HONDA 175

MODEL CL175

OWNER'S MANUAL

CONSUMER INFORMATION

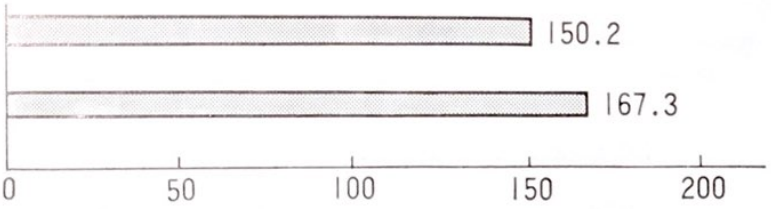
VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.
The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA **CL 175**

Fully Operational Service Brake

Load



Stopping Distance in Feet from 60 mph.

ACCELERATION AND PASSING ABILITY

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

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

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

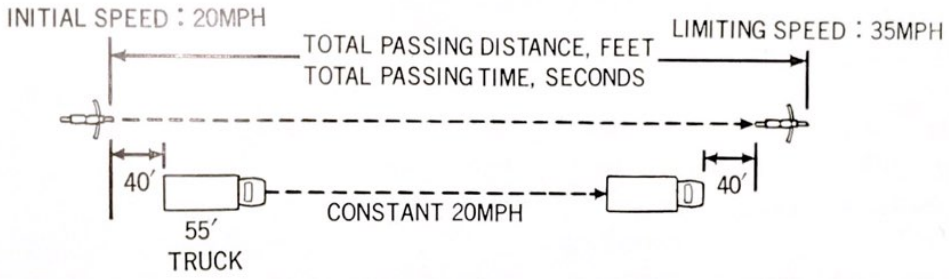
Description of vehicles to which this table applies: HONDA **CL 175**

SUMMARY TABLE:

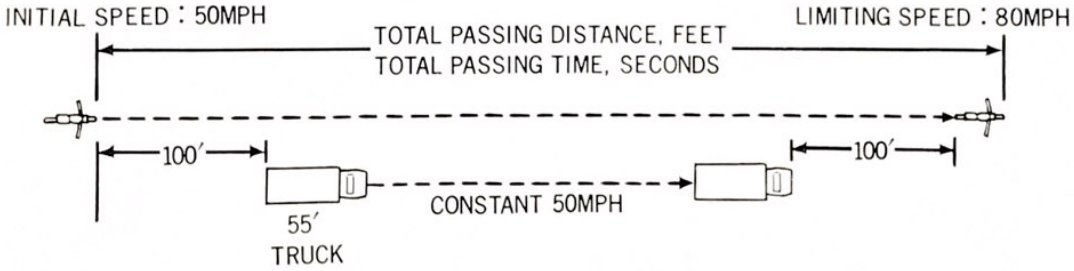
Low-speed pass ..... **354** Feet; **7.5** Seconds

High-speed pass ..... **1,464** Feet; **16.6** Seconds

LOW- SPEED



HIGH- SPEED



FOREWORD

Thank you for purchasing the HONDA CL 175 motorcycle.

The HONDA CL 175 motorcycle incorporates many new and special features and is produced employing the latest production techniques and test equipment. We at HONDA are confident that your new motorcycle will provide you with more than complete satisfaction.

This manual has been prepared as a guide to the proper operation and servicing of your new motorcycle.

Read the manual thoroughly to better maintain the motorcycle in the best possible condition for the utmost in riding pleasure.

Your HONDA dealer will provide you with complete periodic maintenance and is always happy to assist you with any problem.

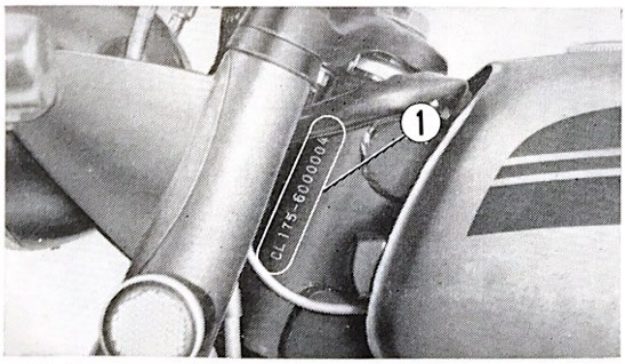
HONDA wishes you many safe happy miles of motorcycling.

CONTENTS

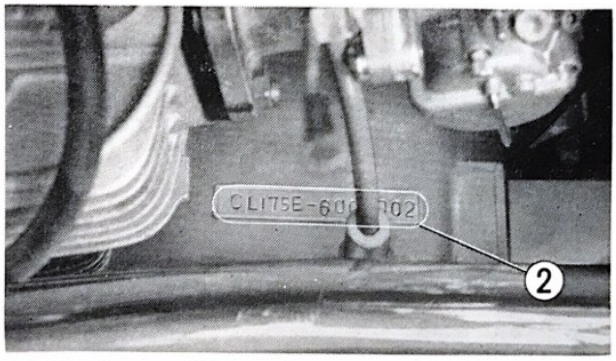
LOCATION OF SERIAL NUMBERS

The frame serial number ① is stamped on the left side of the steering head and the engine serial number ② on top of the upper crankcase left side. These numbers are required when registering the motorcycle.

In some cases the engine and frame serial numbers are required when ordering spare parts.

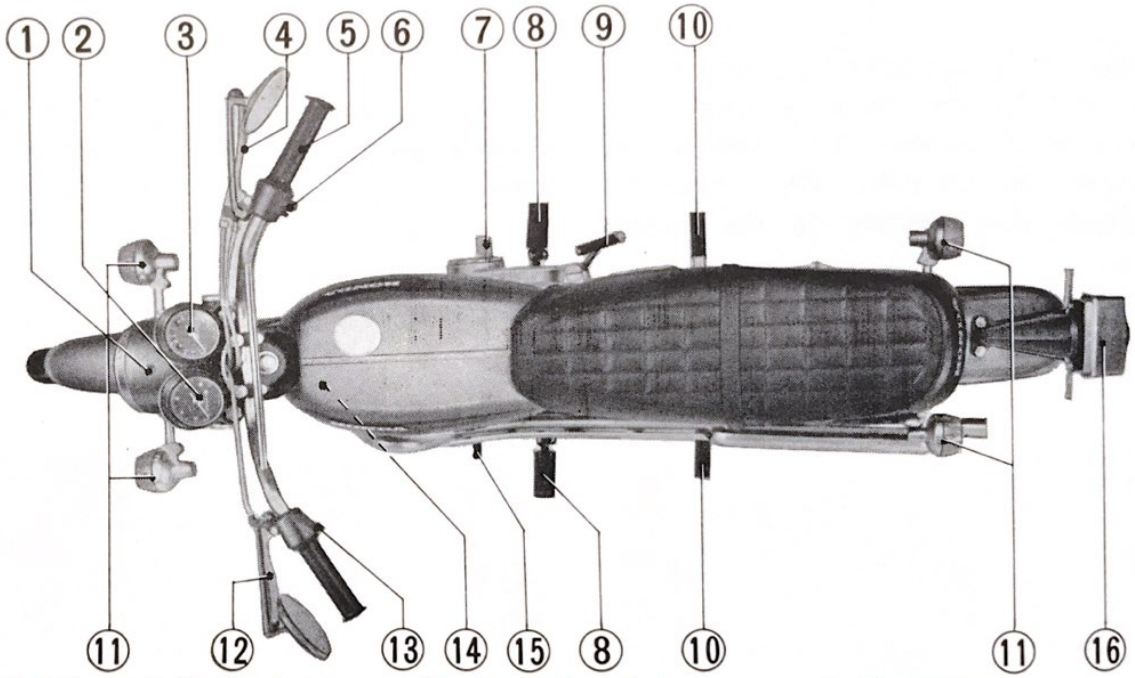


① **Frame serial number**

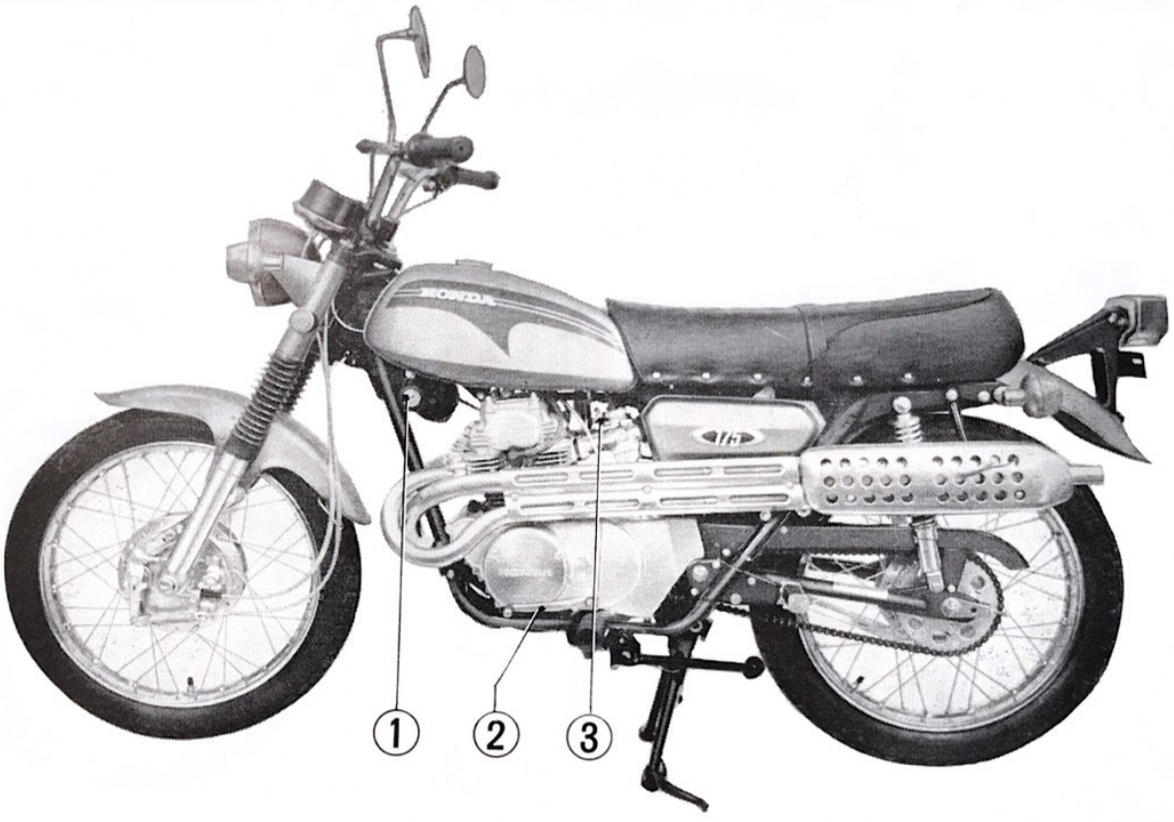


① **Engine serial number**

NOMENCLATURE



① High beam indicator lamp
② Speedometer
③ Tachometer
④ Front brake lever
⑤ Throttle grip
⑥ Headlight switch (above)
Starter button (below)
⑦ Rear brake pedal
⑧ Foot rests
⑨ Kick starter pedal
⑩ Pillion step
⑪ Turn signal light
⑫ Clutch lever
⑬ Turn signal switch (above)
Horn button (below)
⑭ Main switch
⑮ Gear shift pedal
⑯ Tail/stop light



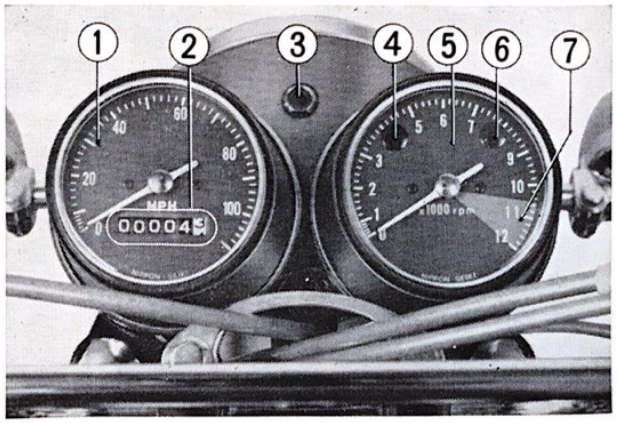
① **Main switch** ② **Gear shift pedal** ③ **Choke lever**

① Kick starter pedal ② Fuel valve ③ Rear brake pedal

ELECTRICAL SYSTEM

Instruments and Indicator Lamps

The instruments, with the indicator lamps incorporated within, are grouped together and mounted above the headlight case. Functions are as shown in the table on page 10.

