

5. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
6. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8—1/4 turn after the plug seats.
7. Reinstall the spark plug cap.

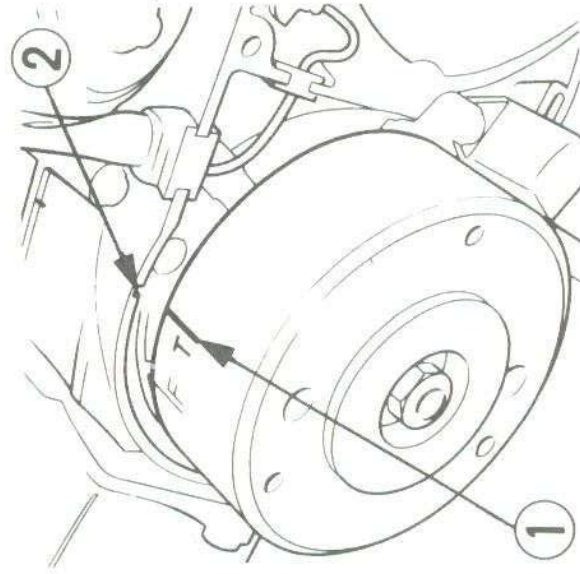
CAUTION:

- * 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. Severe engine damage could result.

VALVE CLEARANCE

(Refer to the maintenance precautions on page 43).

Excessive valve clearance will cause noise and eventual engine damage. Little or no clearance will prevent the valve from closing and cause valve damage and power loss. Check valve clearance when the engine is cold at the specified intervals.



(1) T mark

(2) Index mark

NOTE:

* The checking or adjusting of the clearance should be performed while the engine is cold. The clearance will change as the engine temperature rises.

1. Remove the left crankcase cover.
2. Remove the two adjusting caps.
3. Rotate the generator flywheel counterclockwise until the T mark (1) on the flywheel lines up with the index mark (2) on the crankcase. In this position, the piston may either be on the compression or exhaust stroke.

The adjustment must be made when the piston is at the top of the compression stroke when both the intake and exhaust valves are closed.

This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If they are tight and the valves are open, rotate the flywheel 360° and realign the T mark to the index mark.

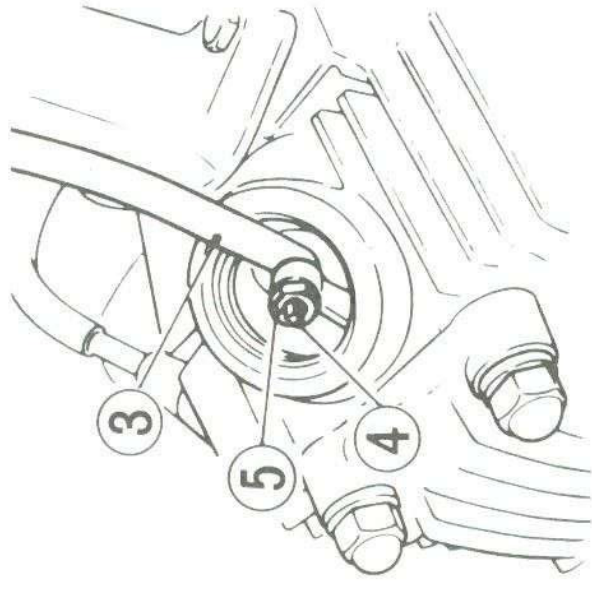
Check the clearance of both valves by inserting a feeler gauge (3) between the adjusting screw (4) and the valve stem.

Clearance (IN/EX) should be:

0.05 mm (0.002 in).

If it is necessary to make an adjustment, loosen the adjusting screw lock nut (5) and turn the adjusting screw (4) so there is a slight resistance when the feeler gauge (3) is inserted.

After completing the adjustment, tighten the adjusting screw lock nut while holding the adjusting screw to prevent it from turning. Finally, recheck the clearance to make sure that the adjustment has not been disturbed. Reinstall the adjusting caps.



(3) Feeler gauge
(4) Adjusting screw

(5) Adjusting screw
lock nut

THROTTLE OPERATION

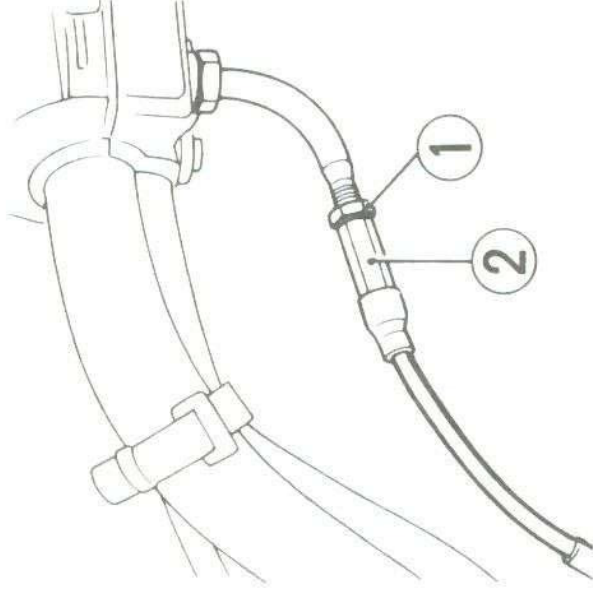
(Refer to the maintenance precautions on page 43).

1. Check for smooth rotation of the throttle grip from the fully open to the fully closed position at both full steering positions.
2. Measure the throttle grip free play at the throttle grip flange.

The standard free play should be approx:

2–6 mm (0.08–0.24 in)

To adjust the play, loosen the lock nut (1) and turn the adjuster (2).



