1. GENERAL INFORMATION

SERVICE RULES

1. Use genuine Honda or Honda-recommended parts and lubricants or their equivalents. Parts that don't meet Honda's design specifications may cause damage to the motorcycle.
2. Use the special tools designed for this product to avoid damage and incorrect assembly.
3. Use only metric tools when servicing the motorcycle. Metric bolts, nuts and screws are not interchangeable with English fasteners.
4. Install new gaskets, O-rings, cotter pins, and lock plates when reassembling.
5. When tightening bolts or nuts, begin with the larger diameter or inner bolt first. Then tighten to the specified torque diagonally in incremental steps unless a particular sequence is specified.
6. Clean parts in cleaning solvent upon disassembly. Lubricate any sliding surfaces before reassembly.
7. After reassembly, check all parts for proper installation and operation.
8. Route all electrical wires as shown in the Cable and Harness Routing (page 1-23).

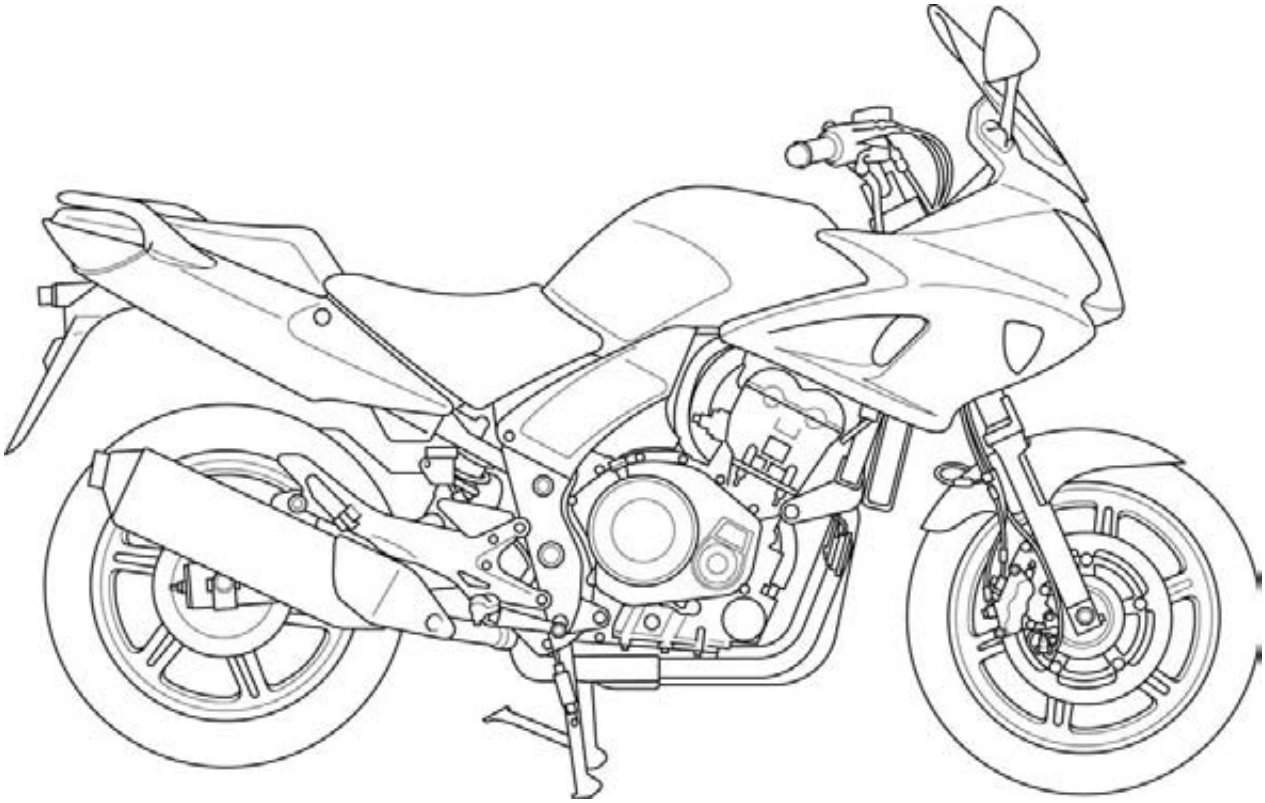
ABBREVIATION

Throughout this manual, the following abbreviations are used to identify the respective parts or systems.

Abbrev. term	Full term
PGM-FI	Programmed Fuel Injection
MAP sensor	Manifold Absolute Pressure sensor
TP sensor	Throttle Position sensor
ECT sensor	Engine Coolant Temperature sensor
IAT sensor	Intake Air Temperature sensor
CKP sensor	Crankshaft Position sensor
VS sensor	Vehicle Speed sensor
IACV	Idle Air Control Valve
ECM	Engine Control Module
EEPROM	Electrically Erasable Programmable Read Only Memory
DLC	Data Link Connector
SCS connector	Service Check Short connector
HDS	Honda Diagnostic System
DTC	Diagnostic Trouble Code
MIL	Malfunction Indicator Lamp
FP	Fuel Pump
PAIR	Pulsed Secondary Air Injection
ABS	Anti-lock Brake System
HISS	Honda Ignition Security System

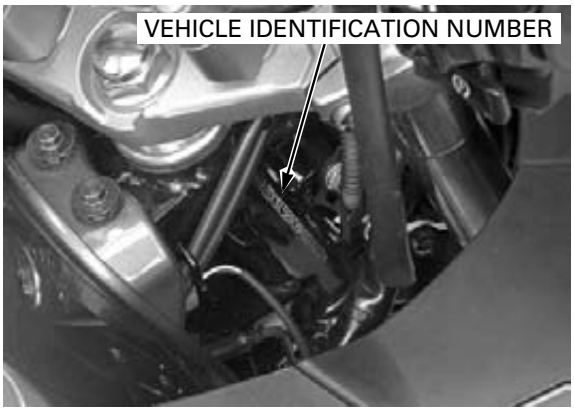
MODEL IDENTIFICATION

CBF1000A Shown:

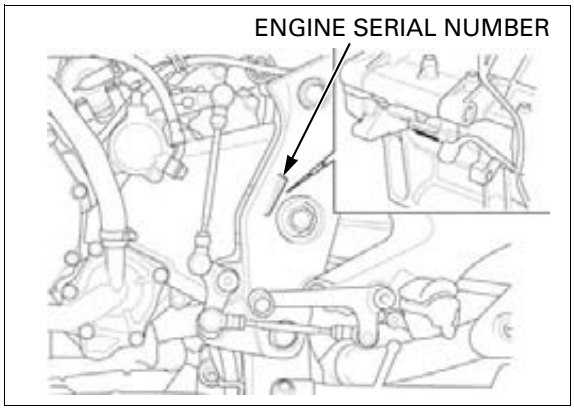


SERIAL NUMBERS

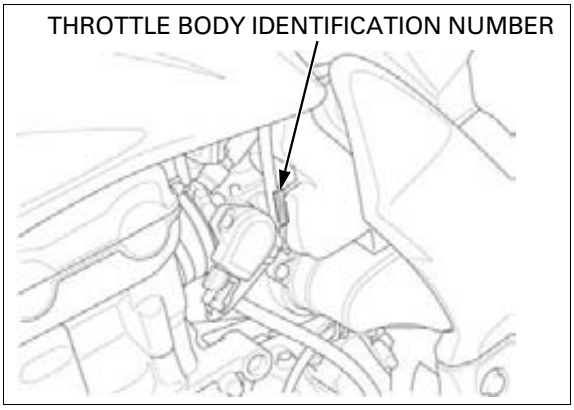
The Vehicle Identification Number (V.I.N) is stamped on the right side of the steering head.



The engine serial number is stamped on the lower side of the lower crankcase.



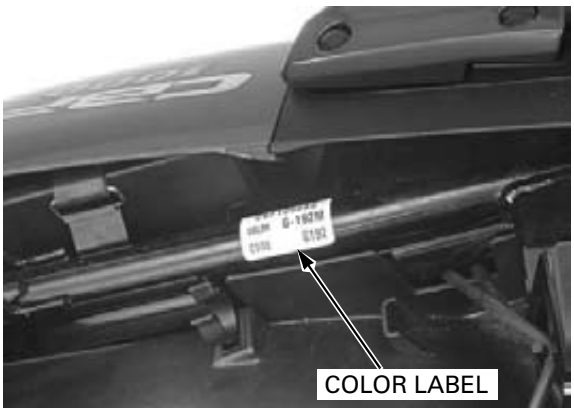
The throttle body identification number is stamped on the intake side of the throttle body as shown.



LABELS

The Model Identification Label is located on left side of the frame tube.

The color label is attached as shown. When ordering color-coded parts, always specify the designated color code.



GENERAL SPECIFICATIONS

ITEM			SPECIFICATIONS
DIMENSIONS	Overall length		2,156 mm (84.9 in)
	Overall width		782 mm (30.8 in)
	Overall height		1,238 mm (48.7 in)
	Wheelbase		1,483 mm (58.4 in)
	Seat height		800 mm (31.5 in)
	Ground clearance		130 mm (5.1 in)
	Curb weight	CBF1000:	244 kg (538 lbs)
		CBF1000A:	251 kg (553 lbs)
	Maximum weight capacity		195 kg (430 lbs)
FRAME	Frame type		Diamond type
	Front suspension		Telescopic fork
	Front axle travel		108 mm (4.3 in)
	Rear suspension		Swingarm
	Rear axle travel		120 mm (4.7 in)
	Front tire size		120/70ZR17M/C (58W)
	Rear tire size		160/60ZR17M/C (69W)
	Front tire brand	Bridgestone	BT57F RADIAL U
		Michelin	Pilot ROAD B
	Rear tire brand	Bridgestone	BT57R RADIAL E
		Michelin	Pilot ROAD A
	Front brake		Hydraulic double disc
	Rear brake		Hydraulic single disc
	Caster angle		26° 00′
	Trail length		111 mm (4.4 in)
	Fuel tank capacity		19.3 liter (5.1 US gal, 4.2 Imp gal)
ENGINE	Cylinder arrangement		4 cylinders in-line, inclined 28° from vertical
	Bore and stroke		75.0 x 56.5 mm (2.95 x 2.22 in)
	Displacement		998.4 cm^3 (60.92 cu-in)
	Compression ratio		11.0 : 1
	Valve train		Chain driven, DOHC
	Intake valve opens:	at 1 mm (0.04 in) lift	15° BTDC
	Intake valve closes:	at 1 mm (0.04 in) lift	15° ABDC
	Exhaust valve opens:	at 1 mm (0.04 in) lift	25° BBDC
	Exhaust valve closes:	at 1 mm (0.04 in) lift	5° ATDC
	Lubrication system		Forced pressure and wet sump
	Oil pump type		Trochoid
	Cooling system		Liquid cooled
	Air filtration		Paper element
	Engine dry weight		66.5 kg (146.6 lbs)
	Firing order		1 - 2 - 4 - 3
FUEL DELIVERY SYSTEM	Type		PGM-FI (Programmed Fuel Injection)
	Throttle bore		36 mm (1.4 in)
DRIVE TRAIN	Clutch system		Multi-plate, wet
	Clutch operation system		Hydraulic operating
	Transmission		Constant mesh, 6-speeds
	Primary reduction		1.604 (77/48)
	Final reduction		2.687 (43/16)
	Gear ratio	1st	2.714 (38/14)
		2nd	1.941 (33/17)
		3rd	1.578 (30/19)
		4th	1.363 (30/22)
		5th	1.217 (28/23)
		6th	1.115 (29/26)
	Gearshift pattern		1 - N - 2 - 3 - 4 - 5 - 6

ITEM		SPECIFICATIONS
ELECTRICAL	Ignition system	Computer-controlled digital transistorized with electric advance
	Starting system	Electric starter motor
	Charging system	Triple phase output alternator
	Regulator/rectifier	FET shorted/triple phase, full wave rectification
	Lighting system	Battery

LUBRICATION SYSTEM SPECIFICATIONS

Unit: mm (in)

ITEM		STANDARD	SERVICE LIMIT
Engine oil capacity	After draining	2.7 liter (2.9 US qt, 2.4 Imp qt)	–
	After oil filter change	3.5 liter (3.7 US qt, 3.1 Imp qt)	–
	After disassembly	3.6 liter (3.8 US qt, 3.2 Imp qt)	–
Engine oil		Suggested oil: Honda "4-stroke motorcycle oil" or an equivalent Oil recommendation: API classification: SG or higher (except oils labeled as energy conserving on the circular API service label) Viscosity: SAE 10W-30 JASO T 903 standard: MA	–
Oil pressure at EOP (engine oil pressure) switch		510 kPa (5.2 kgf/cm^2, 74 psi) at 6,000 min^{-1} (rpm)/(80°C/176°F)	–
Oil pump	Tip clearance	0.15 (0.006)	0.20 (0.008)
	Body clearance	0.15 – 0.21 (0.006 – 0.008)	0.35 (0.014)
	Side clearance	0.04 – 0.09 (0.002 – 0.004)	0.17 (0.007)

FUEL SYSTEM (PGM-FI) SPECIFICATIONS

ITEM	SPECIFICATIONS
Throttle body identification number	GQ3BA
Idle speed	1,200 ± 100 min^{-1} (rpm)
Throttle grip free play	2 – 6 mm (1/12 – 1/4 in)
IAT sensor resistance (at 20°C/68°F)	1 – 4 kΩ
ECT sensor resistance (at 20°C/68°F)	2.3 – 2.6 kΩ
Fuel injector resistance (at 20°C /68°F)	11.1 – 12.3 Ω
PAIR control solenoid valve resistance (at 20°C/68°F)	23 – 27 Ω
CKP sensor peak voltage (at 20°C/68°F)	0.7 V minimum
Manifold absolute pressure at idle	29 – 32 kPa (0.30 – 0.33 kgf/cm^2, 4.3 – 4.7 psi)
Fuel pressure at idle	343 kPa (3.5 kgf/cm^2, 50 psi)
Fuel pump flow (at 12 V)	189 cm^3 (6.4 US oz, 6.7 Imp oz) minimum/10 seconds