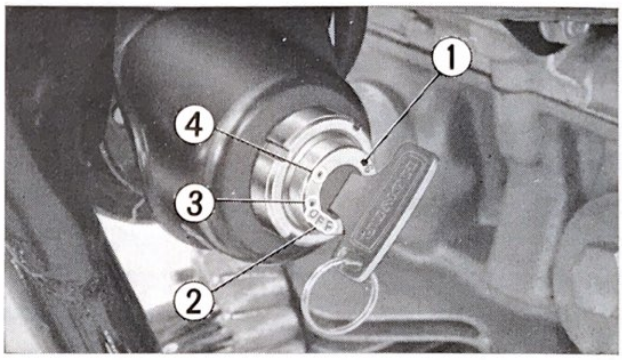


① **Speedometer**
② **Odometer**
③ **High beam indicator lamp**
④ **Neutral indicator lamp**
⑤ **Tachometer**
⑥ **Turn signal indicator lamp**
⑦ **Tachometer red zone**

Ref. No.	Component	Function
1.	Speedometer	Indicates speed.
2.	Odometer	Indicates total mileage accumulated.
3.	High beam indicator lamp (red)	Lights when headlight is on high beam.
4.	Neutral indicator lamp (green)	Lights with transmission in neutral position.
5.	Tachometer	Indicates engine rpm.
6.	Turn signal indicator lamp (amber)	Lamp flashes when turn signal light operates.
7.	Tachometer red zone	Indicates critical engine rpm range. To avoid over stressing engine do not permit tachometer needle to enter red zone.

Main Switch

The ignition switch is located on the left side under the front end of the fuel tank.



① **Ignition switch**
② **"OFF" position**
③ **"ON" position (red dot)**
④ **"Park" position (black dot)**

SWITCH POSITION	FUNCTION
② "OFF"	Electrical system is open; engine will not start.
③ Red dot	All electrical circuits except parking lights are actuated; headlight, tail/stop and turn signal lights may be operated and engine started. Neutral indicator lamp lights with transmission in the neutral position.
④ Black dot	Parking light circuit is actuated; engine will not start.

Note; The key cannot be removed when in the "ON" (red position).

Headlight Switch

The headlight switch ④ is mounted on the right handle bar grip switch housing. The switch is operated by the thumb without removing the hand from the handle.

Switch position ①, red dot, is used for operation during daylight hours when head and tail lights are not required.

"L" ② and "H" ③ positions are employed when lights are required. The low beam position "L" is used when approaching or following another vehicle. The "H" position is for high beam. In this position the high beam indicator lamp lights.

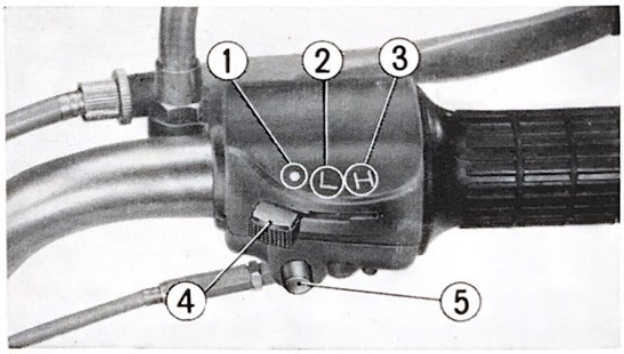
The headlight operates only when the ignition switch is in the "ON" position (Refer to page 11)

① **"OFF" red dot position**
② **"Low beam" position**
③ **"High beam" position**
④ **Headlight switch**
⑤ **Starter button**

Starter Button

The starter button ⑤ is located directly below the headlight switch.

With the starter button depressed and the ignition switch in the "ON" position, the starter motor will crank the engine.

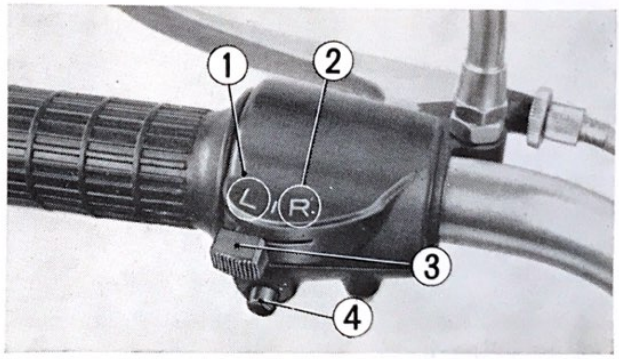


Turn Signal Control Switch

The turn signal switch ③ is located on the left handle bar switch housing. The switch is positioned to "L" for a left turn and to "R" for a right turn.

Horn Button

The horn button ④ is located on the left handle bar grip switch housing directly below the turn signal switch.



① **"Left turn" position**
② **"Right turn" position**
③ **Turn signal switch**
④ **Horn button**

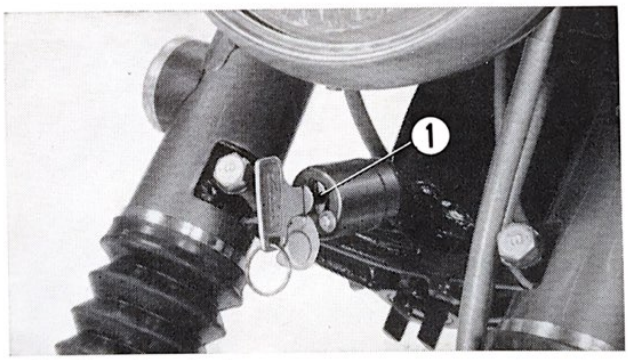
MECHANICAL CONTROLS

Steering Lock

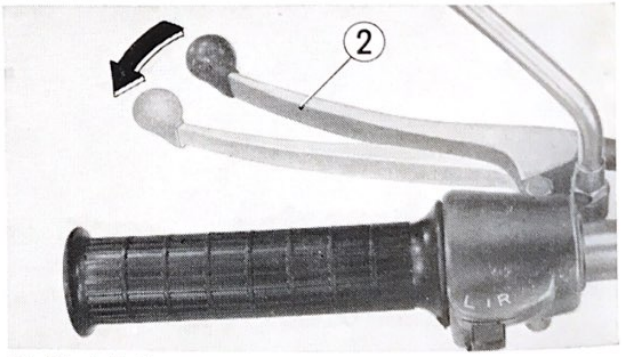
The steering lock ① is located on the steering stem below the headlight. To actuate the steering lock turn the handle bar to the extreme right or left, insert the key into the lock, turn the key counter clockwise 60° and press in. Then return the key to its original positon and remove. Steering is then locked to prevent theft.

Clutch Lever

The clutch lever ② is attached to the left handle bar grip switch housing. The clutch is disengaged by squeezing the lever in the direction of the arrow. Free play at the lever end should measure **0.4 to 0.8 in. (10～20 mm)**.



① **Steering lock**



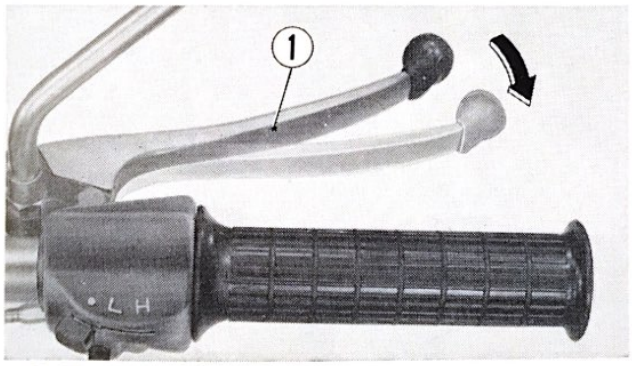
② **Clutch lever**

Front Brake Lever

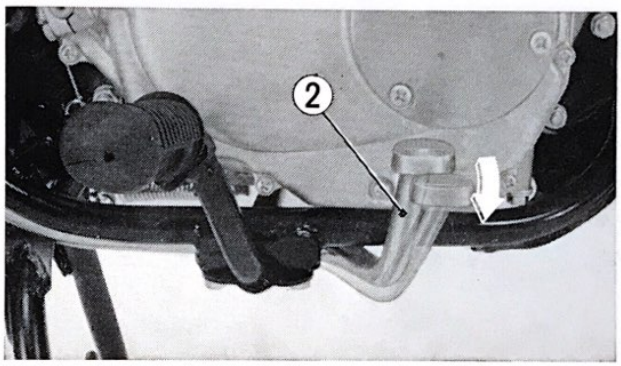
The front brake lever is attached to the right handle bar grip switch housing. The brake is applied by squeezing the lever with a force in proportion the braking action required. Nominal lever free play should be **0. 8~1. 2 in. (20~30 mm)**.

Rear Brake Pedal

The rear brake pedal is mounted with the foot rest on the right side. The brake is applied by depressing the pedal with a force in proportion to the braking action required. Nominal pedal free travel should **0. 8~1. 2 in. (20~30 mm)**.