(1) Lock nut

(2) Adjuster

IDLE SPEED

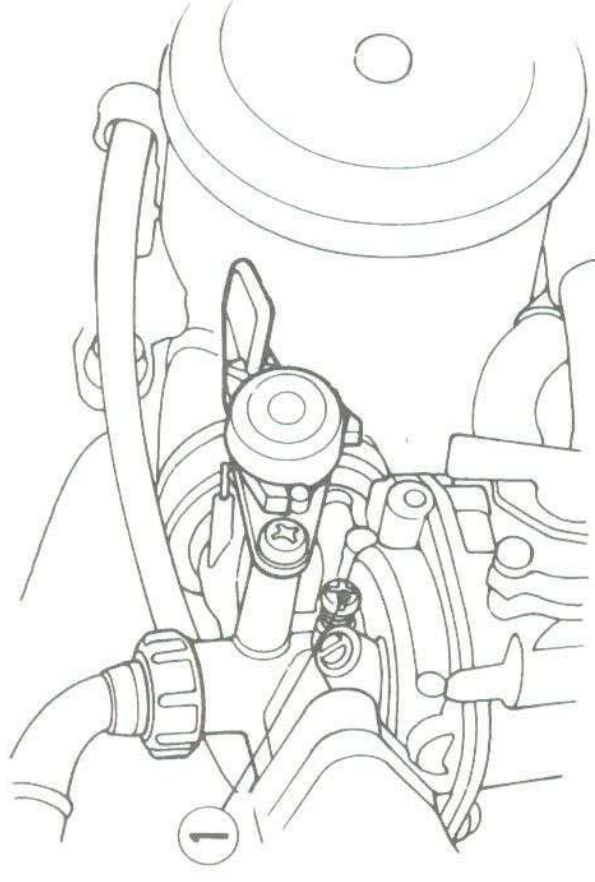
(Refer to the maintenance precautions on page 43).

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

1. Warm up the engine and hold the motorcycle upright.
2. Connect a tachometer to the engine.
3. Adjust the idle speed with the throttle stop screw (1).

IDLE SPEED:

$1,700 \pm 100 \text{ min}^{-1} \text{ (rpm)}$ (In neutral)



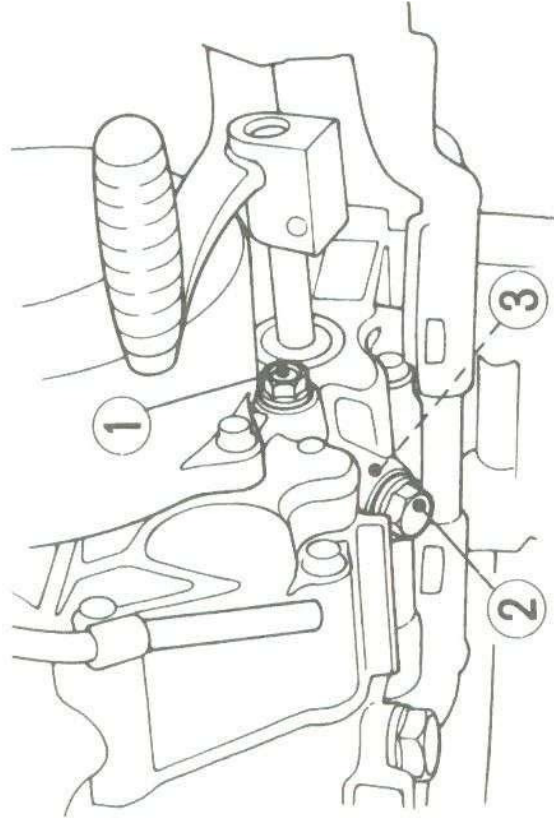
- (1) Throttle stop screw (A) Increase rpm
(B) Decrease rpm

CAM CHAIN ADJUSTMENT (ST70)

(Refer to the maintenance precautions on page 43).

When the cam chain is noisy, adjust the tension in the following manner:

1. Start the engine and maintain it at idle speed; $1,700 \pm 100 \text{ min}^{-1}$ (rpm).
2. Loosen the tensioner adjusting bolt (1) approximately one half turn and then tighten it.
3. If the chain is still noisy even after the above adjustment, loosen the adjusting bolt (1) and the 14 mm sealing bolt (2) located at the bottom of the crankcase, and screw in the tensioner bolt (3) gradually with the engine running, until the cam chain becomes quiet. After completing the adjustment, tighten the tensioner adjusting bolt, and 14 mm sealing bolt securely.



- (1) Tensioner adjusting bolt
(2) 14 mm sealing bolt
(3) Tensioner bolt

DRIVE CHAIN

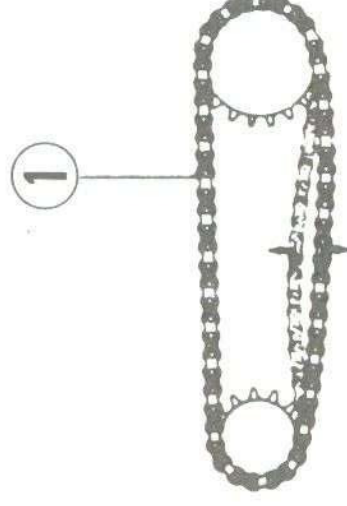
(Refer to the maintenance precaution on page 43).

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. Under severe usage, or when the motorcycle is ridden in dusty areas, more frequent maintenance will be necessary.