COOLING SYSTEM SPECIFICATIONS

ITEM		SPECIFICATIONS
Coolant capacity	Radiator and engine	2.71 liter (2.86 US qt, 2.38 Imp qt)
	Reserve tank	0.30 liter (0.32 US qt, 0.26 Imp qt)
Radiator cap relief pressure		108 – 137 kPa (1.1 – 1.4 kgf/cm^2, 16 – 20 psi)
Thermostat	Begin to open	80 – 84 °C (176 – 183 °F)
	Fully open	90 °C (194 °F)
	Valve lift	8 mm (0.3 in) minimum
Recommended antifreeze		High quality ethylene glycol antifreeze containing corrosion protection inhibitors
Standard coolant concentration		1:1 mixture with distilled water

CYLINDER HEAD/VALVES SPECIFICATIONS

Unit: mm (in)

ITEM			STANDARD	SERVICE LIMIT
Cylinder compression			1,098 kPa (11.2 kgf/cm^2, 159 psi) at 350 min^{-1} (rpm)	–
Valve clearance		IN	0.16 ± 0.03 (0.006 ± 0.001)	–
		EX	0.32 ± 0.03 (0.013 ± 0.001)	–
Camshaft	Cam lobe height	IN	34.62 – 34.70 (1.363 – 1.366)	34.60 (1.362)
		EX	34.58 – 34.66 (1.361 – 1.365)	34.56 (1.361)
	Runout		–	0.05 (0.002)
	Oil clearance		0.020 – 0.062 (0.0008 – 0.0024)	0.10 (0.004)
Valve lifter	Valve lifter O.D.		25.978 – 25.993 (1.0228 – 1.0233)	25.97 (1.022)
	Valve lifter bore I.D.		26.010 – 26.026 (1.0240 – 1.0246)	26.04 (1.025)
Valve, valve guide	Valve stem O.D.	IN	4.475 – 4.490 (0.1762 – 0.1768)	4.465 (0.1758)
		EX	4.465 – 4.480 (0.1758 – 0.1764)	4.455 (0.1754)
	Valve guide I.D.		4.500 – 4.512 (0.1772 – 0.1776)	4.540 (0.1787)
	Stem-to-guide clearance	IN	0.010 – 0.037 (0.0004 – 0.0015)	0.075 (0.0030)
		EX	0.020 – 0.047 (0.0008 – 0.0019)	0.085 (0.0033)
	Valve guide projection above cylinder head		16.0 – 16.3 (0.63 – 0.64)	–
	Valve seat width		0.90 – 1.10 (0.035 – 0.043)	1.5 (0.06)
Valve spring free length			39.55 (1.557)	38.76 (1.526)
Cylinder head warpage			–	0.10 (0.004)

CLUTCH/STARTER CLUTCH SPECIFICATIONS

Unit: mm (in)

ITEM		STANDARD	SERVICE LIMIT
Specified clutch fluid		DOT 4 brake fluid	–
Clutch master cylinder	Master cylinder I.D.	12.700 – 12.743 (0.5000 – 0.5017)	12.755 (0.5022)
	Master piston O.D.	12.657 – 12.684 (0.4983 – 0.4994)	12.645 (0.4978)
Clutch	Spring free length	58.2 (2.29)	55.7 (2.19)
	Disc A thickness	3.72 – 3.88 (0.146 – 0.153)	3.4 (0.13)
	Disc B thickness	3.22 – 3.38 (0.127 – 0.133)	2.9 (0.11)
	Plate warpage	–	0.30 (0.012)
Clutch outer guide A (Without ID mark)	I.D.	27.993 – 28.003 (1.1021 – 1.1025)	28.012 (1.1028)
	O.D.	35.004 – 35.012 (1.3781 – 1.3784)	34.994 (1.3777)
Clutch outer guide B (With ID mark)	I.D.	27.993 – 28.003 (1.1021 – 1.1025)	28.012 (1.1028)
	O.D.	34.996 – 35.004 (1.3778 – 1.3781)	34.986 (1.3774)
Primary driven gear I.D.	A	41.008 – 41.016 (1.6145 – 1.6148)	41.026 (1.6152)
	B	41.000 – 41.008 (1.6142 – 1.6145)	41.018 (1.6149)
Oil pump drive sprocket guide	I.D.	28.000 – 28.021 (1.1024 – 1.1032)	28.030 (1.1035)
	O.D.	34.975 – 34.991 (1.3770 – 1.3776)	34.965 (1.3766)
Oil pump drive sprocket I.D.		35.025 – 35.145 (1.3789 – 1.3837)	35.155 (1.3841)
Mainshaft O.D. at clutch outer guide		27.980 – 27.990 (1.1016 – 1.1020)	27.96 (1.101)
Mainshaft O.D. at oil pump drive sprocket guide		27.980 – 27.990 (1.1016 – 1.1020)	27.96 (1.101)
Starter idle gear	Gear I.D.	10.013 – 10.035 (0.3942 – 0.3951)	10.05 (0.396)
	Shaft O.D.	9.991 – 10.000 (0.3933 – 0.3937)	9.98 (0.393)
Starter driven gear boss O.D.		45.657 – 45.673 (1.7975 – 1.7981)	45.642 (1.7969)

TRANSMISSION/GEARSHIFT LINKAGE SPECIFICATIONS

Unit: mm (in)

ITEM			STANDARD	SERVICE LIMIT
Shift fork	I.D.		12.000 – 12.018 (0.4724 – 0.4731)	12.03 (0.474)
	Claw thickness		5.93 – 6.00 (0.233 – 0.236)	5.9 (0.23)
Shift fork shaft O.D.			11.957 – 11.968 (0.4707 – 0.4712)	11.95 (0.470)
Transmission	Gear I.D.	M5, M6	31.000 – 31.025 (1.2205 – 1.2215)	31.04 (1.222)
		C1	28.000 – 28.021 (1.1024 – 1.1032)	28.04 (1.104)
		C2, C3, C4	33.000 – 33.025 (1.2992 – 1.3002)	33.04 (1.301)
	Gear busing O.D.	M5, M6	30.955 – 30.980 (1.2187 – 1.2197)	30.935 (1.2179)
		C2	32.955 – 32.980 (1.2974 – 1.2984)	32.935 (1.2967)
		C3, C4	32.950 – 32.975 (1.2972 – 1.2982)	32.930 (1.2964)
	Gear-to-bushing clearance	M5, M6	0.020 – 0.070 (0.0008 – 0.0028)	0.10 (0.004)
		C2	0.020 – 0.070 (0.0008 – 0.0028)	0.10 (0.004)
		C3, C4	0.025 – 0.075 (0.0010 – 0.0030)	0.11 (0.004)
	Gear bushing I.D.	M5	27.985 – 28.006 (1.1018 – 1.1026)	28.016 (1.1030)
		C2	29.985 – 30.006 (1.1018 – 1.1026)	30.021 (1.1819)
	Mainshaft O.D.	at M5	27.967 – 27.980 (1.1011 – 1.1016)	27.957 (1.1007)
	Countershaft O.D.	at C2	29.967 – 29.980 (1.1798 – 1.1803)	29.960 (1.1795)
	Bushing to shaft clearance	M5	0.005 – 0.039 (0.0002 – 0.0015)	0.06 (0.002)
		C2	0.005 – 0.039 (0.0002 – 0.0015)	0.06 (0.002)

CRANKCASE/CRANKSHAFT/BALANCER/PISTON/CYLINDER SPECIFICATIONS

Unit: mm (in)

ITEM			STANDARD	SERVICE LIMIT
Crankshaft	Connecting rod side clearance		0.05 – 0.20 (0.002 – 0.008)	0.25 (0.098)
	Crankpin bearing oil clearance		0.030 – 0.052 (0.0012 – 0.0020)	0.06 (0.002)
	Main journal bearing oil clearance		0.019 – 0.037 (0.0007 – 0.0015)	0.05 (0.002)
	Runout		–	0.05 (0.002)
Piston, piston rings	Piston O.D. at 9.0 (0.35) from bottom		74.960 – 74.980 (2.9512 – 2.9520)	74.895 (2.9486)
	Piston pin bore I.D.		17.002 – 17.008 (0.6694 – 0.6696)	17.030 (0.6705)
	Piston pin O.D.		16.994 – 17.000 (0.6690 – 0.6693)	16.980 (0.6685)
	Piston-to-piston pin clearance		0.002 – 0.014 (0.0001 – 0.0006)	0.04 (0.002)
	Piston ring end gap	Top	0.22 – 0.32 (0.009 – 0.013)	0.52 (0.020)
		Second	0.48 – 0.63 (0.019 – 0.025)	0.82 (0.032)
		Oil (side rail)	0.2 – 0.7 (0.01 – 0.03)	1.0 (0.04)
	Piston ring-to-ring groove clearance	Top	0.050 – 0.085 (0.0020 – 0.0033)	0.125 (0.0049)
		Second	0.015 – 0.050 (0.0006 – 0.0020)	0.075 (0.0030)
Cylinder	I.D.		75.000 – 75.015 (2.9528 – 2.9533)	75.15 (2.959)
	Out of round		–	0.10 (0.004)
	Taper		–	0.10 (0.004)
	Warpage		–	0.10 (0.004)
Cylinder-to-piston clearance			0.020 – 0.055 (0.0008 – 0.0022)	0.10 (0.004)
Connecting rod small end I.D.			17.030 – 17.042 (0.6705 – 0.6709)	17.048 (0.6712)
Connecting rod-to-piston pin clearance			0.030 – 0.046 (0.0012 – 0.0018)	0.07 (0.003)

FRONT WHEEL/SUSPENSION/STEERING SPECIFICATIONS

Unit: mm (in)

ITEM		STANDARD	SERVICE LIMIT
Minimum tire tread depth		–	1.5 (0.06)
Cold tire pressure	Driver only	250 kPa (2.50 kgf/cm^2, 36 psi)	–
	Driver and passenger	250 kPa (2.50 kgf/cm^2, 36 psi)	–
Axle runout		–	0.2 (0.008)
Wheel rim runout	Radial	–	2.0 (0.08)
	Axial	–	2.0 (0.08)
Wheel balance weight		–	60 g (2.1oz) max.
Fork	Spring free length	358.8 (14.13)	352 (13.9)
	Fork pipe runout	–	0.20 (0.008)
	Recommended fork fluid	Honda ULTRA CUSHION OIL 10W or equivalent	–
	Fluid level	129 (5.1)	–
	Fluid capacity	437 ± 2.5 cm^3 (14.8 ± 0.08 US oz, 15.4 ± 0.09 Imp oz)	–
Steering head bearing pre-load		9.8 – 13.7 N (1.0 – 1.4 kgf, 2.2 – 3.1 lbf)	–

REAR WHEEL/SUSPENSION SPECIFICATIONS

Unit: mm (in)

ITEM			STANDARD	SERVICE LIMIT
Minimum tire tread depth			–	2.0 (0.08)
Cold tire pressure	Driver only		290 kPa (2.90 kgf/cm^2, 42 psi)	–
	Driver and passenger		290 kPa (2.90 kgf/cm^2, 42 psi)	–
Axle runout			–	0.2 (0.01)
Wheel rim runout	Radial		–	2.0 (0.08)
	Axial		–	2.0 (0.08)
Wheel balance weight			–	60 g (2.1 oz) max.
Drive chain	Size/link	DID	DID50VA8/120 links	–
		RK	RK50HFOZ5/120 links	–
	Slack		20 – 30 (4/5 – 1-1/5)	–
Shock absorber spring pre-load adjuster standard position			Position 3	–

HYDRAULIC BRAKE SPECIFICATIONS

Unit: mm (in)

ITEM			STANDARD	SERVICE LIMIT
Front	Specified brake fluid		DOT 4	–
	Brake disc thickness		4.5 (0.18)	3.5 (0.14)
	Brake disc runout		–	0.30 (0.012)
	Master cylinder I.D.		12.700 – 12.743 (0.5000 – 0.5017)	12.755 (0.5022)
	Master piston O.D.		12.657 – 12.684 (0.4983 – 0.4994)	12.650 (0.4980)
	Caliper cylinder I.D.	CBF1000A:	22.650 – 22.700 (0.8917 – 0.8937)	22.710 (0.8941)
		CBF1000:	25.400 – 25.450 (1.0000 – 1.0020)	25.460 (1.0024)
	Caliper piston O.D.	CBF1000A:	22.585 – 22.618 (0.8892 – 0.8905)	22.560 (0.8882)
		CBF1000:	25.318 – 25.368 (0.9968 – 0.9987)	25.310 (0.9965)
Rear	Specified brake fluid		DOT 4	–
	Brake disk thick-ness	CBF1000A:	6.0 (0.24)	5.0 (0.20)
		CBF1000:	5.0 (0.20)	4.0 (0.16)
	Brake disc runout		–	0.30 (0.012)
	Master cylinder I.D.	CBF1000A:	17.460 17.503 (0.6874 0.6891)	17.515 (0.6896)
		CBF1000:	14.000 – 14.043 (0.5512 – 0.5529)	14.055 (0.5533)
	Master piston O.D.	CBF1000A:	17.417 – 17.444 (0.6857 – 0.6868)	17.405 (0.6852)
		CBF1000:	13.957 – 13.984 (0.5495 – 0.5506)	13.945 (0.5490)
	Caliper cylinder I.D.	CBF1000A:	25.400 – 25.450 (1.0000 – 1.0020)	25.460 (1.0024)
		CBF1000:	38.180 – 38.230 (1.5031 – 1.5051)	38.24 (1.506)
	Caliper piston O.D.	CBF1000A:	25.318 – 25.368 (0.9968 – 0.9987)	25.310 (0.9965)
		CBF1000:	38.098 – 38.148 (1.4999 – 1.5019)	38.09 (1.500)