① **Front brake lever**

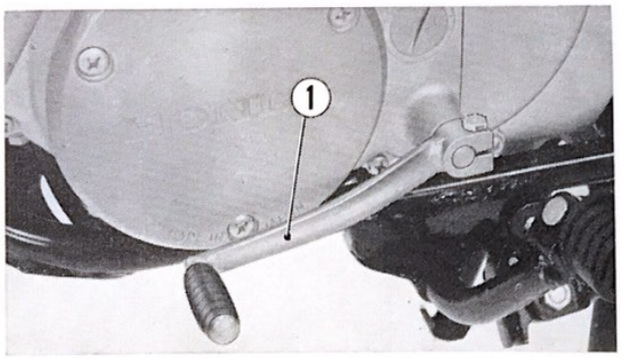


② **Rear brake pedal**

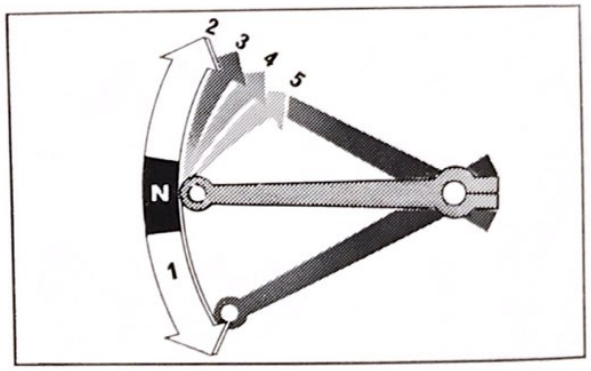
Gear Shift Pedal

The gear shift pedal ① located slightly forward of the left foot rest is of the progressive shift, positive stop type, in which one full stroke of the gear shift pedal shifts one gear position. The shifting sequence is as shown in the figure below.

Shifting from neutral to 1st or low gear is performed by depressing the pedal with the toe. Shifting to 2nd, 3rd, 4th and 5th or top gear is performed by progressively raising the pedal and down shifting by progressively depressing the pedal. The neutral position is between 1st and 2nd gears.



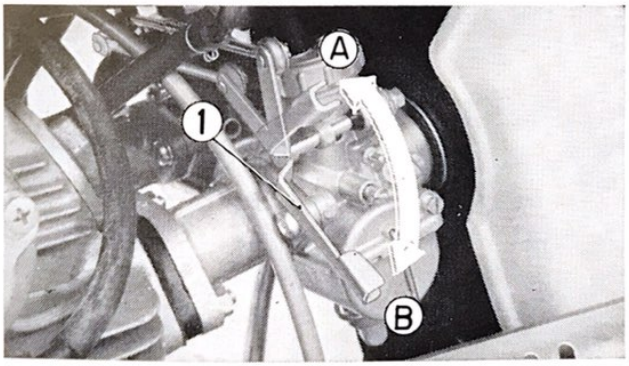
① Gear change pedal



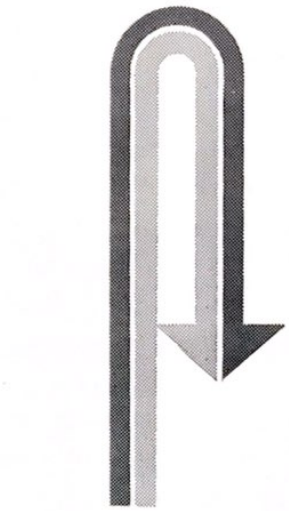
Shifting sequence

Choke Lever

The choke lever ① is located on the left side of the carburetor. When the lever is up Ⓐ, the choke valve is fully closed (cold engine starting position). When the lever is down Ⓑ, the choke is fully open.

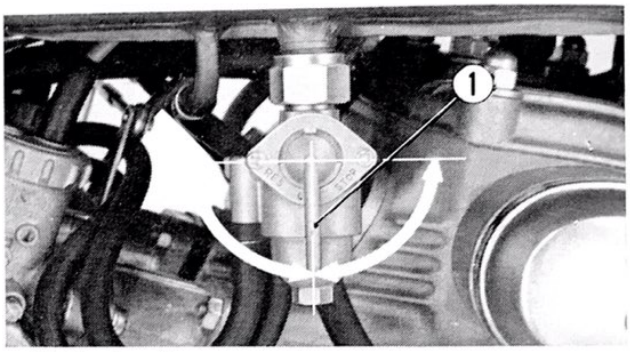


① **Choke lever**



Fuel Valve

The fuel valve ① is located on the right-side under the fuel tank. When the fuel valve is in the "S" position, fuel will not flow from the fuel tank to the carburetor. The fuel valve should be set in this position when the motorcycle is parked. Turning the fuel valve to the "ON" (straight down) position allows fuel to flow to the carburetor from the main fuel tank. Turning the fuel valve to the "R" position allows fuel to flow from the reserve supply. When the main fuel supply is exhausted, the fuel valve should be turned to the "R" position allowing you to proceed to the nearest service station. The fuel valve also contains a filter screen and sediment bowl.



① **Fuel valve**

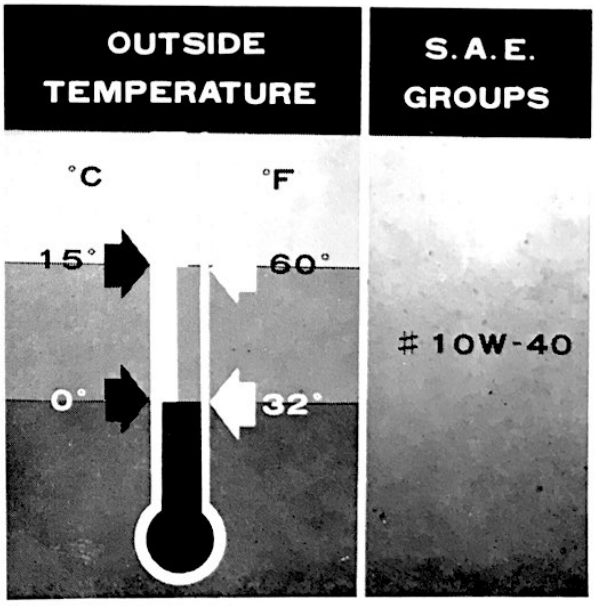
Fuel Tank

Fuel tank capacity is **2.4 US gal.** including **3.2 US pt** in the reserve supply.

Premium grade fuel should be used. Do not mix oil with the fuel.

Recommended Oil

It is very important to use only premium quality oils intended for service **MS, (API service classification)** or its equivalent. **SAE 10W-40** is an all weather oil and can be used over the normal range of outside temperatures. Oil should be changed at the prescribed intervals according to the MAINTENANCE SCHEDULE on page 25. **NOTE: Non-detergent and low quality oils are specifically not recommended. The use of proper engine oils and oil change intervals are your best assurance of continued reliability and performance from your HONDA engine. Also, the regular use of supplemental additives is unnecessary and will only increase operating costs.**



PRE-OPERATION INSPECTION

Prior to starting the motor, it is suggested that you perform a general inspection as a matter of habit to confirm that the motorcycle is in good, safe riding condition. This inspection requires only a few minutes and can save you much time and expense in the long run.

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

1. Engine oil level—add oil if it is below the lower level mark on the dipstick. (Page 27)
2. Fuel Level—fill tank to insure a sufficient supply. (page 18)
3. Front and Rear Brakes—Check free play of front lever and rear pedal then adjust as required. (pape 44, 45)
4. Tire pressure—Check air pressure and inflate when required. (page 46)
5. Drive chain—Adjust chain tension if to loose. (page 41)
6. Throttle operation—Repair if not smooth. (page 36)
7. Turn signal light, tail/stop and headlights—Replace when not operating properly.

STARTING THE ENGINE

Starting A Cold Engine

1. Turn the fuel valve to the "ON" position.
2. Insert the key into the ignition switch and turn to the "ON" position. Observe the green neutral indicator lamp on the left side of the tachometer. The lamp will light when the transmission is in the neutral position.

3. Raise the choke lever to the fully closed position.
4. Twist the throttle grip counter clockwise slightly and depress the starter button. If the engine does not start within 5 seconds, release the starter button and wait approximately 10 seconds before depressing the starter button again. If the engine does not readily start with the starter motor, prevent excessive battery drain by using the kick starter pedal to starter the engine. If the engine fails to start after several repeated attempts, turn the ignition switch "OFF" and lower the choke lever to the fully open position. Twist the throttle grip fully counter clockwise and crank the engine using either the starter motor or kick starter. Then turn the ignition switch to "ON" and follow the starting procedure outlined in steps 1 through 4, without using the choke.
5. After the engine starts, operate at approximately 1500 rpm until the engine responds properly to the throttle with the choke fully open.

Starting in Extreme Cold Weather

With the ignition switch in the "OFF" position, prime the engine by cranking several times with the kick starter pedal. The choke should be fully closed and the throttle open, then follow the procedure for starting a cold engine.

Starting A Warm Engine

When restarting the engine while still warm, proceed as with cold engine starting except the use of the choke is not required.

BREAK-IN PROCEDURE

The motorcycle should not be exposed to severe or abusive riding conditions. This precaution will be rewarded by an extra-long trouble free life of the motorcycle.

It is recommended that for the first 600 miles (1,000 km), the motorcycle not be operated in excess of 80% of the maximum speed of the respective gears.

RIDING THE MOTORCYCLE

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gear change pedal to shift into low (1st) gear.
3. Slowly release the clutch lever and at the same time gradually increase the engine speed by twisting the throttle grip counter clockwise. Coordination of throttle and clutch lever will assure smooth positive start of the motorcycle.
4. When the motorcycle attains a speed of approximately 10 mph, close (twist clockwise) the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal.
5. This sequence is repeated progressively in shifting to 3rd, 4th and 5th (top) gear. The shifting sequence is illustrated on page 16. The maximum permissible speed for the respective gears are shown in the following table.

mph (kph)

	1st (low)	2nd	3rd	4th	5th (top)
Max. allowable speed	25 (40)	37 (60)	50 (80)	68 (110)	81 (130)

6 When decelerating the motorcycle, coordination of the throttle and the front and rear brakes is most important.

1) The smooth gradual application of both the front and rear brakes together with the required throttle coordination will, under most conditions assure positive speed reduction and stability. As the motorcycle speed is reduced, it is common practice to shift the transmission progressively into the appropriate gear. This assures maximum control through better braking effectiveness and acceleration when necessary.

2) For maximum deceleration and stopping, simultaneously close the throttle, disengage the clutch and apply both the front and rear brakes, as the motorcycle comes to a stop disengage the clutch. This maneuver requires smooth coordination of the controls and to maintain skill it should be practiced frequently.
Independent application of either the front or rear brakes is possible, but if only one brake is applied strongly enough to lock the respective wheel, braking effectiveness is greatly reduced and control of the motorcycle is difficult.

PARKING

When parking the motorcycle, position the ignition switch to the "OFF" position and remove the key. The steering should also be locked. Turn the fuel valve to the "S" position. When parking at night near traffic, the main switch can be positioned to the parking position and the key removed (refer to page 11). This will turn on the tail light and make the motorcycle visible to traffic.

MAINTENANCE SCHEDULE

The mileage intervals shown in the MAINTENANCE SCHEDULE are intended as a guide for establishing regular maintenance and lubrication periods for your HONDA. Sustained severe or high speed operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized HONDA dealer. NOTE if your HONDA CL 175 is involved in an accident, have your HONDA dealer carefully inspect the major components, eg. frame, suspension and steering parts, for misalignment or damage to insure further safe operation.