Inspection

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

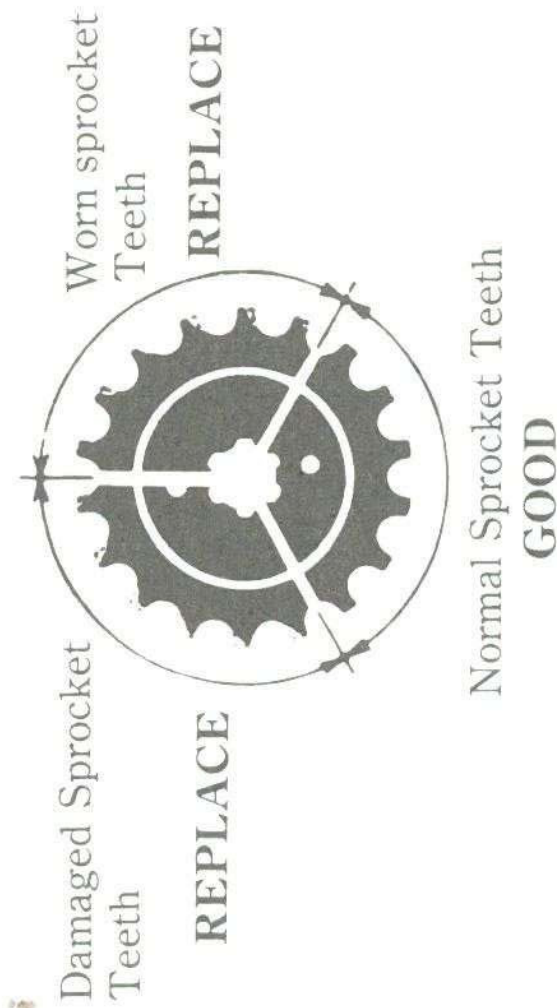
3. Check drive chain slack as the wheel rotates. Drive chain slack should remain constant as the wheel rotates. If the chain is slack only in certain sections, some links are kinked and binding. Binding and kinking can frequently be eliminated by lubrication.



15–25 mm (5/8–1 in.)

(1) Drive chain

4. Inspect the sprocket teeth for wear or damage.



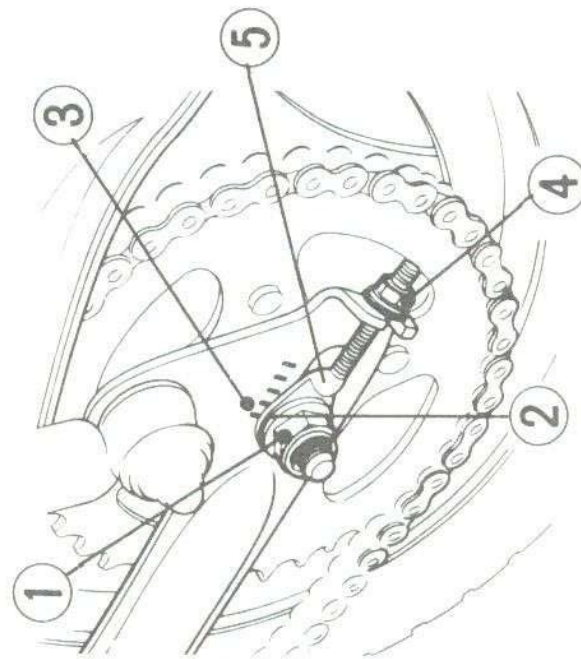
5. If the drive chain or sprockets are excessively worn or damaged, they should be replaced. Never use a new chain with worn sprockets, rapid chain wear will result.

Adjustment:

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

1. Loosen the rear axle nut (1).
2. Turn the adjusting nut (4) on both the right and left chain adjusters (5) an equal number of turns to increase or decrease chain slack. Align the chain adjuster index marks (2) with the corresponding scale (3) graduations on both sides of the swing arm.

ST50



- | | |
|-------------------------|--------------------|
| (1) Rear axle nut | (4) Adjusting nut |
| (2) Adjuster index mark | (5) Chain adjuster |
| (3) Graduated scale | |

NOTE:

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

3. Torque the rear axle nut to:
60 N·m (6.0 kg-m, 43 lb-ft)
4. Tighten the adjusting nuts.
5. Recheck drive chain slack.
6. Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 13).

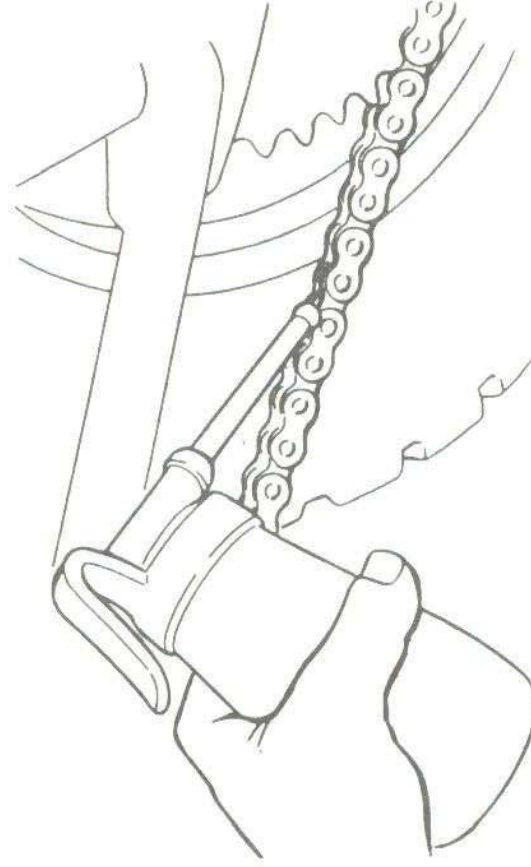
Lubrication:

Lubricate every 1,000 km (600 mi) or sooner if chain appears dry.

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.

Replacement Chain:

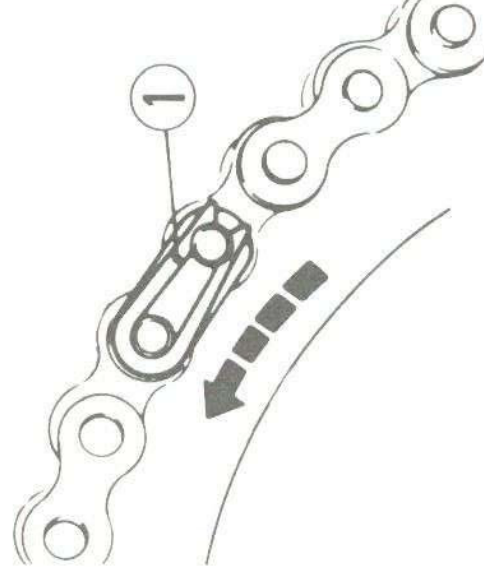
DID420 or RK420M



Removal and Cleaning:

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

1. With the engine off, carefully remove the master link retaining clip (1) with a pair of pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.