BATTERY/CHARGING SYSTEM SPECIFICATIONS

ITEM			SPECIFICATIONS
Battery	Capacity		12 V – 8.6 Ah
	Current leakage		0.5 mA max.
	Voltage (20°C/68°F)	Fully charged	13.0 – 13.2 V
		Needs charging	Below 12.4 V
	Charging current	Normal	0.9 A/5 – 10 h
		Quick	4.5 A/1 h
Alternator	Capacity		0.344 kW/5,000 min^{-1} (rpm)
	Charging coil resistance (20°C/68°F)		0.1 – 1.0 Ω

IGNITION SYSTEM SPECIFICATIONS

ITEM		SPECIFICATIONS
Spark plug	NGK	CR8EH-9
	DENSO	U24FER9
Spark plug gap		0.80 – 0.90 mm (0.031 – 0.035 in)
Ignition coil peak voltage		100 V minimum
CKP sensor peak voltage		0.7 V minimum
Ignition timing ("F"mark)		5° BTDC at idle

ELECTRIC STARTER SPECIFICATIONS

Unit: mm (in)

ITEM	STANDARD	SERVICE LIMIT
Starter motor brush length	12.0 – 13.0 (0.47 – 0.51)	6.5 (0.26)

LIGHTS/METERS/SWITCHES SPECIFICATIONS

ITEM			SPECIFICATIONS
Bulbs	Headlight	Hi	12 V – 55 W
		Lo	12 V – 55 W
	Position light		12 V – 5 W x 2
	Brake/tail light		12 V – 21/5 W
	Turn signal light		12 V – 21 W x 4
	Instrument light		LED
	Turn signal indicator		LED
	High beam indicator		LED
	Oil pressure indicator		LED
	Neutral indicator		LED
	Temp. indicator		LED
	Malfunction indicator lamp (MIL)		LED
	Immobilizer indicator		LED
	ABS indicator (CBF1000A)		LED
Fuse	Main fuse		30 A
	PGM-FI/IGN fuse		20 A
	Sub fuse		10 A x 3, 20 A x 2
	ABS main fuse (CBF1000A)		10 A
	ABS fail-safe relay fuse (CBF1000A)		30 A
	ABS motor fuse (CBF1000A)		30 A
Tachometer peak voltage			10.5 V minimum
ECT sensor resistance		80 °C (176 °F)	2.1 – 2.6 kΩ
		120 °C (248 °F)	0.65 – 0.73 kΩ

STANDARD TORQUE VALUES

FASTENER TYPE	TORQUE N·m (kgf·m, lbf·ft)	FASTENER TYPE	TORQUE N·m (kgf·m, lbf·ft)
5 mm hex bolt and nut	5 (0.5, 3.6)	5 mm screw	4 (0.4, 2.9)
6 mm hex bolt and nut	10 (1.0, 7)	6 mm screw	9 (0.9, 6.5)
8 mm hex bolt and nut	22 (2.2, 16)	6 mm flange bolt (8 mm head, small flange)	10 (1.0, 7)
10 mm hex bolt and nut	34 (3.5, 25)	6 mm flange bolt (8 mm head, large flange)	12 (1.2, 9)
12 mm hex bolt and nut	54 (5.5, 40)	6 mm flange bolt (10 mm head) and nut	12 (1.2, 9)
		8 mm flange bolt and nut	26 (2.7, 20)
		10 mm flange bolt and nut	39 (4.0, 29)

ENGINE & FRAME TORQUE VALUES

- Torque specifications listed below are for important fasteners.
- Others should be tightened to standard torque values listed above.

ENGINE

MAINTENANCE

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Spark plug	4	10	16 (1.6, 12)	
Timing hole cap	1	45	18 (1.8, 13)	Apply grease to the threads.
Engine oil filter cartridge	1	20	26 (2.7, 19)	Apply oil to the threads and O-ring.
Oil filter boss	1	20	See page 4-16	Apply locking agent.
Engine oil drain bolt	1	12	30 (3.1, 22)	

LUBRICATION SYSTEM

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Oil pump assembly bolt	3	6	8 (0.8, 5.9)	CT bolt

FUEL SYSTEM (PGM-FI)

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
ECT/thermo sensor	1	12	23 (2.3, 17)	
Insulator band screw (Throttle body side)	4	5	See page 6-72	
Insulator band screw (Cylinder head side)	4	5	See page 6-67	
Fuel rail mounting bolt	4	6	5.1 (0.5, 3.8)	

COOLING SYSTEM

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Coolant drain bolt	1	6	12 (1.2, 9)	CT bolt
Water pump assembly bolt	2	6	12 (1.2, 9)	CT bolt

ENGINE REMOVAL/INSTALLATION

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Drive sprocket bolt	1	10	54 (5.5, 40)	

CYLINDER HEAD/VALVES

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Cylinder head mounting bolt	10	9	51 (5.2, 38)	Apply molybdenum oil solution to the threads and seating surface.
Camshaft holder flange bolt	20	6	12 (1.2, 9)	
Cylinder head sealing bolt	2	18	28 (2.9, 21)	Apply locking agent.
Cylinder head cover bolt	4	6	10 (1.0, 7)	
PAIR reed valve cover bolt	4	6	12 (1.2, 9)	Apply locking agent.
Cam sprocket bolt	4	7	20 (2.0, 15)	Apply locking agent.
Cam chain tensioner pivot bolt	1	6	10 (1.0, 7)	Apply locking agent.
Cam chain guide torx bolt	1	6	12 (1.2, 9)	Apply locking agent.
Exhaust pipe stud bolt	8	8	See page 3-13	

CLUTCH/STARTER CLUTCH

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Clutch center lock nut	1	25	128 (13.1, 94)	Apply oil to the threads and seating surface. Stake.
Clutch spring bolt	5	6	12 (1.2, 9)	
Oil pump driven sprocket bolt	1	6	15 (1.5, 11)	Apply locking agent.
Right crankcase cover rubber damper set plate bolt	1	6	12 (1.2, 9)	Apply locking agent. CT bolt
Starter clutch outer mounting bolt	1	10	83 (8.5, 61)	Apply oil to the threads and seating surface.

ALTERNATOR

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Stator wire clamp flange bolt	1	6	12 (1.2, 9)	CT bolt
Flywheel flange bolt	1	10	103 (10.5, 76)	Apply oil to the threads and seating surface.
Stator mounting socket bolt	4	6	12 (1.2, 9)	

TRANSMISSION/GEARSHIFT LINKAGE

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Transmission holder flange bolt	6	8	29 (3.0, 21)	
Countershaft bearing set plate bolt	1	6	12 (1.2, 9)	Apply locking agent.
Mainshaft bearing set plate bolt	3	6	12 (1.2, 9)	Apply locking agent.
Shift drum center socket bolt	1	8	23 (2.3, 17)	Apply locking agent.
Shift drum stopper arm pivot bolt	1	6	12 (1.2, 9)	
Gearshift spindle return spring pin	1	8	23 (2.3, 17)	
Shift drum bearing setting bolt	2	6	12 (1.2, 9)	Apply locking agent.
Gearshift cam bolt	1	6	12 (1.2, 9)	Apply locking agent.

CRANKCASE/CRANKSHAFT/BALANCER/PISTON

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Crankcase 7 mm bolt	12	7	18 (1.8, 13)	
8 mm bolt	6	8	24 (2.4, 18)	
9 mm bolt (main journal bolt)	10	9	See page 13-23	
Lower crankcase sealing bolt	1	22	59 (6.0, 44)	Apply locking agent.
Lower crankcase socket bolt	1	10	12 (1.2, 9)	Apply locking agent.
Lower crankcase sealing bolt	1	20	30 (3.1, 22)	Apply locking agent.
Lower crankcase socket bolt	1	8	23 (2.3, 17)	Apply locking agent.
Connecting rod bolt (new bolt)	8	8	See page 13-23	Apply oil to the threads and seating surface.
Connecting rod bolt (retightening)	8	8	See page 13-13	Apply oil to the threads and seating surface.

ELECTRIC STARTER

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Starter motor terminal nut	1	6	12 (1.2, 9)	

LIGHTS/METERS/SWITCHES

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
EOP switch	1	PT 1/8	12 (1.2, 9)	Apply sealant to the threads.
EOP switch wire terminal bolt	1	4	2 (0.2, 1.5)	
Neutral switch	1	10	12 (1.2, 9)	

FRAME

FRAME/BODY PANELS/EXHAUST SYSTEM

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Exhaust pipe joint nut	8	7	20 (2.0, 15)	
Side stand pivot bolt	1	10	15 (1.5, 11)	
Side stand pivot nut	1	10	39 (4.0, 29)	
Grab rail mounting bolt	4	8	27 (2.8, 20)	
Front fender mounting bolt (front)	2	6	12 (1.2, 9)	
Front fender mounting bolt (rear)	2	6	12 (1.2, 9)	
Rearview mirror mounting bolt	4	6	14 (1.4, 10)	

MAINTENANCE

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Drive chain adjuster lock nut	2	8	21 (2.1, 15)	

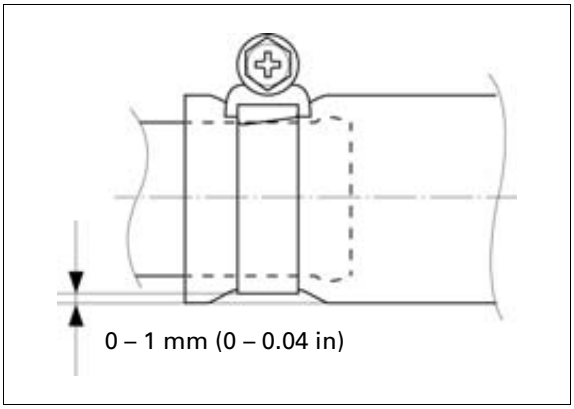
FUEL SYSTEM (PGM-FI)

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Fuel tank rear mounting nut	1	6	12 (1.2, 9)	
Fuel filler cap mounting bolt	3	4	1.8 (0.2, 1.3)	
Fuel feed hose banjo bolt	1	12	22 (2.2, 16)	
Fuel pump mounting nut	6	6	12 (1.2, 9)	See page 6-56
O_2 sensor	1	18	44 (4.5, 32)	

COOLING SYSTEM

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Cooling fan nut	1	5	2.7 (0.3, 2.0)	
Fan motor nut	3	5	5.1 (0.5, 3.8)	Apply locking agent.
Fan motor bracket mounting bolt	3	6	8.4 (0.9, 6.2)	

Radiator hose band:



ENGINE REMOVAL/INSTALLATION

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Front engine hanger bolt	2	12	60 (6.1, 44)	
Rear engine hanger nut (upper)	1	12	60 (6.1, 44)	
Rear engine hanger nut (lower)	1	12	60 (6.1, 44)	
Swingarm pivot bracket nut	2	12	69 (7.0, 51)	
Gearshift arm pinch bolt	1	6	10 (1.0, 7)	

CLUTCH/STARTER CLUTCH

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Clutch lever pivot bolt	1	6	1 (0.1, 0.7)	Apply silicone grease to the sliding surface.
Clutch lever pivot nut	1	6	5.9 (0.6, 4.4)	
Clutch master cylinder holder bolt	2	6	12 (1.2, 9)	
Clutch master cylinder reservoir cap screw	2	4	1.5 (0.2, 1.1)	
Clutch switch mounting screw	1	4	1.2 (0.1, 0.9)	
Clutch hose oil bolt	2	10	34 (3.5, 25)	

FRONT WHEEL/SUSPENSION/STEERING

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Steering stem adjusting lock nut	1	26	See page 14-34	
Steering stem adjusting nut	1	26	25 (2.5, 18)	Apply oil to the threads.
Steering stem nut	1	24	103 (10.5, 76)	
Bottom bridge pinch bolt	2	10	39 (4.0, 29)	
Top bridge pinch bolt	2	8	22 (2.2, 16)	
Fork cap	2	37	22 (2.2, 16)	
Fork cap lock nut	2	10	19.6 (2.0, 14)	
Fork center bolt	2	8	20 (2.0, 15)	Apply locking agent.
Front axle pinch bolt	2	8	22 (2.2, 16)	
Front axle bolt	1	14	59 (6.0, 44)	
Front brake disc bolt	12	6	20 (2.0, 15)	ALOC bolt
Front pulser ring mounting bolt (CBF1000A)	3	5	7 (0.7, 5.2)	ALOC bolt

REAR WHEEL/SUSPENSION

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Drive chain case mounting bolt	2	6	12 (1.2, 9)	
Rear axle nut	1	18	98 (10.0, 72)	U-nut
Rear brake disc bolt	4	8	42 (4.3, 31)	ALOC bolt
Driven sprocket nut	5	12	108 (11.0, 80)	
Shock absorber mounting nut	2	10	42 (4.3, 31)	U-nut
Shock arm nut	2	10	42 (4.3, 31)	U-nut
Shock link-to-frame nut	1	10	42 (4.3, 31)	U-nut
Swingarm pivot nut	1	18	98 (10.0, 72)	U-nut
Drive chain slider screw	2	5	6 (0.6, 4.4)	
Rear pulse ring mounting bolt (CBF1000A)	4	5	7 (0.7, 5.2)	ALOC bolt
Gearshift pedal pivot bolt	1	8	27 (2.8, 20)	