Service Required		Months or Miles, whichever occurs first					Reference Page
		First	Second	Third	Thereafter Repeat Every		
	Month	—	6	11	6	12	
	Mile	200	3,000	6,000	3,000	6,000	
	Km	300	5,000	10,000	5,000	10,000	
Engine Oil—Change		○	Every 1,000 Miles (1,600 km)				27
Oil Filter—clean				○		○	28
Spark Plug—clean and adjust or replace			○	○	○		30
Contact Breaker points—check of service			○	○	○		31
Ignition Timing—check or adjust		○	○	○	○		32
Valve Tappet Clearance—check or adjust		○	○	○	○		33
Cam Chain—adjust		○	○	○	○		35
Air Cleaner—clean or			○				35
replace				○		○	—
Throttle Operation—check			○	○	○	○	36
Carburetor—check or adjust			○	○	○		37
Fuel Valve Stainer—clean			○	○	○		38
Fuel Tank and Fuel Lines—check			○	○	○		—
Clutch—check or adjust		○	○	○	○		38
Drive Chain and Sprockets—adjust and lubricate or replace		○	○	○	○		41

Service Required		Months or Miles, whichever occurs first					Reference Page
		First	Second	Third	Thereafter Repeat Every		
	Month	—	6	12	6	12	
	Mile	200	3,000	6,000	3,000	6,000	
	Km	300	5,000	11,000	5,000	10,000	
Front and Rear Brake—adjust		○	○	○	○		44
Front and Rear Brake Shoes—check or replace				○		○	—
Front and Rear Brake Links—check			○	○	○		—
Wheel Rims and Spokes—check		○	○	○	○		—
Tires—check or replace			○	○	○		—
Front Fork Oil—check and			○			○	47
change				○		○	47
Steering Head Bearings—check or adjust				○		○	—
Steering Handle Lock—check for operation				○		○	—
Side Stand Springs—check			○	○	○		—
Battery Electrolyte Level—check and replenish if necessary		○	○	○	○		48
Lights, Horn, Speedometer and Tachometer—check for operation or adjust			○	○	○		50, 51, 52

MAINTENANCE OPERATIONS

Engine Oil Replenishment

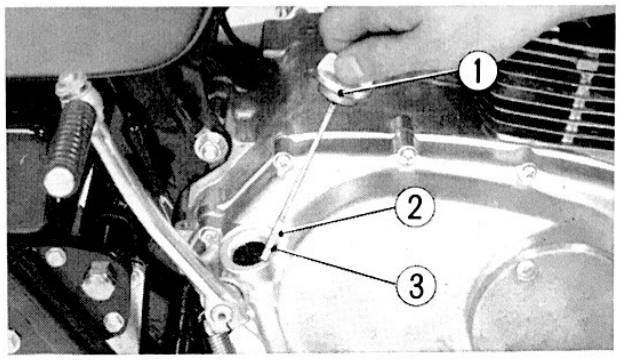
Check engine oil level during pre-operation inspection (page 20) and replenish engine oil when the level is below the lower level mark. Do not screw the oil filler cap dipstick in when checking the oil level.

Engine Oil Change

The engine oil is a chief factor affecting the performance and service life of the engine. The oil recommended on page 19 should be used and the proper level always maintained. Change the oil in accordance with the MAINTENANCE SCHEDULE shown on page 25. Engine oil change is performed in the following manner

Drain the oil with the engine warm to insure complete rapid drainage.

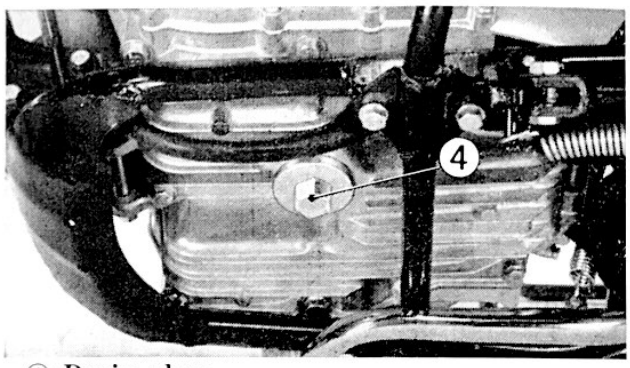
1. Remove oil filler cap ① from the crankcase cover (right side).
2. Place a drip pan under the engine to catch the oil, then remove drain plug ④ with the 19 mm spanner.



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

3. After oil stops draining from the crankcase, operate the kick starter several times to drain any oil possibly left in the engine.
4. When the oil has been completely drained, reinstall the drain plug after checking that the packing is in condition.
5. Fill the crankcase through the oil filler hole with approximately 3.2 US pints of recommended grade oil (refer to page 19). The oil level must be between the upper ② and lower ③ markings.

NOTE: When operating in an unusually dusty condition, oil changes are recommended at more frequent intervals than that specified on the MAINTENANCE SCHEDULE.



④ **Drain plug**

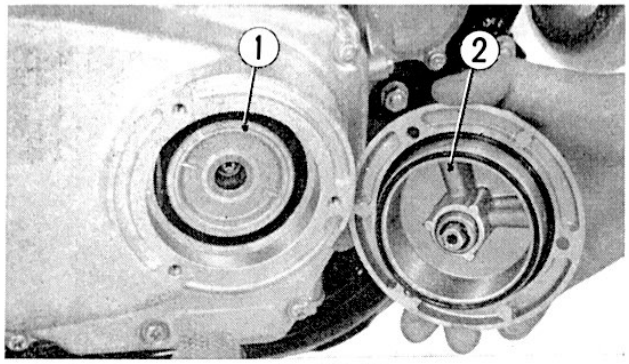
Oil Filter

A centrifugal type oil filter is employed. This type filter separates all impurities and metal chips from the oil by centrifugal force, thus permitting only highly purified oil to come in contact with the moving parts of the engine.

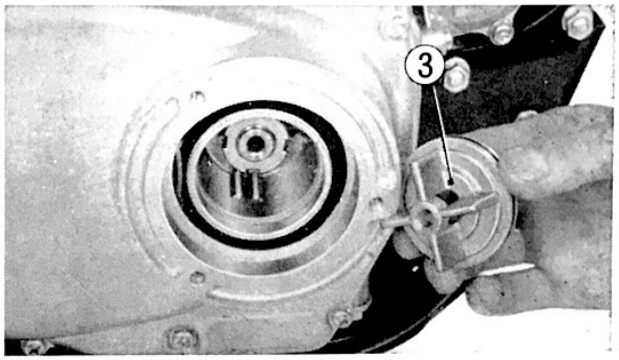
1. The oil filter ① is accessible by removing the oil filter cover ② on the crankcase cover right side. A small

amount of oil will flow when the filter is removed.

3. Wash the oil filter cap and the oil filter with solvent or gasoline.
4. When assembling the oil filter cap to the oil filter rotor, make sure that the rib of the cap fits into the groove of the rotor.
5. When installing the oil filter cover on the right crankcase cover, make sure that the oil hole in the crankcase cover and the matching hole in the oil filter cover are in alignment.



① **Oil filter** ② **Oil filter cover**



③ **Oil filter cap**

Spark Plug

This model employs **NGK D-8 HS** plugs. Spark plug servicing is as follows.

1. Disconnect the high tension cord cap and remove the spark plug with the spark plug wrench provided in the tool kit.
2. Check the tip of the spark plug for carbon deposits and fouling. Clean with a spark plug cleaner or if one is not available, use a stiff wire or pin to remove the deposits, wash in gasoline and dry with a clean rag.
3. The spark plug gap should be **0.024～0.028 in. (0.6～0.7 mm)**, adjusted with the clearance gauge. Adjustment is accomplished by bending the negative (grounded) electrode ②.
4. When installing the spark plug, first screw in finger tight, then torque with the spark plug wrench a further 1/2 to 3/4 of a turn.

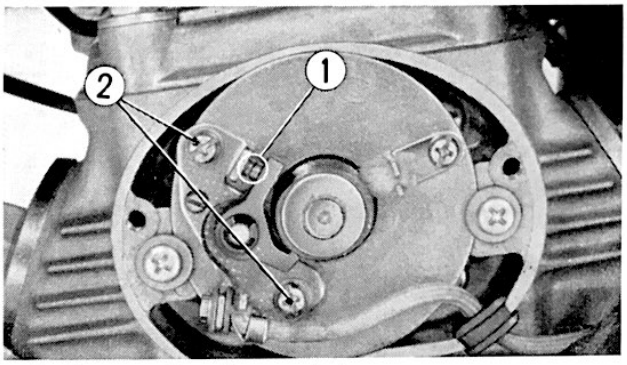
NOTE: Do not attempt to remove carbon from are dry the spark plug by burning. Do not use spark plugs with improper heat range.

① **Spark plug gap 0.024～0.028 in. (0.6～0.7 mm)**

② **Negative electrode**

Contact Breaker Point Gap

1. Remove the point and generator covers.
2. Open the contact breaker points ① with finger or small screw driver blade and check for pitting. If pitted or burned, the points should be replaced and the condenser checked. A gray discoloration is normal and can be removed with a point file. Filing should be done carefully and kept to a minimum. Clean the point contacts after filing with a clean piece of unwaxed paper such as a business card or chemical point cleaner.
3. Rotate the generator rotor in the counterclockwise direction (see arrow) to find the point where each breaker point gap is at maximum and check using a clearance gauge.
4. The standard gap is **0.012~0.016 in. (0.3~0.4 mm).**
5. When adjustment is necessary, loosen the contact breaker plate locking screws ② and move the contact breaker plate to achieve the correct gap. When properly gapped, retighten the locking screws ②.



① **Contact breaker points**
② **Contact breaker plate locking screws**

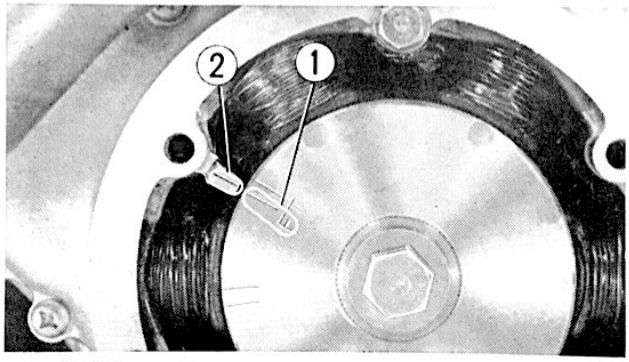
Ignition Timing

Do not perform this operation until point gaps have been adjusted.