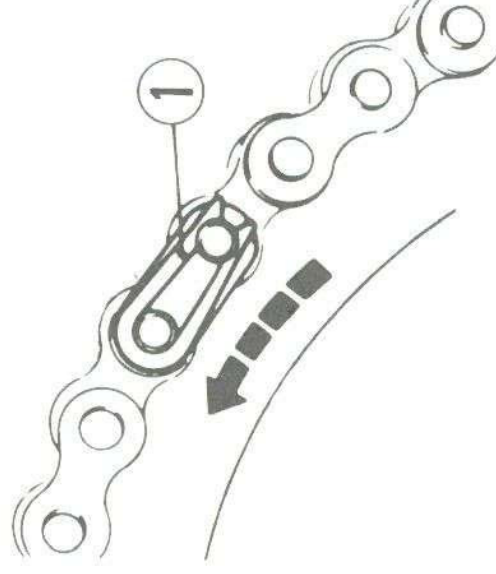


(1) Retaining clip

2. Clean the drive chain in solvent and allow it to dry. Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.
3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive chain on badly worn sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.
4. Lubricate the drive chain.
5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.

The master link is the most critical part affecting the security of the drive chain. Master links are reusable, if they remain in excellent condition, but it is recommended that a new master link retaining clip be installed whenever the drive chain is reassembled. Install the master link retaining clip (1) so that the closed end of the clip will face the direction of forward wheel rotation.

6. Adjust the drive chain and rear brake pedal free play.



(1) Retaining clip

FRONT AND REAR SUSPENSION INSPECTION

(Refer to the maintenance precautions on page 43).

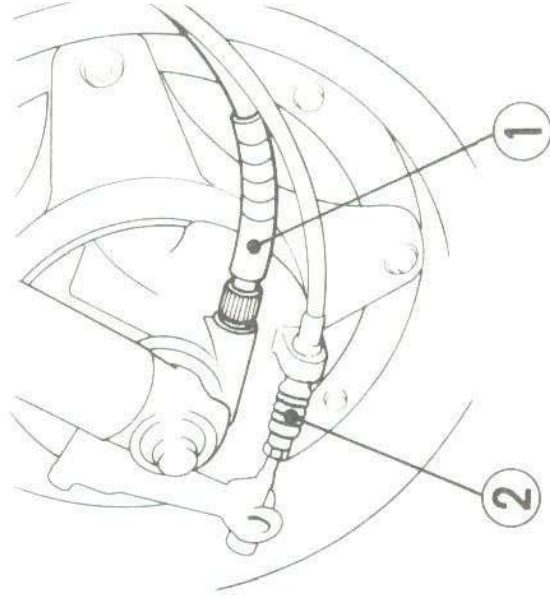
1. Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously. Suspension action should be smooth and there must be no oil leakage.
2. Rear fork bushing—this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand and feeling for looseness of the fork bushings.
3. Carefully inspect all front and rear suspension fasteners for tightness.

WHEEL REMOVAL

Front Wheel Removal

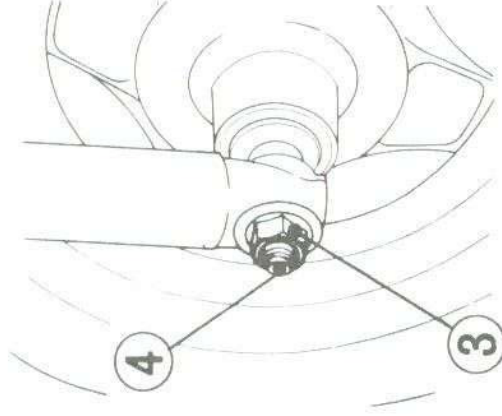
(Refer to the maintenance precautions on page 43).

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Disconnect the speedometer cable (1) from the wheel.
3. Remove the front brake adjusting nut and remove the front brake cable (2) from the brake arm.



(1) Speedometer cable (2) Brake cable

4. Remove the axle nut (4).
5. Remove the axle (5) and the wheel.



(3) Axle nut

(4) Axle

Installation Note:

- Reverse the removal procedure.
 - Tighten the axle nut to specified torque
- Axle nut torque:
- 60 N·m (6.0 kg-m, 43 lb-ft)
- Adjust the brake (page 11).
 - After installing the wheel, apply the brakes several times, and check for free wheel rotation when released.

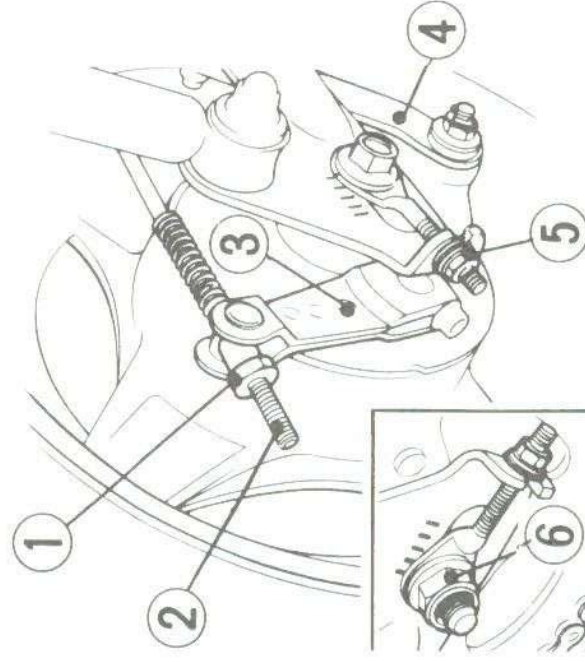
⚠ WARNING

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

Rear Wheel Removal

(Refer to the maintenance precautions on page 43).