HYDRAULIC BRAKE

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Brake hose oil bolt				
CBF1000A:	6	10	34 (3.5, 25)	
CBF1000:	5	10	34 (3.5, 25)	
Front brake caliper mounting bolt	4	8	30 (3.1, 22)	ALOC bolt
Caliper bleed valve				
CBF1000A:	5	8	5.4 (0.6, 4.0)	
CBF1000:	3	8	5.4 (0.6, 4.0)	
Brake pad pin	3	10	17 (1.7, 13)	
Pad pin plug (CBF1000)	2	10	2.5 (0.3, 1.8)	
Front brake caliper slide pin				
CBF1000A:	2	10	22 (2.2, 16)	Apply locking agent.
CBF1000:	2	8	22 (2.2, 16)	Apply locking agent.
Front brake caliper bracket pin				
CBF1000A:	2	10	12 (1.2, 9)	
CBF1000:	2	8	12 (1.2, 9)	
Rear brake caliper slide pin	1	12	27 (2.8, 20)	
Rear brake caliper bracket pin (CBF1000A)	1	8	12 (1.2, 9)	Apply locking agent.
Rear brake caliper bolt (CBF1000)	1	8	22 (2.2, 16)	
Front master cylinder holder bolt	2	6	12 (1.2, 9)	
Front master cylinder reservoir cap screw	2	4	1.5 (0.2, 1.1)	
Brake lever pivot bolt	1	6	1 (0.1, 0.7)	Apply silicone grease to the sliding surface.
Brake lever pivot nut	1	6	5.9 (0.6, 4.4)	
Front brake light switch screw	1	4	1.2 (0.1, 0.9)	
Rear master cylinder mounting bolt	2	6	12 (1.2, 9)	
Rear master cylinder reservoir hose joint screw	1	4	1.5 (0.2, 1.1)	Apply locking agent.
Rear master cylinder push rod lock nut	1	8	17 (1.7, 13)	
Rear master cylinder reservoir mounting bolt	1	6	10 (1.0, 7)	
Front brake hose clamp bolt				
CBF1000A:	4	6	10 (1.0, 7)	
CBF1000:	1	6	10 (1.0, 7)	
Front brake hose stay mounting bolt (CBF1000A)	1	6	10 (1.0, 7)	
Rear brake hose guide screw	2	5	4.2 (0.4, 3.1)	

ABS (Anti-lock Brake System)

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
ABS modulator lower mounting bolt	2	6	12 (1.2, 9)	ALOC bolt
ABS modulator left mounting bolt	1	6	10 (1.0, 7)	
Rear brake pipe stay bolt	1	6	12 (1.2, 9)	
Front brake hose joint bolt	2	6	10 (1.0, 7)	
Front wheel speed sensor mounting bolt	2	6	10 (1.0, 7)	
Rear wheel speed sensor mounting bolt	2	6	10 (1.0, 7)	
Speed sensor wire clamp bolt	2	6	10 (1.0, 7)	ALOC bolt
Brake pipe joint nut	12	10	17 (1.7, 13)	Apply brake fluid to the threads.
Proportional control valve mounting bolt	2	6	12 (1.2, 9)	

LIGHTS/METERS/SWITCHES

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Ignition switch mounting bolt	2	8	25 (2.5, 18)	One-way bolt
License light mounting nut	2	5	1.8 (0.2, 1.3)	
Horn mounting bolt	1	8	32 (3.3, 24)	

OTHERS

ITEM	Q'TY	THREAD DIA. (mm)	TORQUE N·m (kgf·m, lbf·ft)	REMARKS
Footpeg holder mounting bolt	4	8	27 (2.8, 20)	
Footpeg lower plate bolt	4	5	5 (0.5, 3.7)	
Footpeg holder guard mounting nut	4	6	12 (1.2, 9)	
Gearshift pedal link pivot bolt	1	8	27 (2.8, 20)	
License light mounting nut	2	5	1.8 (0.2, 1.3)	
Front center cowl stay mounting nut	2	8	27 (2.8, 20)	
Side cowl stay mounting bolt	4	8	32 (3.3, 24)	

LUBRICATION & SEAL POINTS

ENGINE

MATERIAL	LOCATION	REMARKS
Liquid sealant (Three Bond 1207B or equivalent)	Crankcase mating surface Oil pan mating surface Right crankcase cover mating surface Alternator cover mating surface Oil pressure switch threads	See page 13-23 See page 5-7 See page 10-33 See page 11-5 See page 21-19
Liquid sealant (Three Bond 5211C or equivalent)	Cylinder head semi-circular cut-out	See page 9-31
Molybdenum disulfide oil (a mixture of 1/2 engine oil and 1/2 molybdenum disulfide grease)	Main journal bearing surface Piston pin sliding surface Connecting rod bearing surface Connecting rod small end inner surface Crankshaft thrust surface Camshaft lobes, journals and thrust surface Valve stem (valve guide sliding surface) Valve lifter outer sliding surface Clutch outer/primary driven gear sliding surface Clutch outer guide sliding surface Oil pump drive sprocket and collar sliding surface M3/4, C5, C6 shifter gear (shift fork grooves) Starter reduction gear shaft sliding surface Starter idle gear shaft sliding surface Water pump shaft thrust washer sliding surface Cylinder head mounting bolt threads and seating surface	Do not apply mating surface of the camshaft holder
Engine oil	Clutch joint piece sliding surface Clutch lifter rod outer surface Piston and piston ring sliding surface Oil strainer packing whole surface Clutch disc whole surface Starter one-way clutch sliding surface Flywheel bolt threads and seating surface Clutch center lock nut threads and seating surface Oil filter cartridge threads and O-ring surface Camshaft holder bolt threads and seating surface Starter clutch mounting bolt threads and seating surface Connecting rod bolt threads and seating surface Each gear teeth and rotating surface Each bearing rolling surface Each O-ring whole surface Other rotating area and sliding surface	
Multi-purpose grease	Timing hole cap threads Balancer damper rubber fitting area Each oil seal lips	

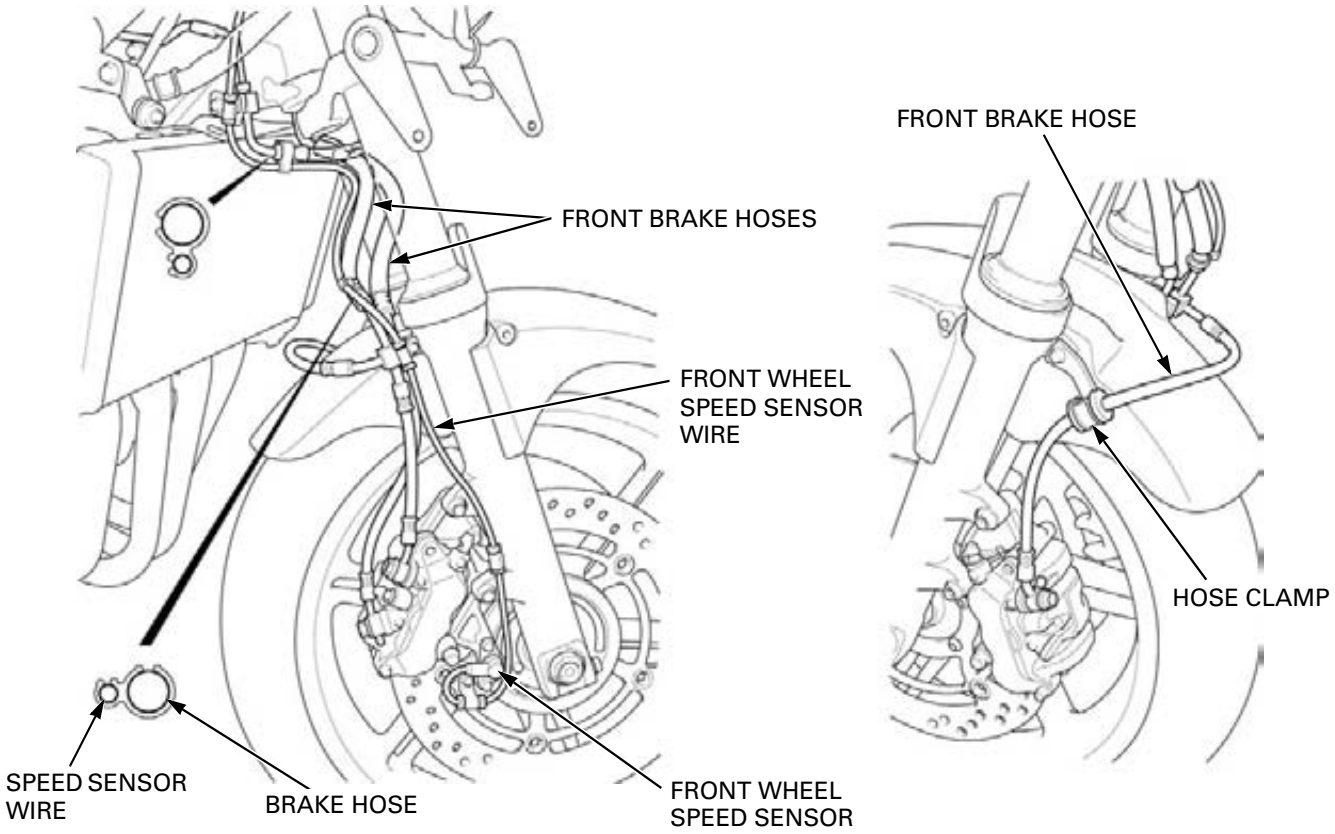
MATERIAL	LOCATION	REMARKS
Locking agent	Gearshift spindle cover bolt threads	See page 12-10
	Lower crankcase 22 mm sealing bolt threads	
	Lower crankcase 20 mm sealing bolt threads	
	Lower crankcase 10 mm sealing bolt threads	
	Lower crankcase 8 mm sealing bolt threads	
	Cam chain guide A pivot bolt threads	
	Cylinder head sealing bolt threads	
	Cylinder head cover breather joint threads	
	Oil pump driven sprocket bolt threads	Coating width: 6.5 ± 1 mm
	Shift drum bearing setting bolt threads	Coating width: 6.5 ± 1 mm
	Oil filter boss threads (stud side)	Coating width: 6.5 ± 1 mm
	Right crankcase cover damper rubber plate bolt threads	Coating width: 6.5 ± 1 mm
	Mainshaft/countershaft bearing set plate bolt threads	Coating width: 6.5 ± 1 mm
	Cam sprocket bolt threads	Coating width: 6.5 ± 1 mm
	Shift drum center bolt threads	Coating width: 6.5 ± 1 mm
	Cam chain tensioner pivot bolt threads	Coating width: 6.5 ± 1 mm
	Gearshift cam bolt threads	Coating width: 6.5 ± 1 mm

FRAME

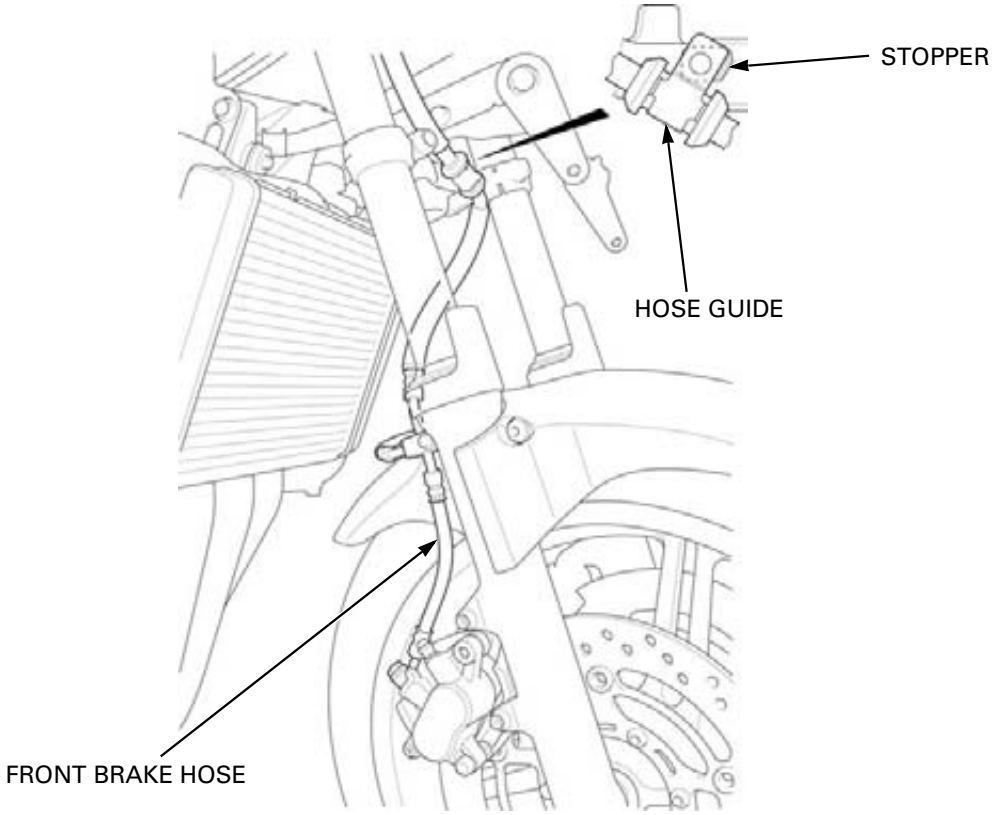
MATERIAL	LOCATION	REMARKS
Multi-purpose grease	Side stand pivot sliding area Center stand pivot sliding area Throttle cable end Driver footpeg sliding area Passenger footpeg sliding area Gearshift pedal pivot sliding area Rear brake pedal pivot sliding area Rear wheel hub O-ring and sleeve (driven flange contact area) Front wheel dust seal lips Rear wheel dust seal lips	
Lithium based multi-purpose grease with extreme pressure (Shell Alvania EP2 or equivalent)	Swingarm pivot bearings Swingarm pivot dust seal lips Shock arm and shock link needle bearings Shock arm and shock link dust seal lips Shock absorber pivot dust seal lips Shock absorber pivot needle bearing	
Urea based multi-purpose grease with extreme pressure agent (example: EXCELITE EP2 manufactured by KYODO YUSHI, Japan), Shell Stamina EP2 or equivalent	Upper and lower steering head bearing Steering head dust seal lips	Apply 3 – 5 g each
Molybdenum paste	Shock absorber spring adjuster cam sliding area	
Engine oil	Steering head bearing adjusting nut threads	
Cable lubricant	Throttle cable A, B casing inside	
Honda bond A, Honda hand grip cement, Cemedine #540 or equivalent	Handlebar grip rubber inside	
Silicone grease	Brake caliper main and sub slide pin sliding surfaces Brake caliper pin boot inside Front brake lever pivot Front brake lever-to-master piston contact area Rear master cylinder push rod-to-master piston contact area Rear master cylinder push rod boot inside Brake caliper dust seal Clutch lever pivot and master piston contact area Clutch lever joint piece-to-push rod contact area	Apply 0.4 g each Apply 0.1 g min. Apply 0.1 g min.
DOT 4 brake fluid	Master cylinder inner surface Brake master pistons and cups Brake caliper pistons and piston seals	
Fork fluid	Fork cap O-ring Fork dust seal and oil seal lips	
Locking agent	Rear master cylinder reservoir hose joint screw threads Fork socket bolt threads Front brake caliper main and sub slide pin bolt threads Rear brake caliper sub slide pin bolt threads	