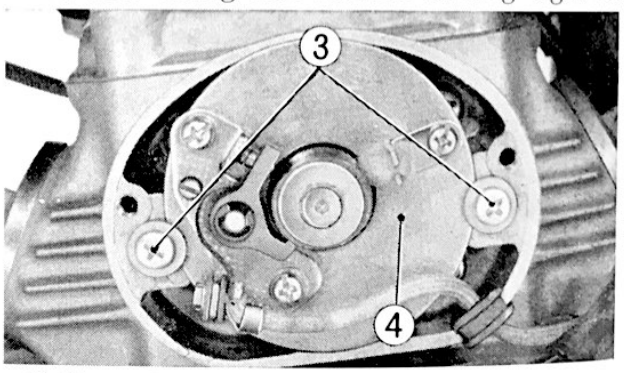
1. Rotate the generator rotor in the counterclockwise direction and align the "F" mark ① to the index mark ②. At this time, the contact breaker points should begin to open.
2. To adjust, loosen the two base plate locking screws ③ and move the contact breaker base plate ④. Moving the plate in the clockwise direction will advance the timing.
3. After performing the ignition timing adjustment, recheck the contact breaker point gap ① (refer to page 31) to insure that it has not changed.

Static ignition timing is relatively accurate and will give satisfactory engine performance, however, the use of the strobo timing method will provide more precise timing.

When using the strobo timing light to



① **"F" mark**
② **Index mark**



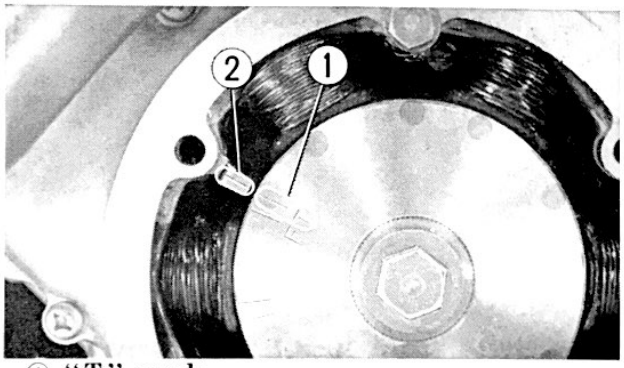
③ **Base plate locking screws**
④ **Contact breaker base plate**

check the timing, idle the engine at 1,200 rpm.
Perform the adjustment in the same manner as described above.

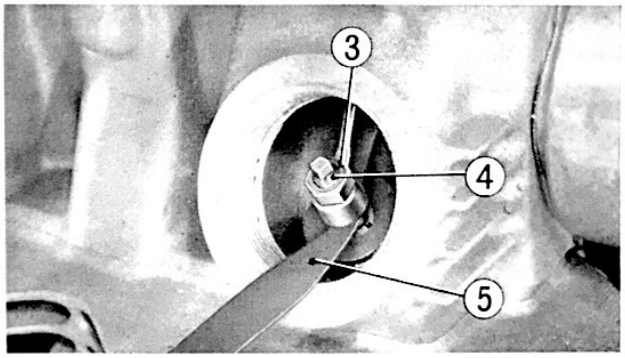
Valve Tappet Clearance

Excessive valve tappet clearance will cause tappet noise, and little or no clearance will cause valve damage and loss of power. Therefore, the valve tappet clearance should be properly maintained.
The valve tappet clearance is checked with the engine cold.

1. Remove the generator cover and tappet adjusting hole caps.
2. Rotate the generator rotor counterclockwise until the "T" mark ① on the generator rotor lines up with the timing index mark ② on the stator. In this position, the piston may be either on the compression or exhaust stroke.
   The adjustment is made with the piston



① **"T" mark**
② **Index mark**



③ **Adjusting screw lock nut**
④ **Adjusting screw**
⑤ **Clearance gauge**

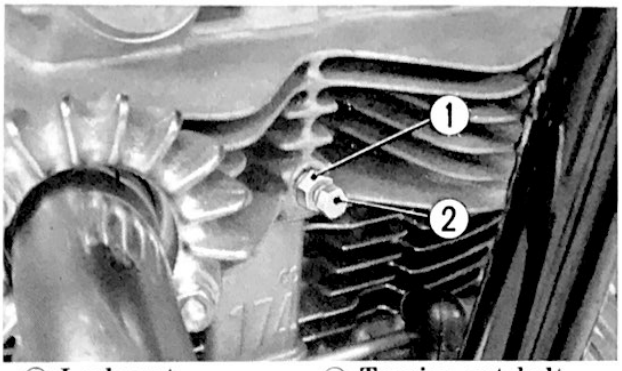
at the top of the compression stroke when both the inlet and exhaust valves are closed. This condition can be determined by shifting the tappets with the fingers through the tappet adjusting holes. If the tappets are free, it is an indication that the valves are closed and that the pistons are on the compression stroke. If the tappets are tight and the valves are open, rotate the generator rotor 360° and realign the "T" mark to the timing index mark. Check the clearance of both valves by inserting the **0.002 in. (0.05 mm)** clearance gauge provided in the tool kit between the adjusting screw and the valve stem

If it is necessary to make an adjustment, loosen the adjusting screw lock nut ③ and turn the adjusting screw ④ so that valve clearance offers slight resistance when the clearance gauge ⑤ 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 confirm that the adjustment has not been disturbed.

Cam Chain

Valve timing will become incorrect and cause abnormal operation of the engine if the cam chain is slack. Follow the procedure below.

1. Remove the generator cover.
2. Rotate generator rotor counterclockwise until the "T" mark on the rotor lines up with the timing index mark on the stator.
   This adjustment is made with the piston at the top of the compression stroke. This condition can be determined by shifting the tappets with the fingers. If the tappets are free, it is an indication that the piston is at the top of the compression stroke.
3. Loosen the lock nut ① and cam chain tension set bolt ②, and the cam chain will be tensioned automatically.
4. Tighten the lock nut.



① **Lock nut** ② **Tension set bolt**

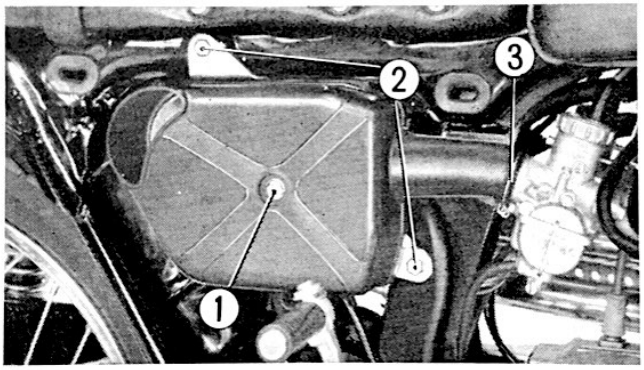
Air Cleaner

When the air cleaner becomes clogged with dust, it affects the engine performance and therefore, should be cleaned periodically.

1. Remove the air cleaner cover.
2. Unscrew the air cleaner case setting nut ① then remove the air cleaner case.
3. Unscrew the two air cleaner element setting bolts ② and the connecting tube setting band ③ then remove the

air cleaner element.

4. Tap the element lightly to loosen the dust then use a soft brush to remove the dust or apply compressed air from the inside of the element.



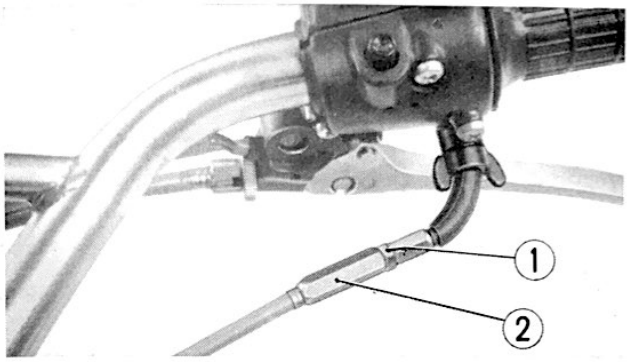
① **Air cleaner case setting nut**
② **Air cleaner element setting bolts**
③ **Connecting tube setting band**

Throttle Cable

Check for smooth rotation of the throttle grip from the fully open to the fully close positions. Check when at full left and full right steering positions. Inspect the condition of the throttle cable from the throttle grip to the carburetor. If the cable is kinked, chaffed or improperly routed, it should be replaced and/or rerouted. Recheck cables for tension or stress at both full left and full right steering positions.

Throttle Grip Play

Standard throttle grip free play is approximately 10~15°. This free play can be attained by adjustment of the grip play adjuster ②. Loosen the grip play adjuster lock nut ① and turn the adjuster until grip free play rotation is reduced to 10~15° Retighten lock nut.



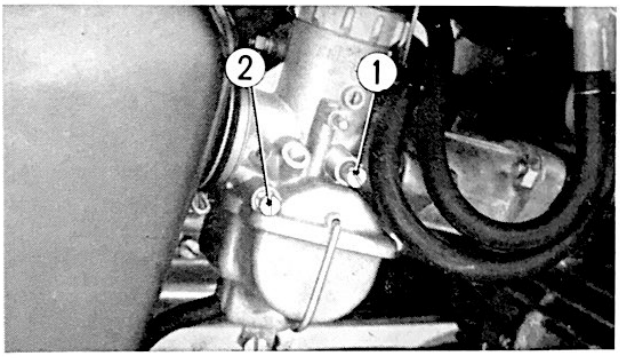
① Lock nut ② Grip play adjuster

Carburetor

A carburetor out of adjustment adversely affects the performance of the engine, therefore, it is important that the carburetor be maintained in perfect adjustment. Carburetor adjustment should be performed only with the engine at operating temperature.

1. Set the idle speed at 1,200 rpm with the throttle stop screw ①.
   Turning the screw clockwise direction will increase engine speed.
2. Manipulate the air screw ② to obtain a maximum stable engine speed. The standard air screw setting is between $1^{1}/_{8}$ to $1^{3}/_{8}$ open from the full close position.
3. Readjust the throttle stop screw if it is necessary to reset the idle speed.

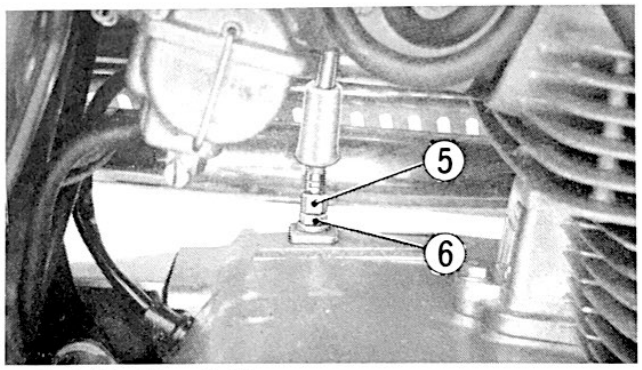
NOTE: Engine malfunction during high speed can be caused by either a defective ignition or valve system therefore, determine the cause of the trouble before attempting to correct the condition by the adjusting screw.



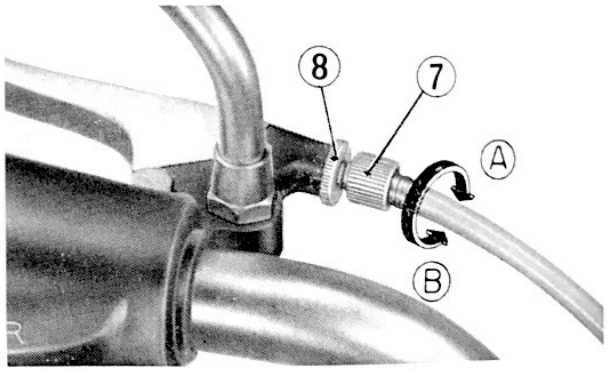
① Throttle stop screw ② Air screw

Loosen the lock nut ⑧ at the clutch lever end, then adjust by turning the circular adjusting bolt ⑦. Turning in Ⓐ will increase play and screwing the adjuster out Ⓑ will decrease play.