1. Place the motorcycle on the center stand.
2. Remove the rear brake adjusting nut (1), disconnect the brake rod (2) from the brake arm (3) by pushing down on the rear brake pedal.



- (1) Adjusting nut
- (2) Brake rod
- (3) Brake arm
- (4) Stopper arm
- (5) Adjusting nut
- (6) Axle nut

3. Disconnect the brake stopper arm (4) from the brake panel by removing the cotter pin, stopper arm nut, washer and rubber grommet.
4. Loosen the chain adjusting nuts (5).
5. Remove the axle nut (6) while holding the axle at the other end with a wrench.
6. Pull out the axle.
7. Remove the rear wheel.

Installation Note:

- Reverse the removal procedure.
- Tighten the axle nut to specified torque.
Axle nut torque:
60 N·m (6.0 kg-m, 43 lb-ft)
- Adjust the brake (page 13) and drive chain (page 56).
- After installing the wheel, apply the brakes several times, and check for free wheel rotation when released.

WARNING

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

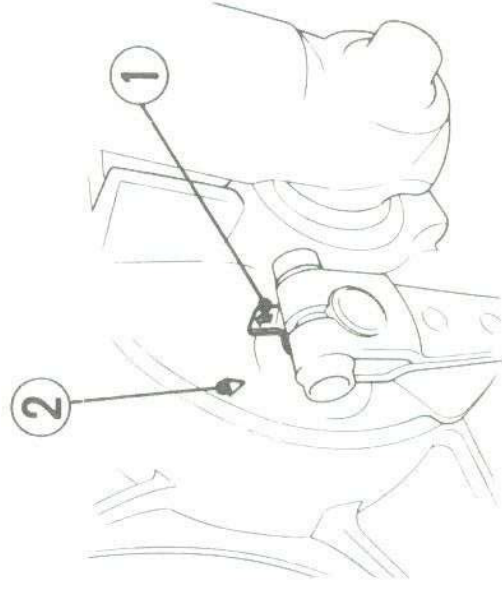
BRAKE SHOE WEAR

(Refer to the maintenance precautions on page 43).

The rear brake is equipped with brake wear indicators.

When the brake is applied, an arrow (1) attached to the brake arm moves toward a reference mark (2) on the brake panel.

If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

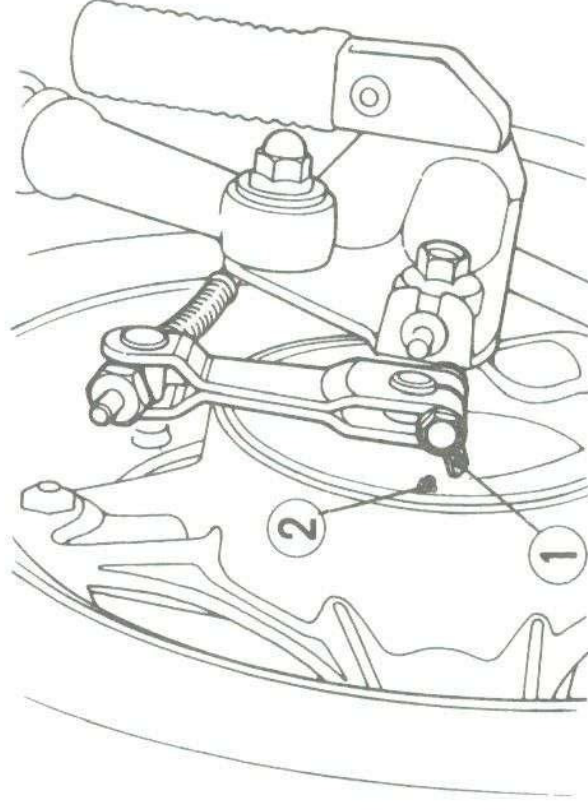


(1) Arrow

(2) Reference mark

NOTE:

* When the brake service is necessary, see your authorized Honda dealer. Use only genuine Honda parts or its equivalent.



(1) Arrow

(2) Reference mark

BATTERY

(Refer to the maintenance precautions on page 43).

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

WARNING

- * The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the batteries in an enclosed space.
- * The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.
 - If electrolyte gets on your skin, flush with water.
 - If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.

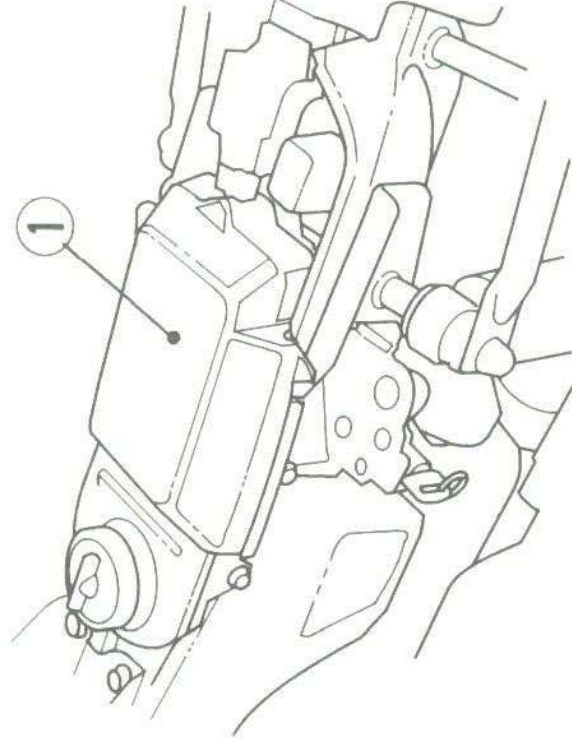
- * Electrolyte is poisonous.
 - If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.
- * **KEEP OUT OF REACH OF CHILDREN.**