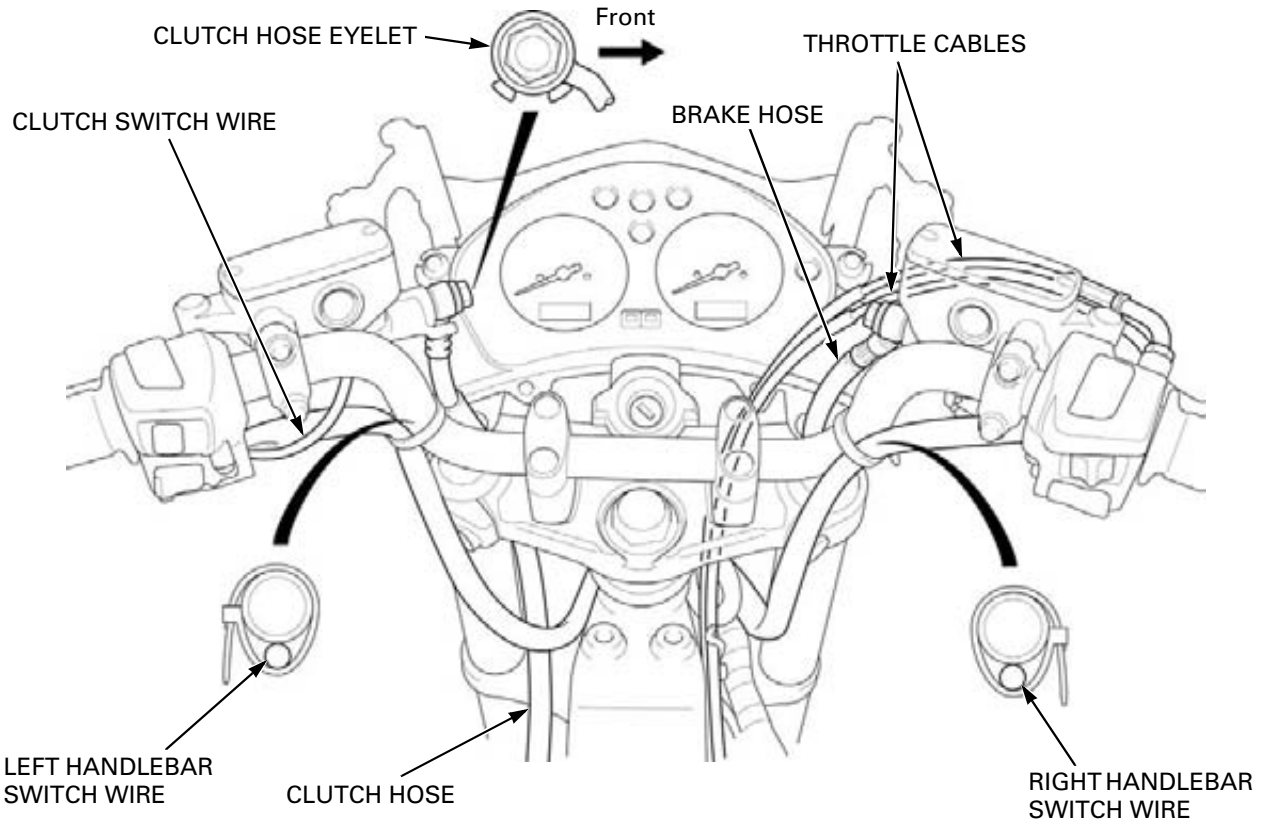
CABLE & HARNESS ROUTING

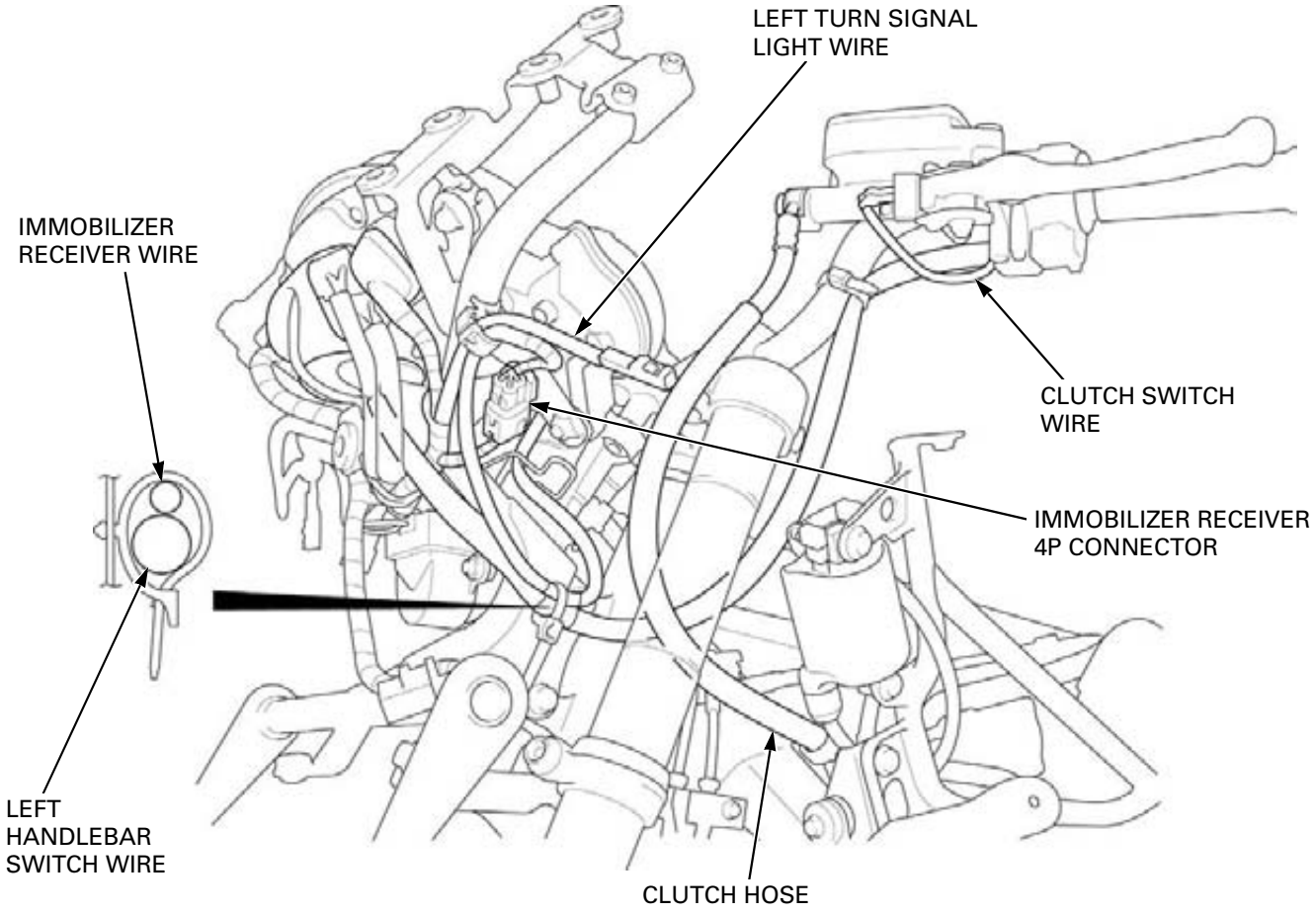
CBF1000A:

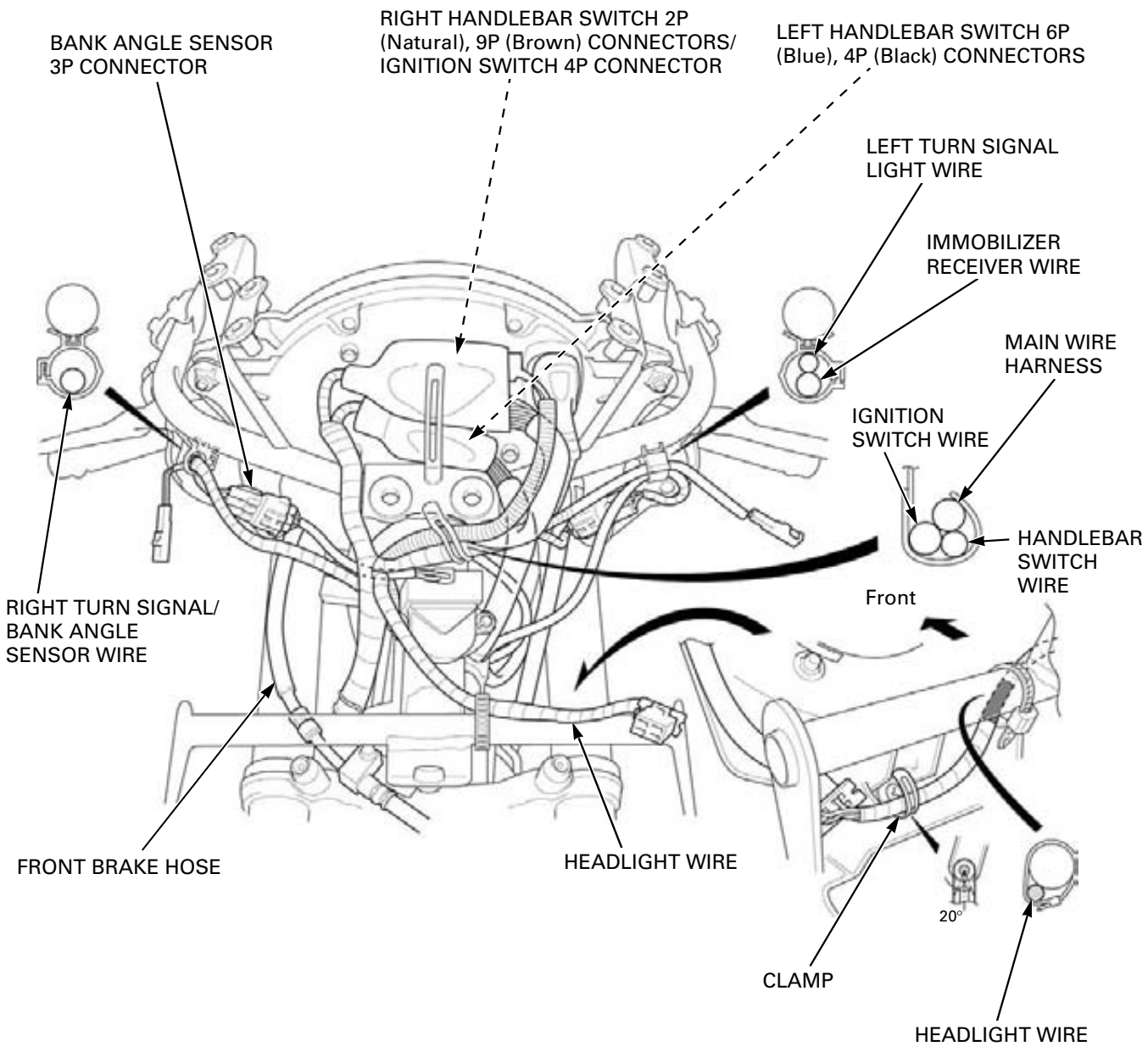


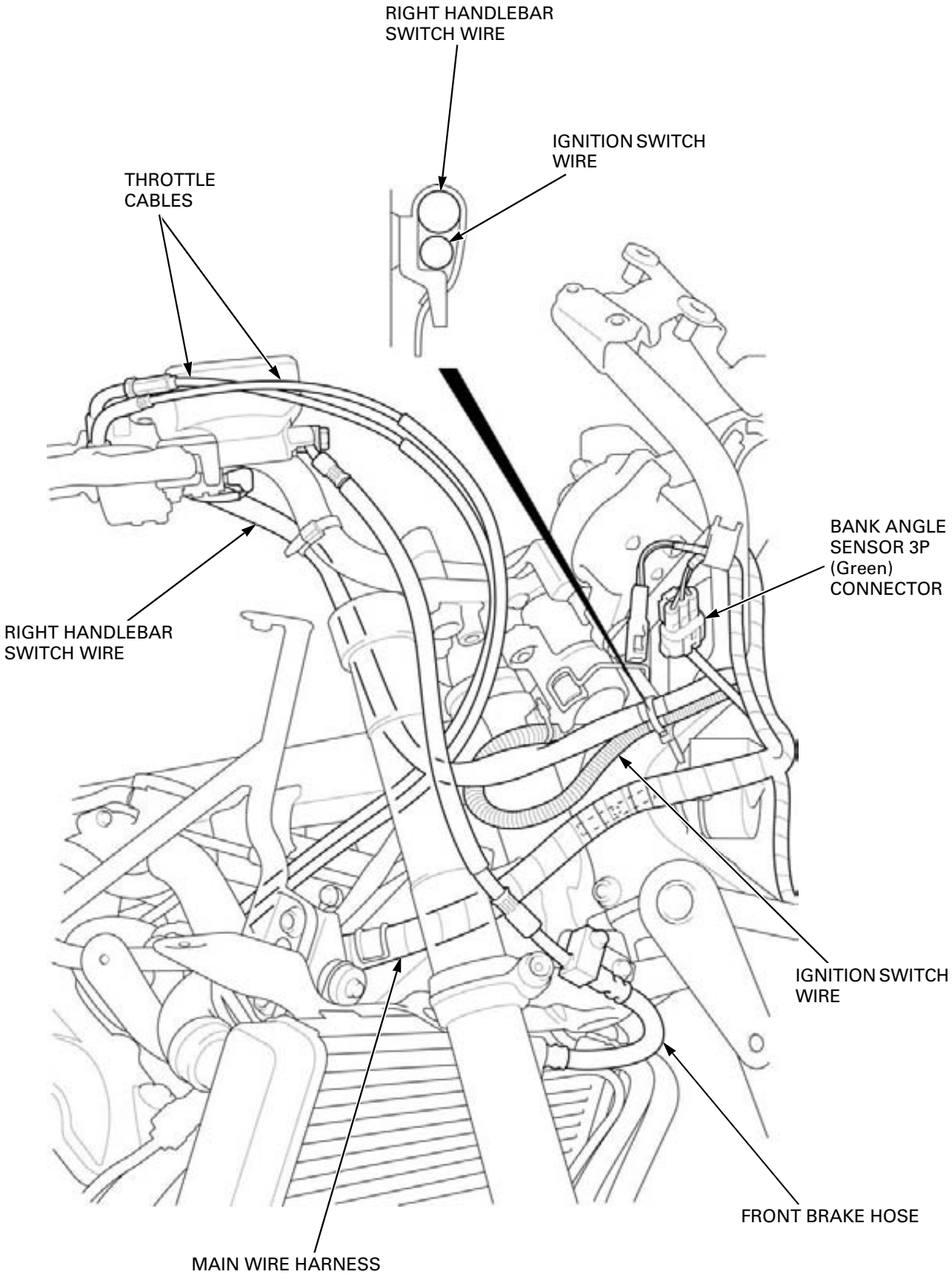
CBF1000:

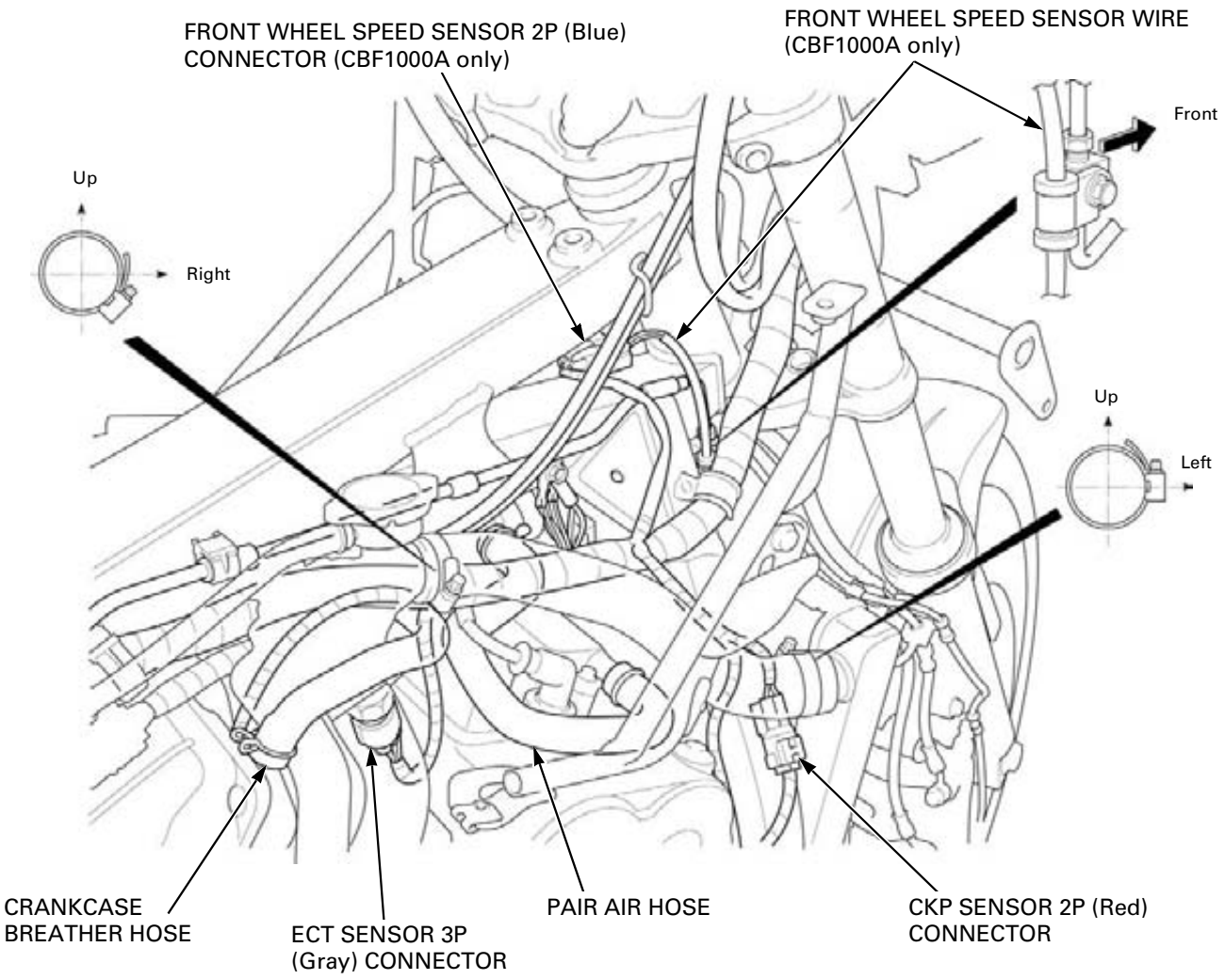


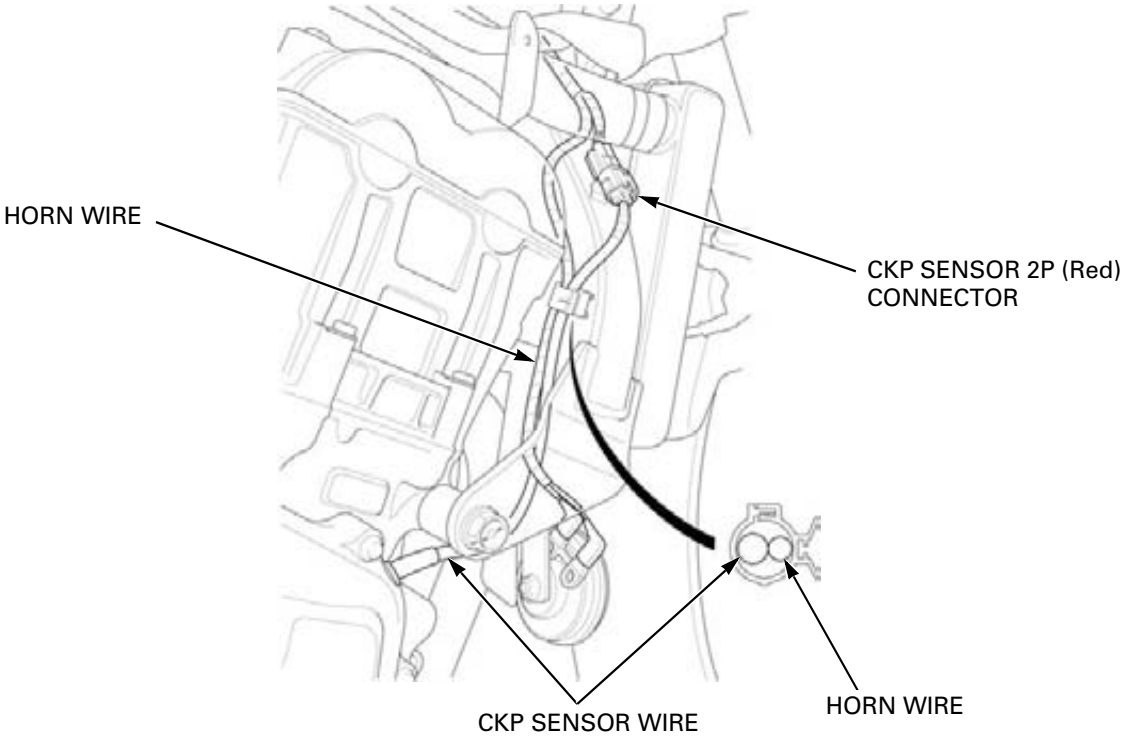

CLUTCH HOSE EYELET
Front
THROTTLE CABLES
CLUTCH SWITCH WIRE
BRAKE HOSE
LEFT HANDLEBAR SWITCH WIRE
CLUTCH HOSE
RIGHT HANDLEBAR SWITCH WIRE

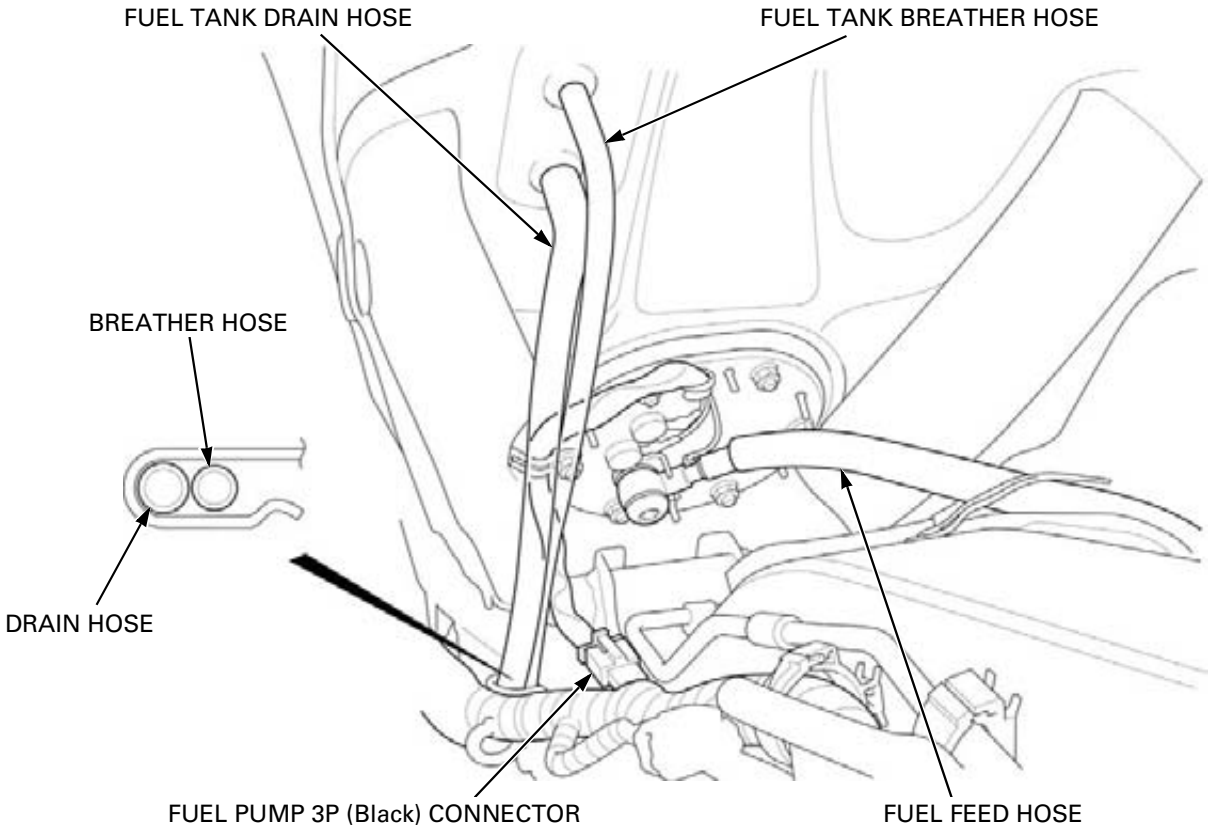

LEFT TURN SIGNAL LIGHT WIRE
IMMOBILIZER RECEIVER WIRE
CLUTCH SWITCH WIRE
IMMOBILIZER RECEIVER 4P CONNECTOR
LEFT HANDLEBAR SWITCH WIRE
CLUTCH HOSE

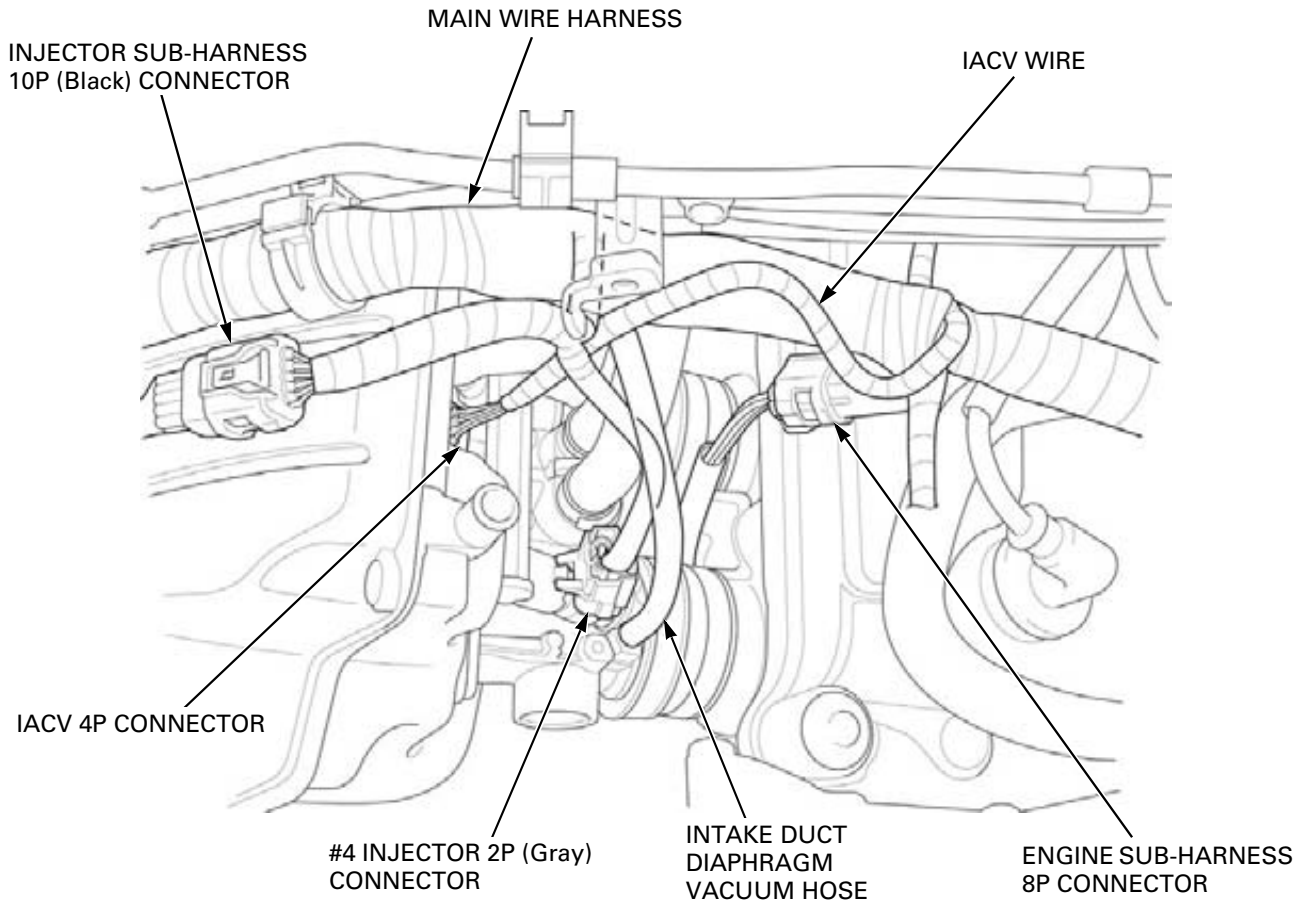

BANK ANGLE SENSOR
3P CONNECTOR
RIGHT HANDLEBAR SWITCH 2P
(Natural), 9P (Brown) CONNECTORS/
IGNITION SWITCH 4P CONNECTOR
LEFT HANDLEBAR SWITCH 6P
(Blue), 4P (Black) CONNECTORS
LEFT TURN SIGNAL
LIGHT WIRE
IMMOBILIZER
RECEIVER WIRE
MAIN WIRE
HARNESS
IGNITION
SWITCH WIRE
HANDLEBAR
SWITCH
WIRE
Front
RIGHT TURN SIGNAL/
BANK ANGLE
SENSOR WIRE
FRONT BRAKE HOSE
HEADLIGHT WIRE
20°
CLAMP
HEADLIGHT WIRE