3. After adjustment has been completed, check to see that the clutch is not slipping and disengaging properly.
   1) When the kick starter is used, the engine should start easily without the clutch slipping.
   2) After the engine starts, operate the clutch lever and shift into gear. The engine should not stall, nor the motorcycle start to creep.
   3) Gradually release the clutch lever and open the throttle, the motorcycle should start smoothly and gradually accelerate



⑤ **Adjusting bolt**
⑥ **Lock nut**

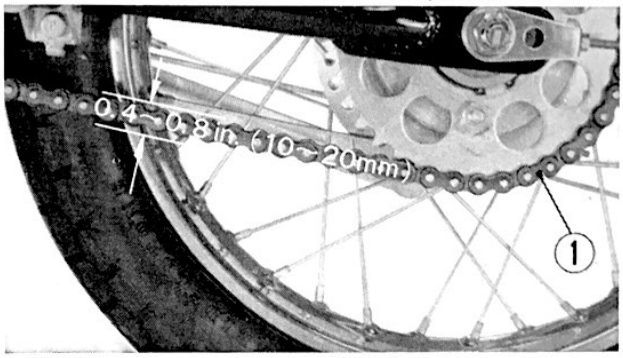


⑦ **Circular adjusting**
⑧ **Lock nut**

Drive Chain

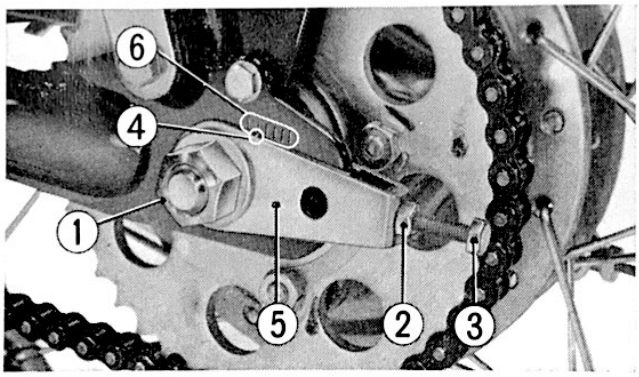
Drive chain condition greatly effects the transmission of power from the engine to the rear wheel. If not properly maintained, the drive chain can cause premature wear and damage to transmission, rear wheel bearings and sprockets as well as itself. A properly adjusted and lubricated drive chain assures safe, smooth and trouble free operation.

1. Place the motorcycle on the main stand
2. Move the chain up and down at the midpoint between the sprockets and measure total movement. Standard slack should be **0.4~0.8 in. (10~20mm)**.
3. To adjust chain slack, first loosen the rear axle nut ① (refer to page 42).
4. Loosen the lock nut ② on both the right and left chain adjusters and turn the adjusting bolt ③.
   Turn the adjusting bolt clockwise to decrease chain tension.
   Align the index mark ④ on both chain adjusters ⑤ to the same position on both side scales ⑥ of the rear fork.
5. Make sure that the rear axle nut and lock nuts are properly tightened.
6. Readjust the rear brake as necessary to correct for the repositioning of the rear wheel assembly. (refer to page 50).
7. Remove the main stand and check slack while sitting on the machine. Roll either forward or backward enough to ascertain there are no tight spots.
   When the drive chain adjustment have



① **Drive chain**

been performed, recheck for correct drive chain slack.



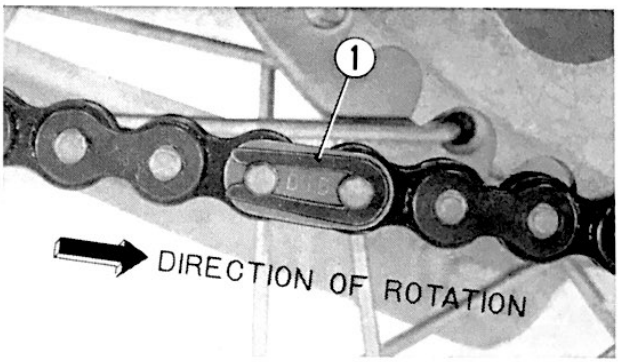
① **Rear axle nut**
② **Lock nut**
③ **Adjusting bolt**
④ **Index mark**
⑤ **Chain adjuster**
⑥ **Side scale**

Drive Chain Lubrication

1. Remove the drive chain after removing the retaining clip with pliers. Do not bend or twist the clip. When possible install a new master link.
2. Clean the chain thoroughly in solvent. Rinse in clean solvent and allow to dry. Inspect the chain for wear (joint sloppiness), stiffness and binding at the joints and broken or separated rollers. If any of these conditions exist, the chain should be replaced.
   Also inspect sprocket teeth for wear. Never install a new chain on badly worn sprockets or install a badly worn chain on new sprockets. Your HONDA dealer can help you determine the condition of these items.
3. Immerse the chain in a container containing a mixture of SAE 10W-40 engine oil and petroleum jelly—ratio of 1US qt. (1 liter) oil to 10 oz. (300 gr.) petroleum jelly—and heat to 150°F for

approximately 10 minutes.
Then remove the pan from the heat and carefully agitate the immersed chain with a screw driver. When cool, remove the chain, allowing it to hang over the pan to drain off excess lubricant. Use a clean cloth or rag to wipe off any remaining excess lubricant.

4. Correctly place the drive chain onto the sprockets using the rear sprockets to position the chain ends while installing the master link side plate and retaining clip. Note that the closed end of the retaining clip ① must face in the direction of forward wheel rotation.
5. Adjust rear drive chain as described in steps 1~7 page 41.

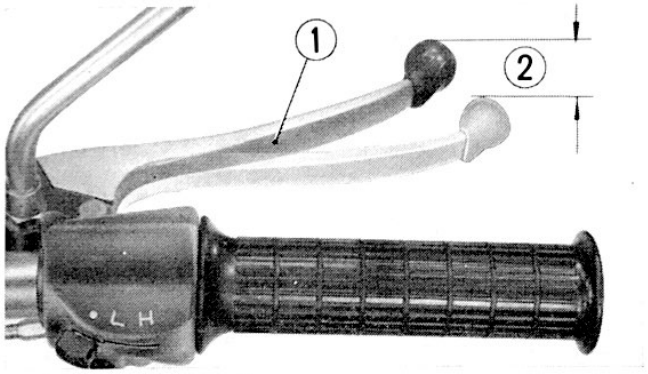


① **Retaining clip**

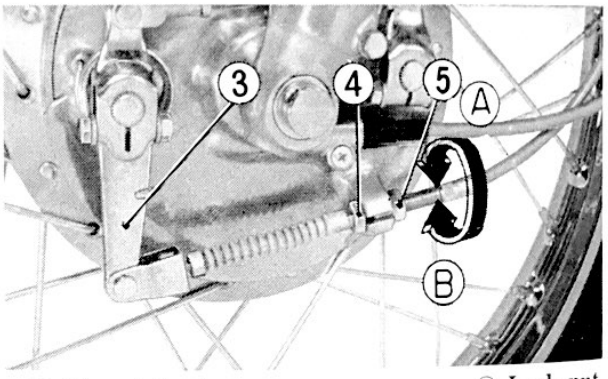
Front Brake

1. Raise the front wheel off the ground and place a support block under the engine, spin the front wheel by hand and measure the distance the front brake lever ① must be moved before the brake starts to take hold. The lever free play ② should be **0.8~1.2 in. (20~30 mm)** at the end of the brake lever

2. When brake adjustment is required, two locations are provided where the adjustment may be performed. The adjustment is normally made at the brake lever arm ③ on the front brake panel. First loosen lock nut ④ then turn front brake adjusting nut ⑤. Clock-wise movement of nut ⑤ decreases brake lever play ② and counter



① **Front brake lever**
② **Free play**



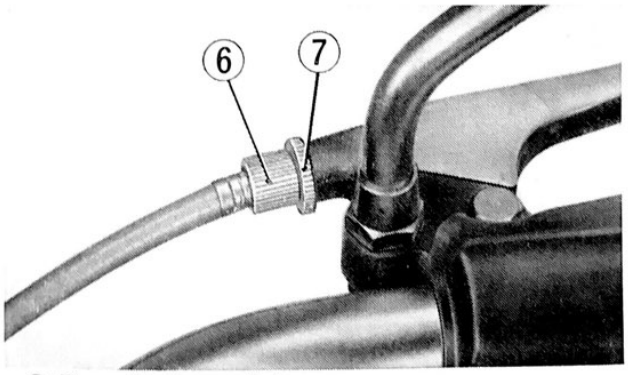
③ **Front brake arm**
④ Lock nut
⑤ **Front brake adjusting nut**

clockwise movement increases the play.

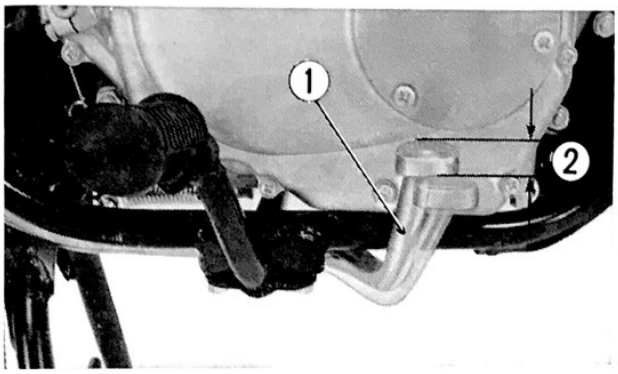
3. Minor adjustments are performed with front brake cable adjuster ⑥ on the front brake lever in the same manner as above.

Rear Brake

1. Raise the rear wheel off the ground and place the main stand under the motorcycle.
2. Rotate the rear wheel by hand and note the pedal tip travel distance ② before the brake holds.

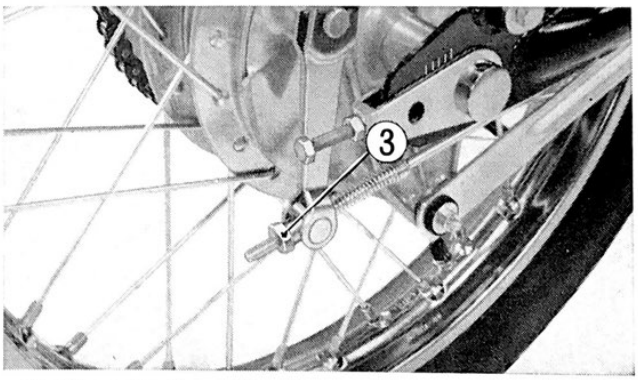


⑥ **Rear brake pedal**
⑦ **Lock nut**



① **Rear brake pedal**
② **Pedal tip travel**

3. Nominal free travel is **0.8～1.2 in. (20～30 mm).**
   If adjustment is necessary, make the adjustment by turning adjusting nut ③. Turn clockwise to reduce free travel, counter clockwise to increase free travel.