CAUTION:

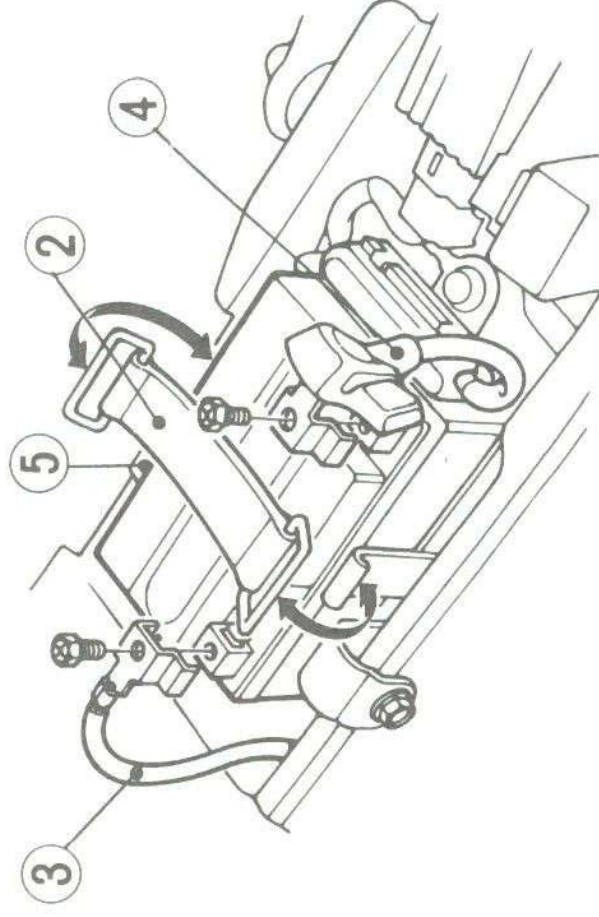
- * Do not attempt to remove the sealing caps from the cells—you may damage the battery.
- * When the motorcycle is to be stored for an extended period of time, remove the battery from the motorcycle and charge it fully. Then store it in a cool, dry place. If the battery is to be left in the motorcycle, disconnect the negative cable from the battery terminal.

Battery Removal:

1. Open the seat (page 28).
2. Remove the battery cover (1).
3. Remove the band (2).
4. Disconnect the negative (-) terminal lead (3) from the battery first, then disconnect the positive (+) terminal lead (4).
5. Pull out the battery from the battery box (5).



(1) Battery cover



- (2) Band
- (3) Negative (-) terminal lead
- (4) Positive (+) terminal lead
- (5) Battery box

FUSE REPLACEMENT

(Refer to the maintenance precautions on page 43).

The fuse holder (1) is on the side of the battery case.

The specified fuse is 7A.

The spare fuse (2) is inside the fuse holder.

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.

CAUTION:

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

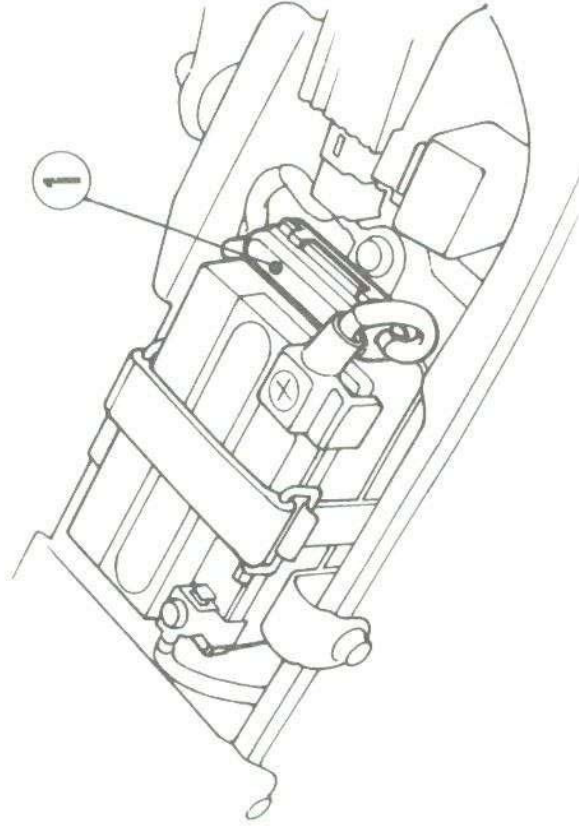
⚠ WARNING

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

⚠ WARNING

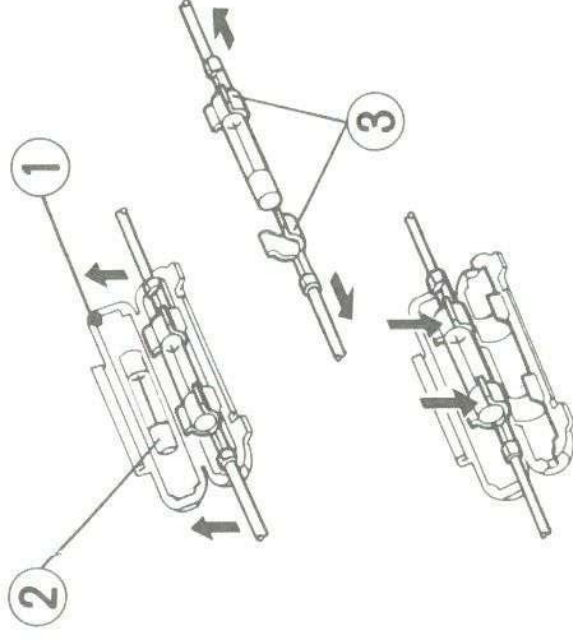
- * Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.