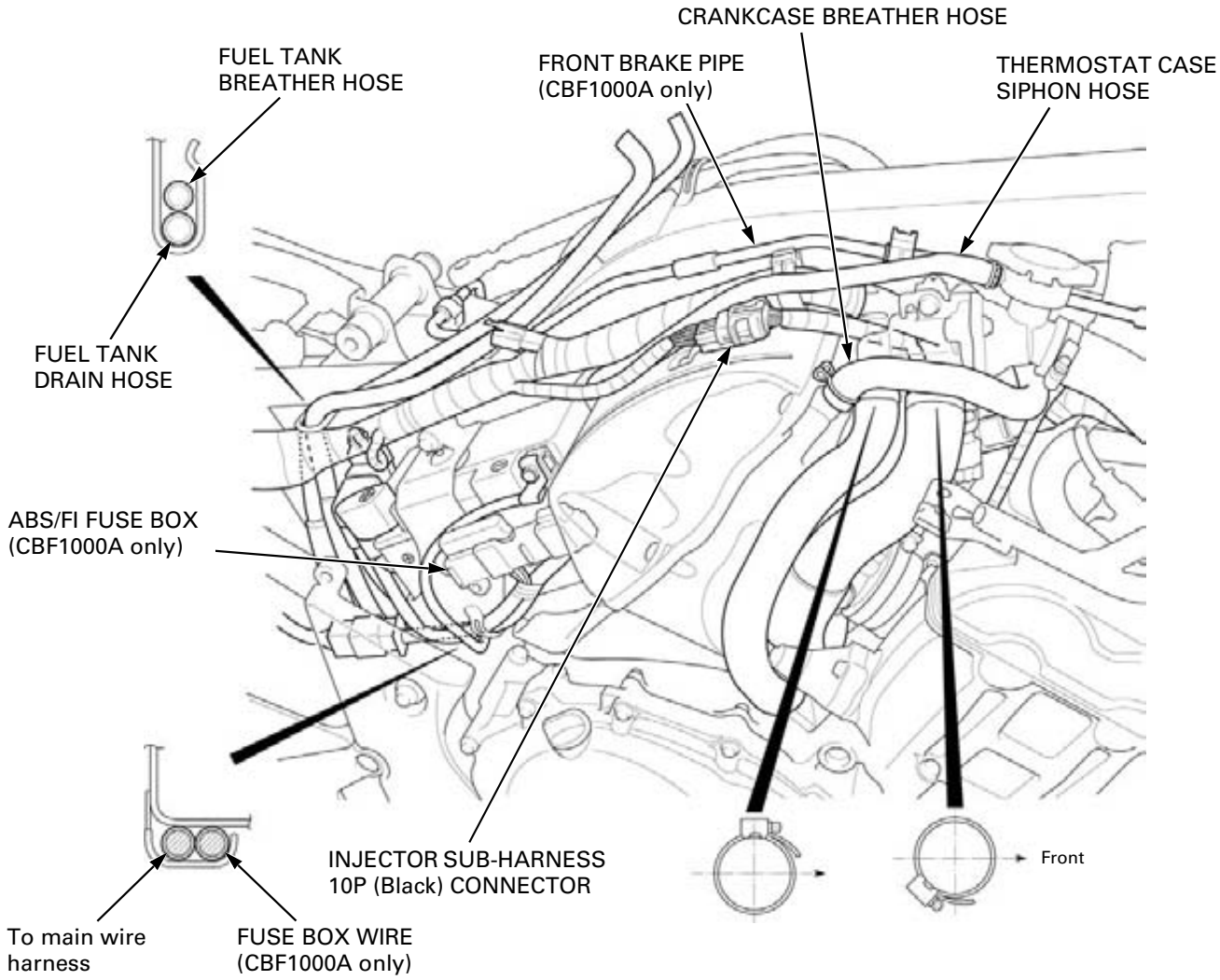

RIGHT HANDLEBAR SWITCH WIRE
IGNITION SWITCH WIRE
THROTTLE CABLES
BANK ANGLE SENSOR 3P (Green) CONNECTOR
RIGHT HANDLEBAR SWITCH WIRE
IGNITION SWITCH WIRE
FRONT BRAKE HOSE
MAIN WIRE HARNESS


FRONT WHEEL SPEED SENSOR 2P (Blue) CONNECTOR (CBF1000A only)
FRONT WHEEL SPEED SENSOR WIRE (CBF1000A only)
Front
Up
Right
Up
Left
CRANKCASE BREATHER HOSE
ECT SENSOR 3P (Gray) CONNECTOR
PAIR AIR HOSE
CKP SENSOR 2P (Red) CONNECTOR