③ Rear brake adjusting nut

Tire Pressure

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

	Tire pressure
Front	25. 6psi, 1. 8kg/cm²
Rear	28. 5psi, 2. 0kg/cm²

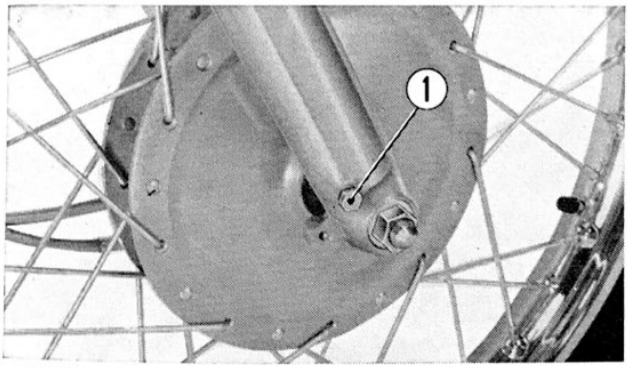
Front Suspension

Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously.
Check for smooth cushion action and oil seepage around the cushion oil seals.
Carefully inspect all front suspension fasteners for tightness, this includes the attachment points of the fork tubes, brake components and handle bar.

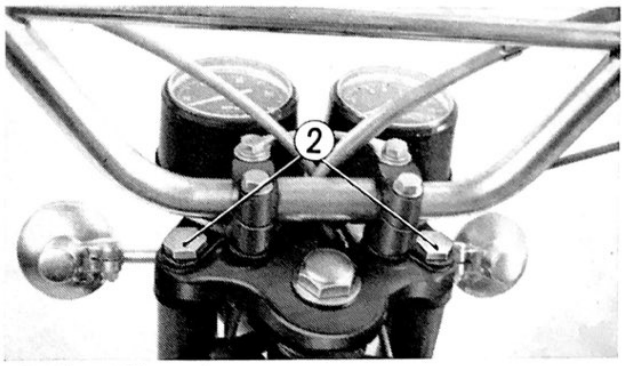
Front Fork Oil

To maintain good riding characteristics and increase fork service life, the oil in the front fork should be changed periodically.

1. Unscrew the front fork drain plug ① at the bottom of the fork cylinder, drain the oil by pumping the fork while with the plug out. Replace the plug securely after draining.
2. Remove top filler plug ② and fill the front cylinder with **4.6~4.9 ozs. (135~145 cc)** of premium **SAE 10 W-30** grade-oil.
3. Securely tighten the top filler plug after filling.



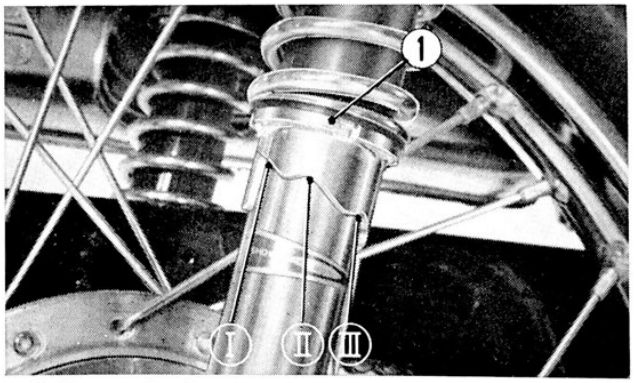
① **Front fork drain plug**



② **Top filler plug**

Rear Shock Absorber

Rear shock absorber ① has three adjustment ranges and is adjusted to meet different types of road or riding conditions. Ⓘ position is for normal riding with the damper spring strength increasing progressively from Ⓘ to Ⓘ; when used under heavy load conditions or when operating on bad roads



① **Rear shock absorber**

Battery

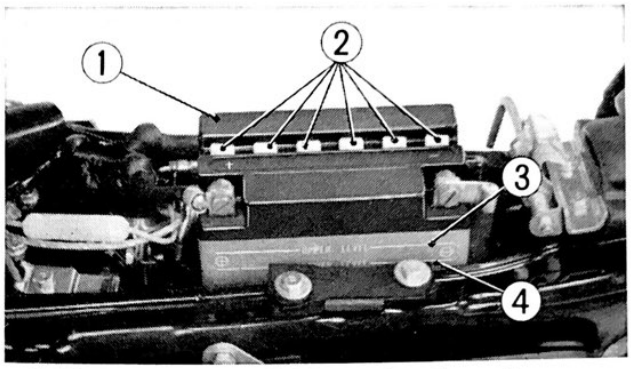
If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage may occur. Inspecting and maintaining the electrolyte level is a simple, quick operation and should be performed frequently as indicated in the MAINTENANCE SCHEDULE (refer to page 26).

1. The **12 V–9 AH** battery is mounted under the seat.
   Access to the battery is obtained by releasing the seat latch at the front end under the seat and raising the front. Use the stay attached to the under side of the seat to hold the seat in the raised position. Remove the battery setting rubber and raise the battery slightly to check the battery electrolyte. The correct electrolyte level is between the lower ③ and upper ④ level marks on the battery case
2. To correct the electrolyte level, re-

move the battery cell caps ② from the cells requiring level correction. A small syringe or plastic funnel should be used in adding the proper amount of distilled water to bring the electrolyte level of the cells between the lower and upper marks. For maximum battery performance and life, only distilled water should be added, however, in an emergency situation where electrolyte level is found to be low and distilled water is not available, drinking water of a low mineral content can be used.

NOTE: Battery removal is necessary when the battery electrolyte (SPECIFIC GRAVITY) reading is below 1.200, indicating the need of battery recharging. Recharge when the battery is removed for storage.

3. Battery installation is performed in the reverse order of removal. Pay particular attention to the battery rubber mounts pads and the vent tube routing. The vent tube should not be pinched or bent excessively or the battery may be damaged.



① Battery
② Cell caps
③ Upper level mark
④ Lower level mark

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support under the engine.
2. Disconnect the speedometer cable and front brake cable from the front brake panel.
3. Unlock the tongued washer and remove the front brake stopper arm bolt.
4. Remove the front axle nut and pull out the front axle.

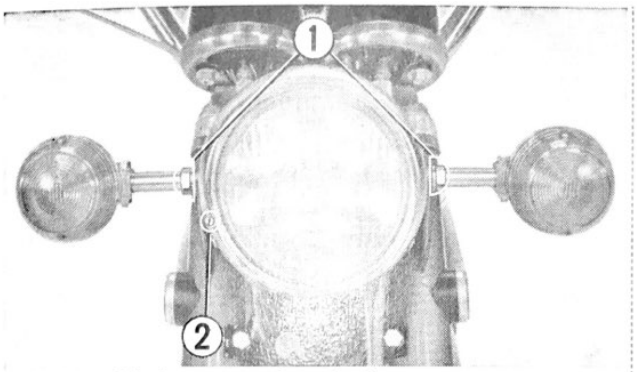
Rear Wheel Removal

1. Disconnect the drive chain at the joint and remove.
2. Remove the rear brake adjusting nut and rear brake rod from the rear brake arm.
3. Remove the rear brake torque arm bolt at the rear brake panel.
4. Unscrew the rear axle nut and pull the rear wheel axle, then the rear wheel can be removed from the frame.

Headlight Beam

The headlight must be properly adjusted for safe night driving. This motorcycle has provisions for adjusting the headlight in both the vertical and horizontal directions.

1. The vertical adjustment is made by the bolts ① which mount the headlight case. The headlight is normally adjusted in the vertical direction so that the center of the beam intersects the ground at a point 165 feet (50 m) in front of the motorcycle in the riding attitude.
2. The horizontal adjustment is made with the adjusting screw ② located on the left side of the headlight when facing the motorcycle.
   Turning the screw in will focus the beam toward the left side of the rider

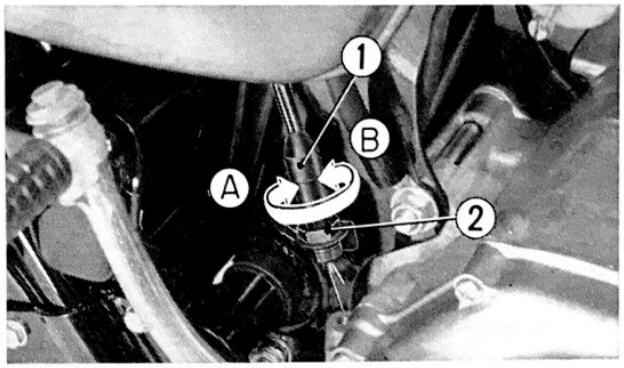


① **Headlight mounting bolts**
② **Adjusting screw**

Stoplight Switch

The stoplight switch adjustment is performed with the stoplight switch ① located on the right side near the rear of the engine.

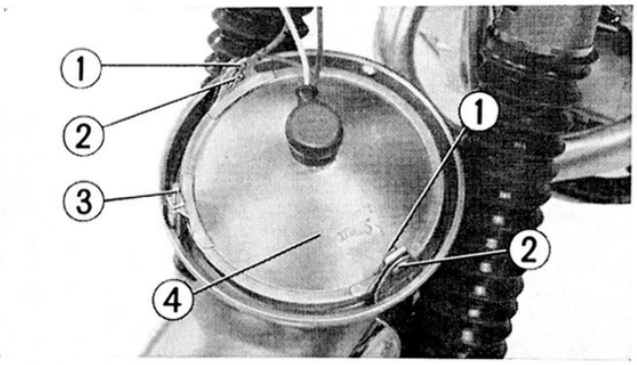
1. First check the adjustment of the rear brake pedal in accordance with the procedure on page 45 to make sure that the brakes are properly adjusted.
2. Turn the ignition switch on (red dot position).
3. Adjust the stoplight switch so that the stoplight lights when the brake pedal is depressed to the point where the brake just starts to take hold. If the stoplight switch is late in switching on the stoplight, screw in Ⓐ the switch adjusting nut ② and if the stoplight comes on too early, screw out Ⓑ the adjusting nut ②.



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

Headlight Bulb Replacement

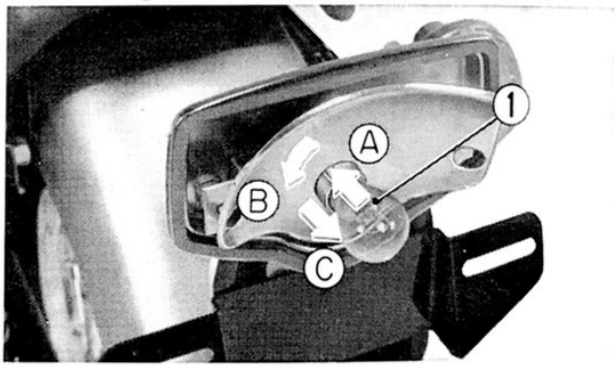
1. Remove the headlight rim from the headlight case after removing the two mounting screws.
2. Remove the two lock pins ①, and unscrew ② and adjusting screw ③.
3. Remove the sealed beam unit ④ from the headlight rim.