To replace the fuse, open the fuse holder and lift out the fuse with the clips (3). Slide the old fuse out of the clips and discard it. Slide the clips onto the ends of the new fuse, push them back into the fuse holder, and close the fuse holder.



(1) Fuse holder
(2) Spare fuse

(3) Clips

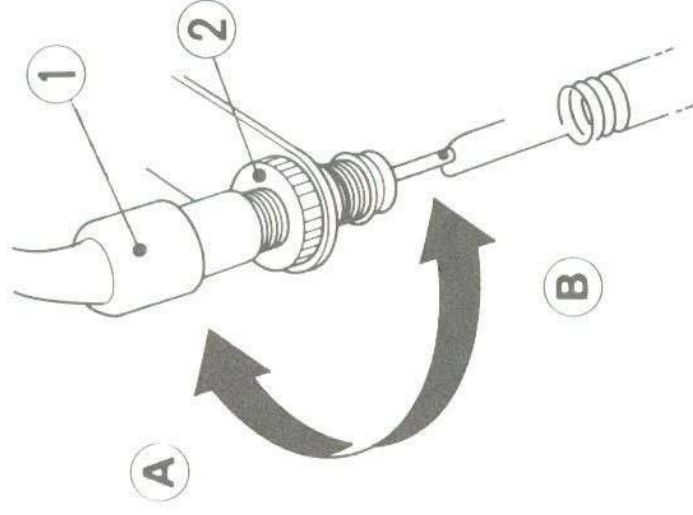


STOPLIGHT SWITCH ADJUSTMENT

(Refer to the maintenance precautions on page 43).

Check the operation of the stoplight switch (1) at the right side behind the engine from time to time.

Adjustment is done by turning the adjusting nut (2). Turn the nut in the direction (A) if the switch operates too late and in direction (B) if the switch operates too soon.

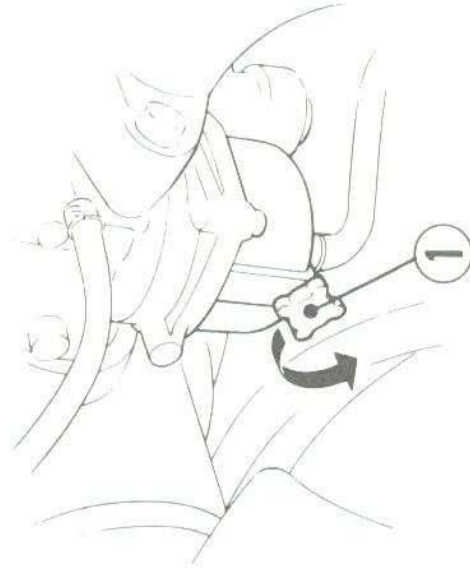


- (1) Stoplight switch
- (2) Adjusting nut

TRANSPORTING

⚠ WARNING

- * To prevent the possibility of a fire or explosion when transporting the motorcycle, always:
 - Drain the fuel tank and carburetor.
 - Carry the motorcycle upright in its normal riding position.



(1) Drain valve

Draining Fuel and Folding Handlebars

Perform this operation only in a well-ventilated area.

⚠ WARNING

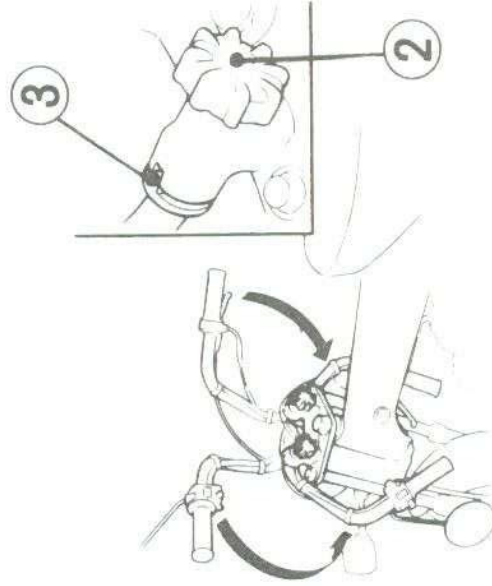
* Petrol is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel. Perform this operation only in a well-ventilated area.

1. Stop the engine.
2. Turn the fuel cock to "RES".
3. Place the free end of the carburetor drain tube in a suitable container.
4. Open the carburetor drain by turning the drain valve (1) counterclockwise. When all the fuel has drained, turn the valve clockwise until tight.
5. Turn the fuel cock to "OFF".
6. Turn the fuel tank cap lever to OFF.

7. Loosen both handlebar knobs (2). Fold the handlebars down and retighten both handlebar knobs.

CAUTION:

- * Do not pinch the wires and cables when folding the handlebars down.
- * ST70: If the Mini-Trail is to be carried on its side, remove the battery and keep the left side down. Cover the lighting switch and gearshift pedal with suitable covering.



(2) Knobs

(3) Stopper

Unfolding Handlebars

To unfold the handlebars, reverse the foregoing folding procedures.

CAUTION:

- * Engage the stoppers (3) and retighten both knobs securely.
- * Check for any loose parts.
- * ST70: Route the battery breather tube as described in the battery caution label.

CLEANING

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

CAUTION:

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

Wheel Hubs	Ignition Switch
Muffler Outlet	Steering Lock
Under Fuel Tank	Drive Chain
Carburetor	Instruments
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. Lubricate the drive chain immediately after washing and drying the motorcycle.

4. Test the brakes before riding the motorcycle in traffic. Several applications may be necessary to restore normal braking performance.

⚠ WARNING

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

5. Remove the battery. Store in an area protected from freezing temperatures and direct sunlight. Check the electrolyte level and slow charge the battery once a month.
6. Wash and dry the motorcycle. Wax all painted surfaces.
7. Inflate the tyres to their recommended pressures. Place the motorcycle on blocks to raise both tyres off the ground.
8. Cover the motorcycle (don't use plastic or other coated materials) and store in an unheated area, free of dampness with a minimum of daily temperature variation. Do not store the motorcycle in direct sunlight.

REMOVAL FROM STORAGE

1. Uncover and clean the motorcycle. Change the engine oil if more than 4 months have passed since the start of storage.
2. Check the battery electrolyte level and charge the battery as required. Install the battery.
3. Drain any excess aerosol rust-inhibiting oil from the fuel tank.
4. Fill the fuel tank with fresh petrol.
5. Perform all Pre-ride Inspection checks (page 30). Test ride the motorcycle at low speeds in a safe riding area away from traffic.

SPECIFICATIONS

ST50:

DIMENSIONS

Overall length	1,550 mm (61.0 in)
Overall width	590 mm (23.2 in)
Overall height	990 mm (39.0 in)
Wheelbase	1,050 mm (41.3 in)

WEIGHT

Dry weight	73 kg (160.9 lbs)
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CAPACITIES

Engine oil

(After draining)	0.6 ℓ (0.6 US qt, 0.5 Imp qt)
(After disassembly)	0.8 ℓ (0.8 US qt, 0.7 Imp qt)

Fuel tank

2.4 ℓ (0.63 US gal, 0.53 Imp gal)

Fuel reserve tank

0.5 ℓ (0.13 US gal, 0.11 Imp gal)

Passenger capacity

Operator and one passenger

ENGINE

Bore and stroke
Compression ratio
Displacement
Spark plug
Standard:

39.0 x 41.4 mm (1.85 x 1.63 in)
10.0 : 1
49 cm³ (2.99 cu.in)

CR6HSA (NGK) or
U20FSR-U (NIPPONDENSO)
CR5HSA (NGK) or
U16FSR-U (NIPPONDENSO)
CR7HSA (NGK) or
U22FSR-U (NIPPONDENSO)
0.6—0.7 mm (0.024—0.028 in)
0.05 mm (0.002 in)
0.05 mm (0.002 in)
1,700 ± 100 min⁻¹ (rpm)

For cold climate: (Below 5°C, 41°F)

For extended high speed riding:

Spark plug gap
Valve clearance: Intake
Exhaust
Idle speed

CHASSIS AND SUSPENSION

Caster
Trail
Tyre size, front
Tyre size, rear

63°
66 mm (2.60 in)
3.50-10-51J
3.50-10-51J

POWER TRANSMISSION

Primary reduction	4.058 : 1
Final reduction	2.857 : 1
Gear ratio, 1st	3.272 : 1
2nd	1.823 : 1
3rd	1.190 : 1

ELECTRICAL

Battery	12V-3 AH
Alternator	A.C. Generator

LIGHTS

Headlight	12V—25/25W: E
	12V—15W: G
Tail/stoplight	12V—5/21W
Turn signal light	12V—10W x 4
Instrument light	12V—1.7W
Neutral indicator	12V—3.4W
Turn signal indicator	12V—3.4W: G
High beam indicator	12V—3.4W: E

FUSE	7A
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ST70:

DIMENSIONS

Overall length	1,550 mm (61.0 in)
Overall width	590 mm (23.2 in)
Overall height	990 mm (39.0 in)
Wheelbase	1,050 mm (41.3 in)

WEIGHT

Dry weight	73 kg (160.9 lbs)
------------	-------------------

CAPACITIES

Engine oil	(After draining) 0.6 ℓ (0.6 US qt, 0.5 Imp qt)
Fuel tank	(After disassembly) 0.8 ℓ (0.8 US qt, 0.7 Imp qt)
Fuel reserve tank	2.4 ℓ (0.63 US gal, 0.53 Imp gal)
Passenger capacity	0.5 ℓ (0.13 US gal, 0.11 Imp gal) Operator and one passenger

ENGINE

Bore and stroke
Compression ratio
Displacement
Spark plug
Standard:

47.0 x 41.4 mm (1.85 x 1.63 in)
9.0 : 1
71.8 cm³ (4.45 cu.in)

CR6HSA (NGK) or
U20FSR-U (NIPPONDENSO)
CR5HSA (NGK) or
U16FSR-U (NIPPONDENSO)
CR7HSA (NGK) or
U22FSR-U (NIPPONDENSO)
0.6—0.7 mm (0.024—0.028 in)
0.05 mm (0.002 in)
0.05 mm (0.002 in)
1,700 ± 100 min⁻¹ (rpm)

For cold climate: (Below 5°C, 41°F)

For extended high speed riding:

Spark plug gap
Valve clearance: Intake
Exhaust
Idle speed

CHASSIS AND SUSPENSION

Caster
Trail
Tyre size, front
Tyre size, rear

63°
66 mm (2.60 in)
3.50-10-4PR (DK) 3.50-10-51J
3.50-10-4PR (DK) 3.50-10-51J

POWER TRANSMISSION

Primary reduction
Final reduction
Gear ratio, 1st
2nd
3rd

3.722 : 1
2.333 : 1
3.272 : 1
1.722 : 1
1.190 : 1

ELECTRICAL

Battery
Alternator

12V—3AH
A.C. Generator

LIGHTS

Headlight (High/Low)
Tail/stoplight
Turn signal light
Instrument light
Neutral indicator
Turn signal indicator
Position light

F, SP type	DK type
12V—36/36W	12 V—25/25W
12V—5/21W	12V—5/21 W
12V—10W x 4	12V—10 W x 4
12V—1.7W	12 V—1.7 W
12V—3.4W	12 V—3.4 W
12V—3.4W	12 V—3.4 W
12V—4W	—

FUSE

7A

HONDA MOTOR CO., LTD.

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