① **Lock pins** ③ **Adjusting screw**
② **Lock screws** ④ **Sealed beam unit**

Tail/Stoplight Bulb Replacement

1. Remove the tail/stoplight lens retaining screw.
2. Press the bulb ① inward Ⓐ and twist to the left Ⓑ, and remove the bulb Ⓒ.
3. Replace with a new bulb.
4. When installing the taillight lens, do not overtighten the screws, as this may damage the lens.



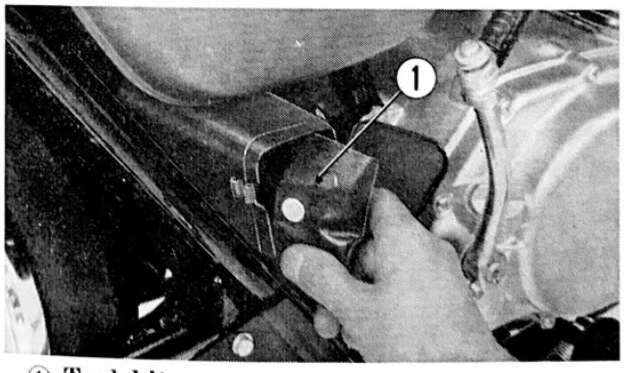
① **Tail/stoplight bulb**

Turn Signal Bulb Replacement

Bulb replacement is performed in the same manner as for the tail/stoplight bulb in the paragraph above.

TOOL KIT

The tool kit ① is located in the compartment in the center of the motorcycle directly behind the engine. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with the tools in the kit should be performed by your HONDA dealer.



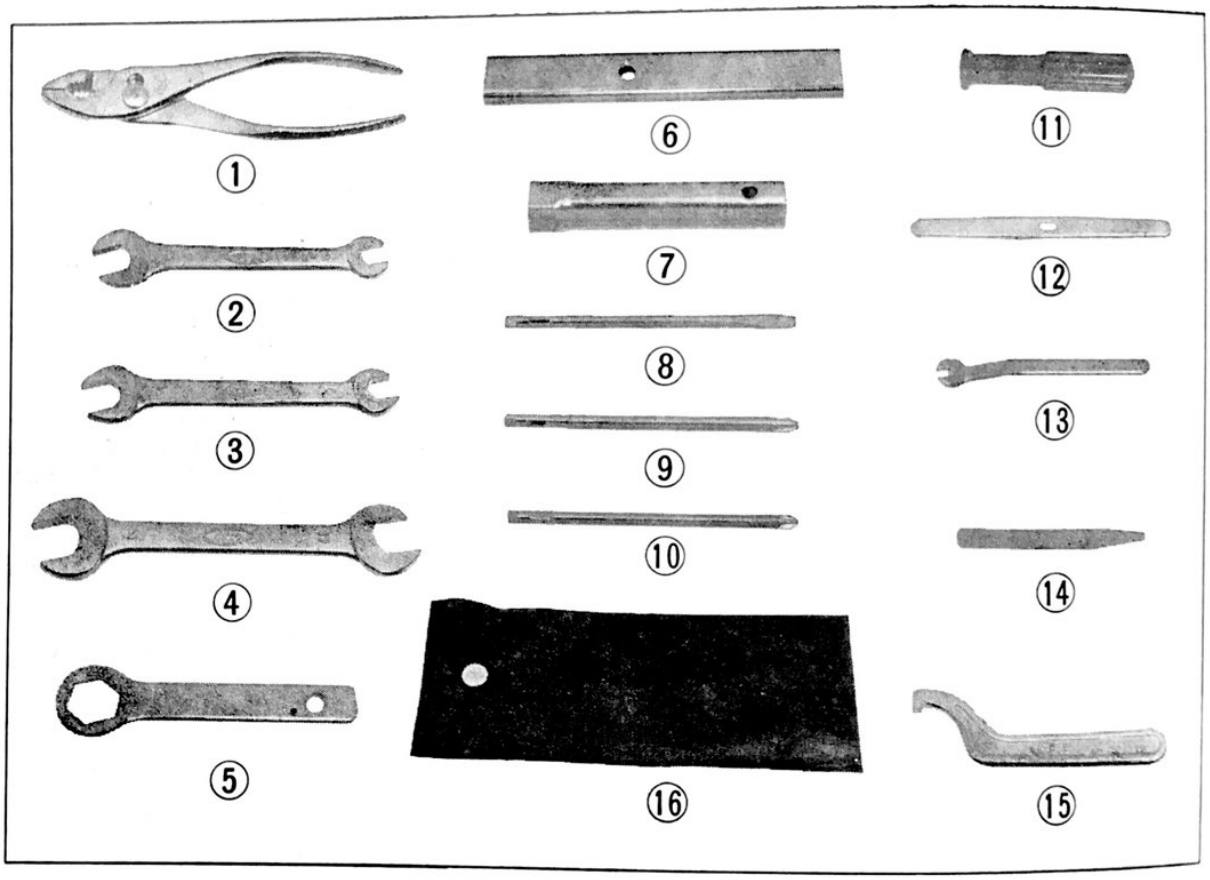
① **Tool kit**

The tool kit includes the items listed below:

① Pliers
② 8×12 mm open end wrench
③ 10×14 mm open end wrench
④ 17×19 mm open end wrench
⑤ Axle wrench
⑥ Axle wrench holder
⑦ Spark plug wrench
⑧ No. 2 screwdriver
⑨ No. 3 Phillips screwdriver
⑩ No. 2 Phillips screwdriver
⑪ Screwdriver handle: for screwdriver
⑫ Lever: for screwdriver
⑬ Valve tappet adjusting wrench: for adjustment of valve tappet clearance
⑭ Clearance gauge: for adjustment of valve tappet clearance
⑮ 45 mm pin wrench: for adjustment of rear shock absorber
⑯ Tool bag

Items attached to the motorcycle in a separate package

① A can of touch-up paint
② Spare battery fuse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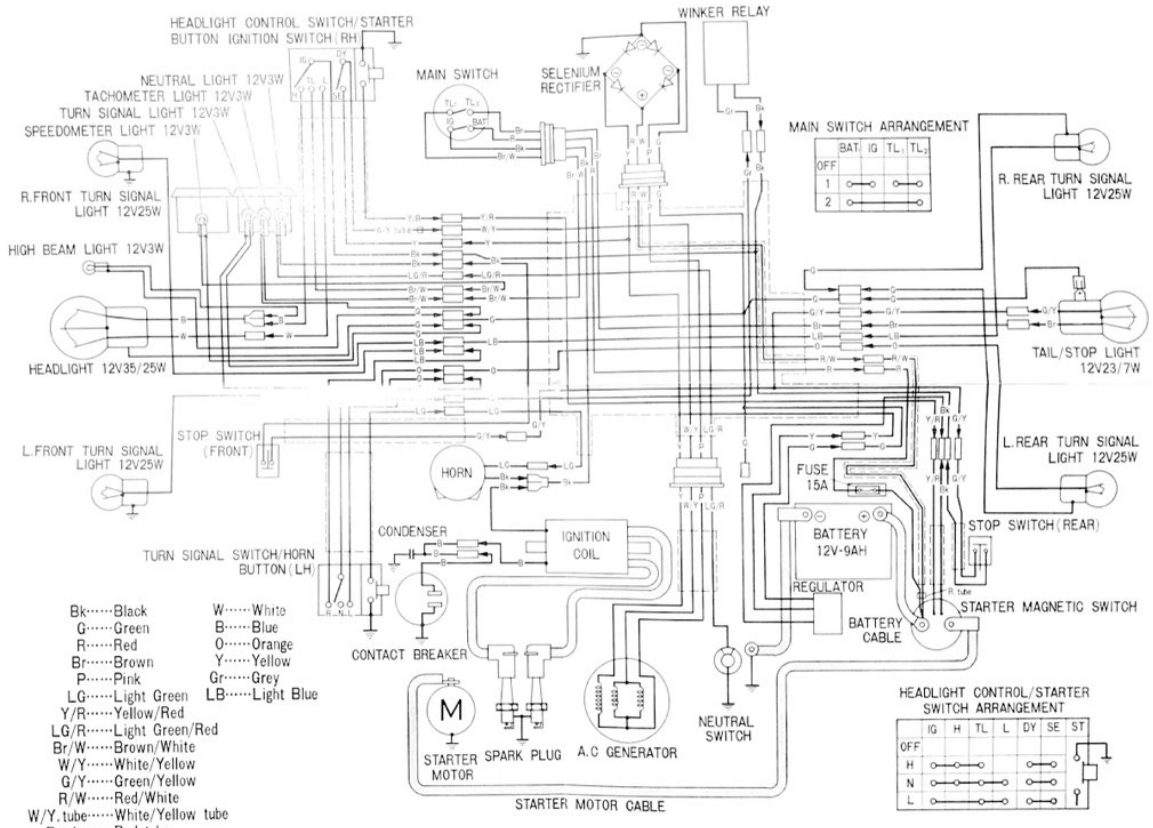
SPECIFICATIONS

ITEM	
DIMENSIONS	
Overall length	78.3 in. (1,950 mm)
Overall width	32.3 in. (825 mm)
Overall height	42.5 in. (1,050 mm)
Wheel base	50.8 in. (1,280 mm)
WEIGHT	
Curb weight	291 lbs. (137 kg)
CAPACITIES	
Engine oil	3.2 US pt. (2.6 Imp. pt., 1.5 liter)
Fuel tank	2.4 US gal. (2.0 Imp. gal., 9 liter)
Fuel reserve tank	3.2 US pt. (2.6 Imp. pt., 1.5 liter)
ENGINE	
Bore and stroke	2.047 × 1.614 in. (52 × 41 mm)
Compression ratio	9.0 : 1
Displacement	10.62 cu in. (174 cc)
Horsepower	20 PS/10,000 rpm
Contact breaker point gap	0.012~0.016 in. (0.3~0.4 mm)
Spark plug gap	0.024~0.028 in. (0.6~0.7 mm)
Valve clearance	0.002 in. (0.05 mm)
CHASSIS AND SUSPENSION	
Caster	64°

Trail	3.5 in. (90 mm)
Tire size, front	3.00–18 (4 PR)
Tire size, rear	3.25–18 (4 PR)
POWER TRANSMISSION	
Primary reduction	3.700
Final reduction	2.470
Gear ratio, 1st	2.769
2nd	1.882
3rd	1.450
4th	1.173
5th	1.000
ELECTRICAL	
Battery	12 V–9 AH
Generator	A.C. generator 12 V–79 W/5,000 rpm
LIGHTS AND LAMPS	
Headlight	12 V–35/25 W
Tail/stoplight	12 V–7/23 W
Turn signal light	12 V–25 W
Meter lamp	12 V–3 W
Neutral indicator lamp	12 V–3 W
Turn signal indicator lamp	12 V–3 W
High beam indicator lamp	12 V–3 W
Fuse	15 amp

CL 175 WIRING DIAGRAM



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英 '70. 12 (SM) A 5.
PRINTED IN JAPAN