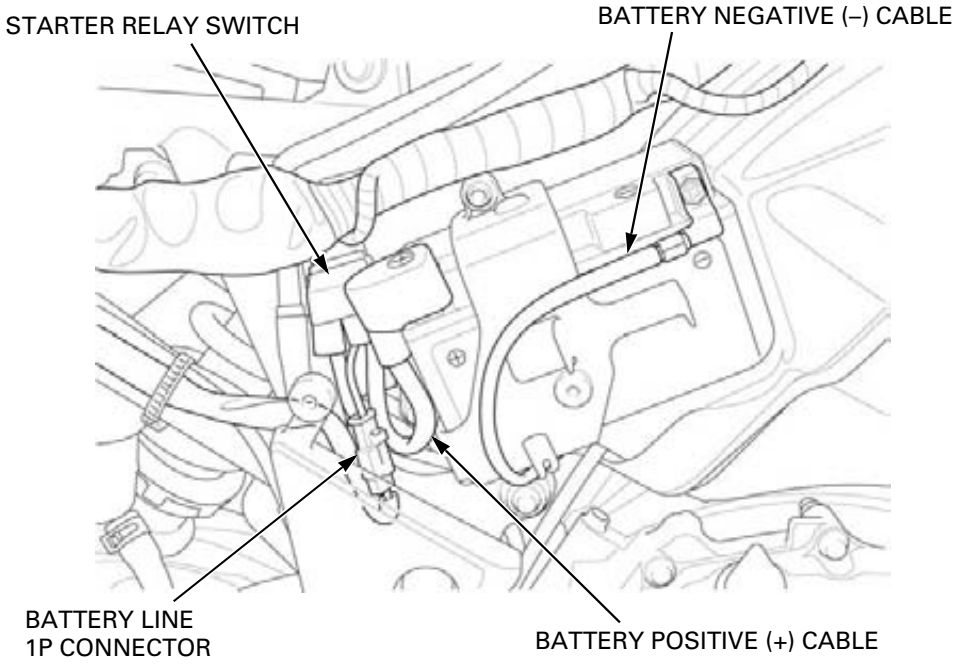

HORN WIRE
CKP SENSOR 2P (Red) CONNECTOR
CKP SENSOR WIRE
HORN WIRE

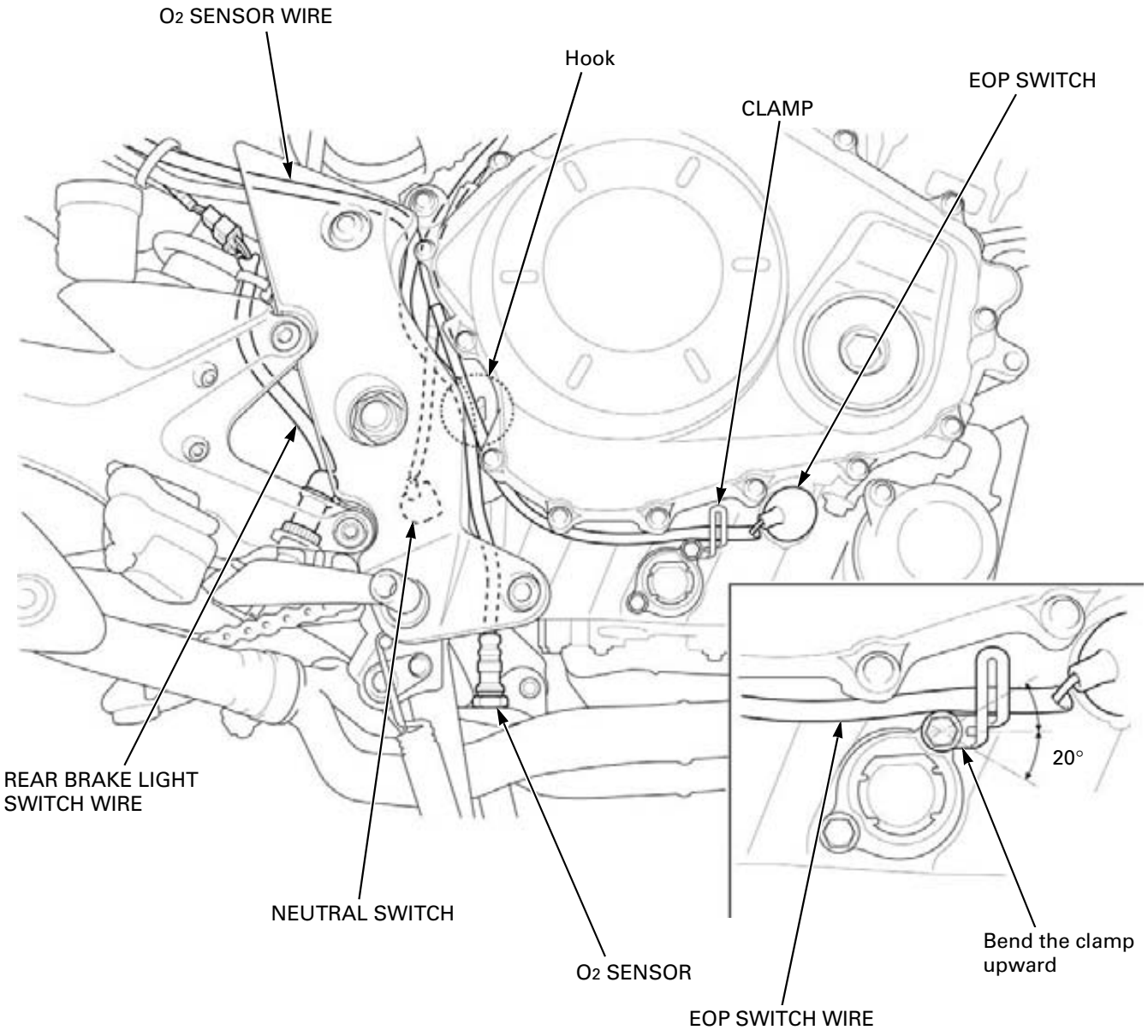

FUEL TANK DRAIN HOSE
FUEL TANK BREATHER HOSE
BREATHER HOSE
DRAIN HOSE
FUEL PUMP 3P (Black) CONNECTOR
FUEL FEED HOSE

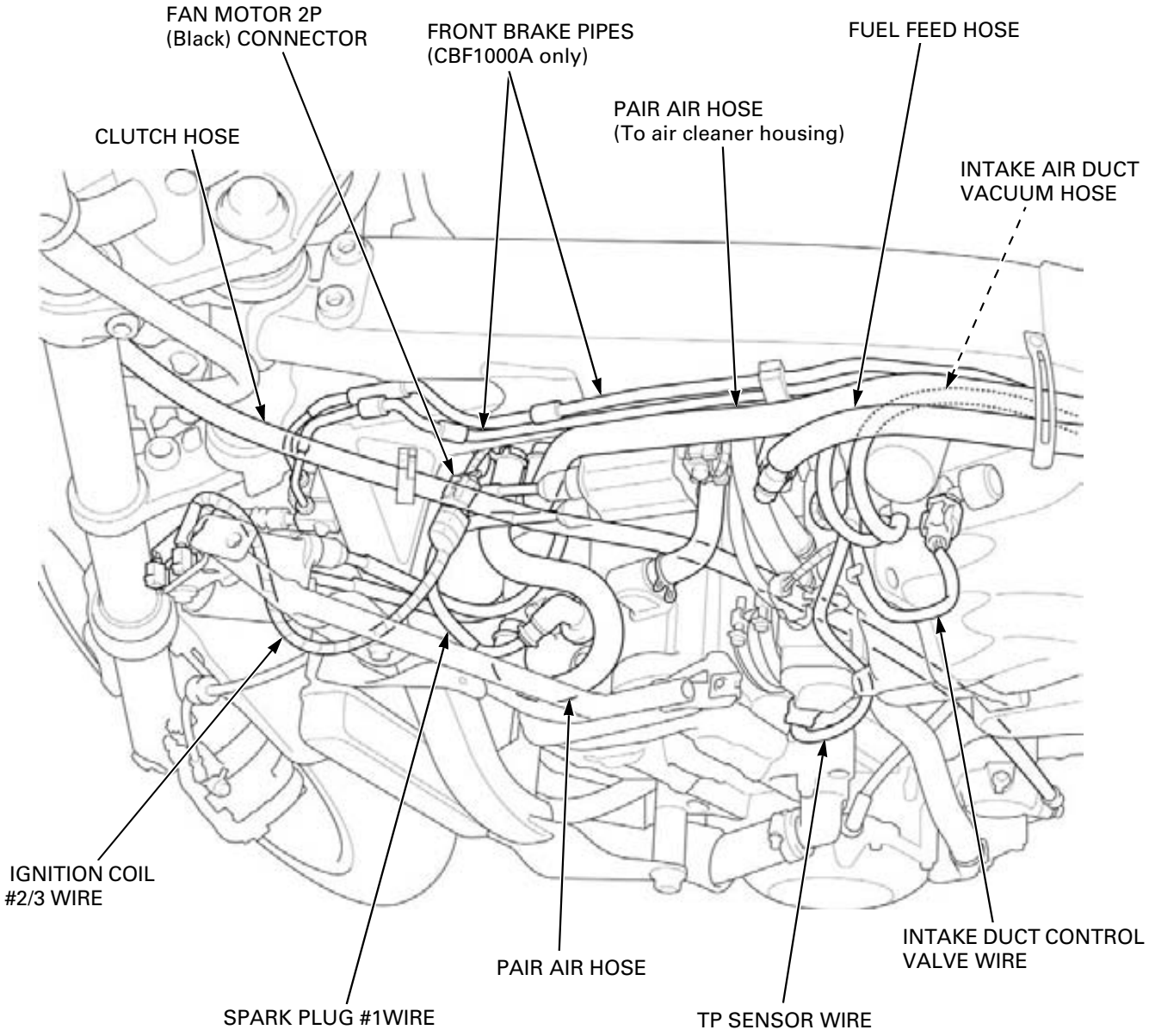

MAIN WIRE HARNESS
INJECTOR SUB-HARNESS
10P (Black) CONNECTOR
IACV WIRE
IACV 4P CONNECTOR
#4 INJECTOR 2P (Gray)
CONNECTOR
INTAKE DUCT
DIAPHRAGM
VACUUM HOSE
ENGINE SUB-HARNESS
8P CONNECTOR

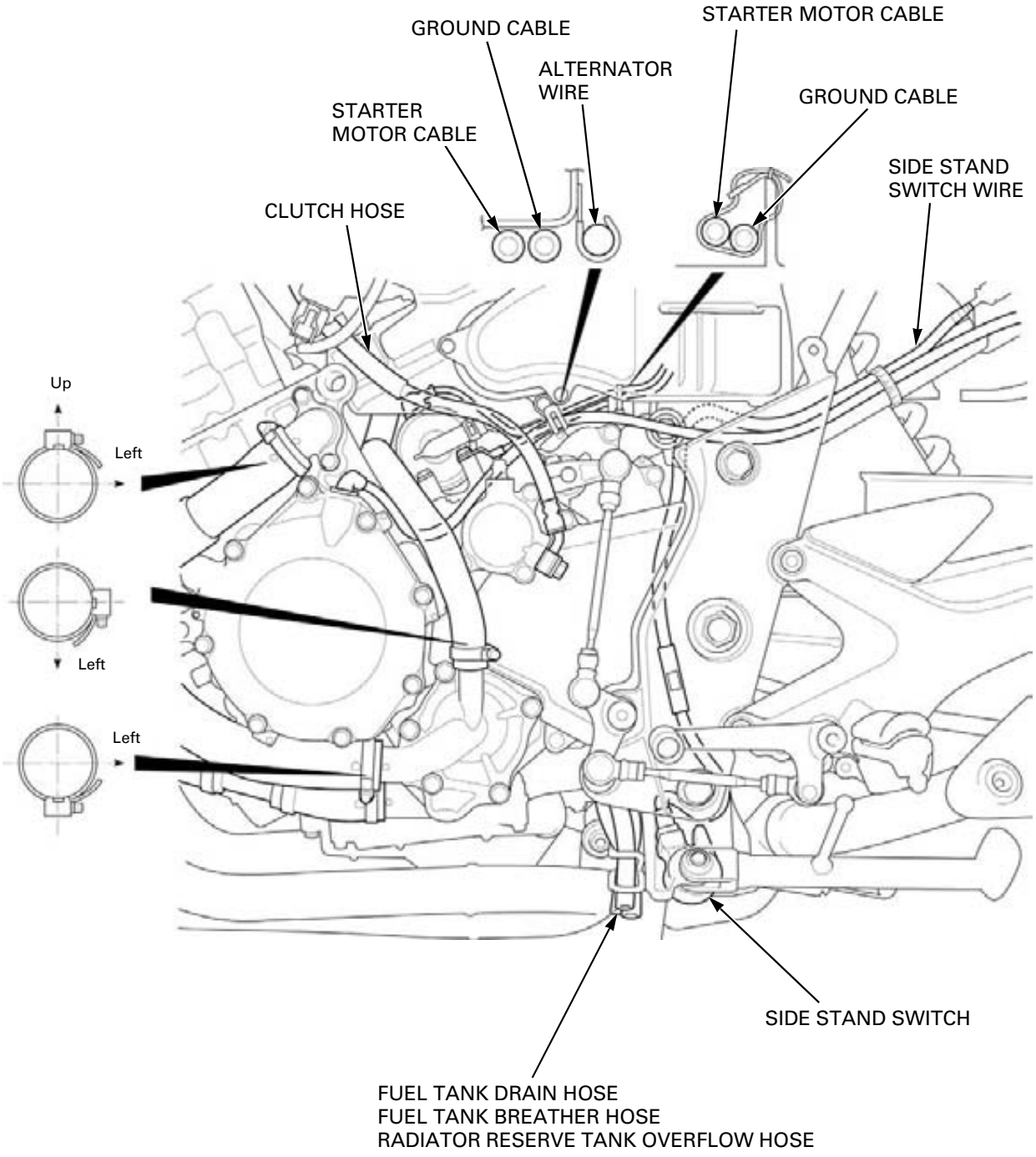

CRANKCASE BREATHER HOSE
FUEL TANK
BREATHER HOSE
FRONT BRAKE PIPE
(CBF1000A only)
THERMOSTAT CASE
SIPHON HOSE
FUEL TANK
DRAIN HOSE
ABS/FI FUSE BOX
(CBF1000A only)
INJECTOR SUB-HARNESS
10P (Black) CONNECTOR
Front
To main wire
harness
FUSE BOX WIRE
(CBF1000A only)

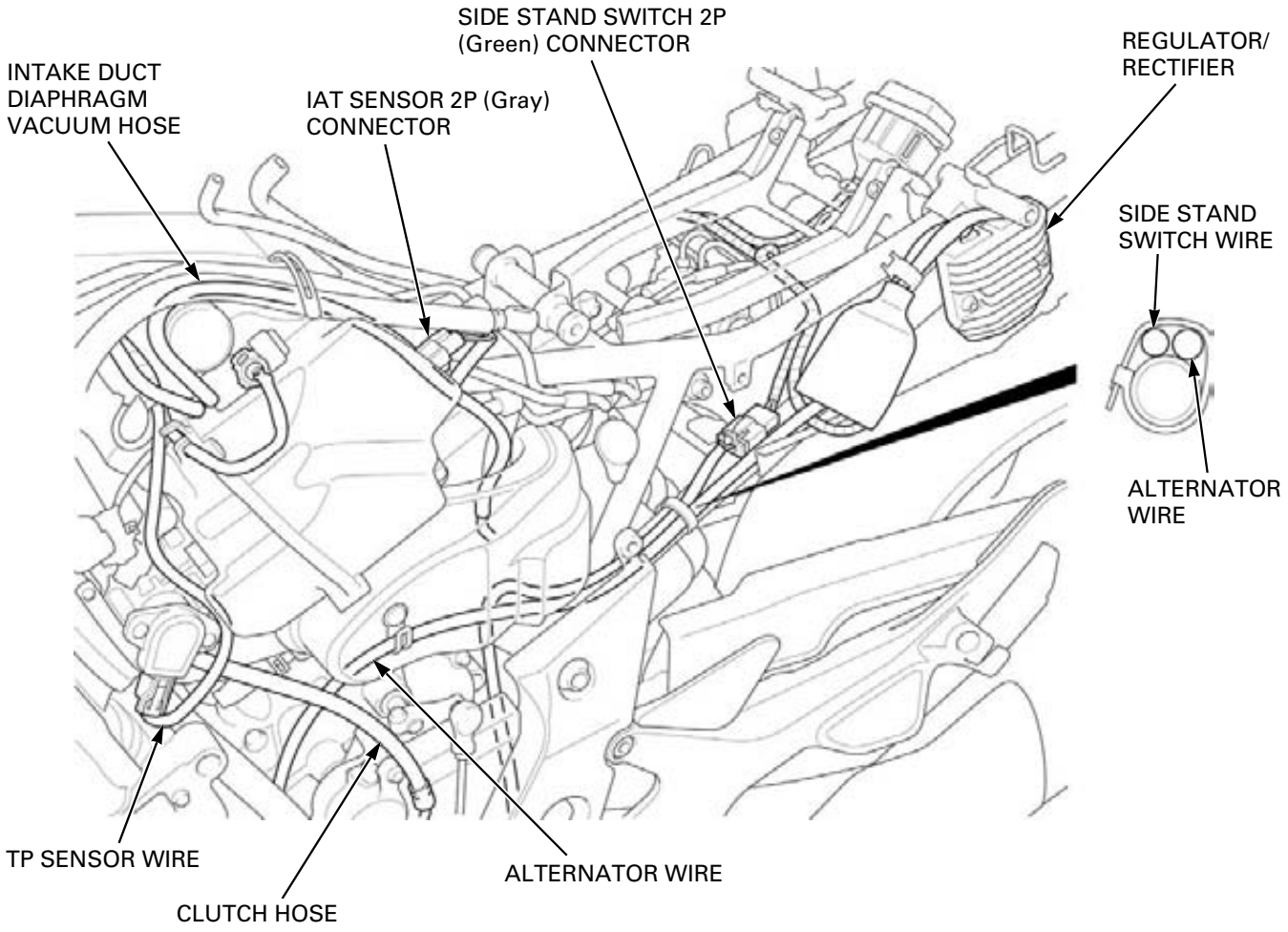
CBF1000:

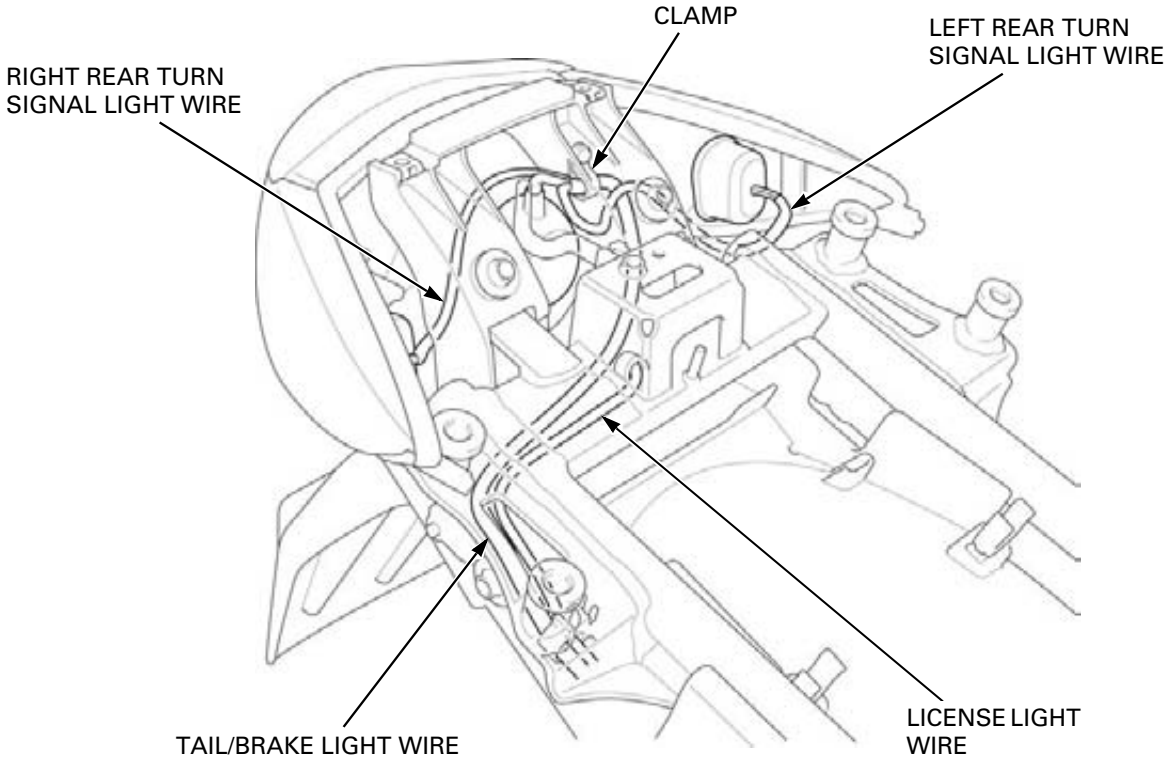

STARTER RELAY SWITCH
BATTERY NEGATIVE (–) CABLE
BATTERY LINE
1P CONNECTOR
BATTERY POSITIVE (+) CABLE

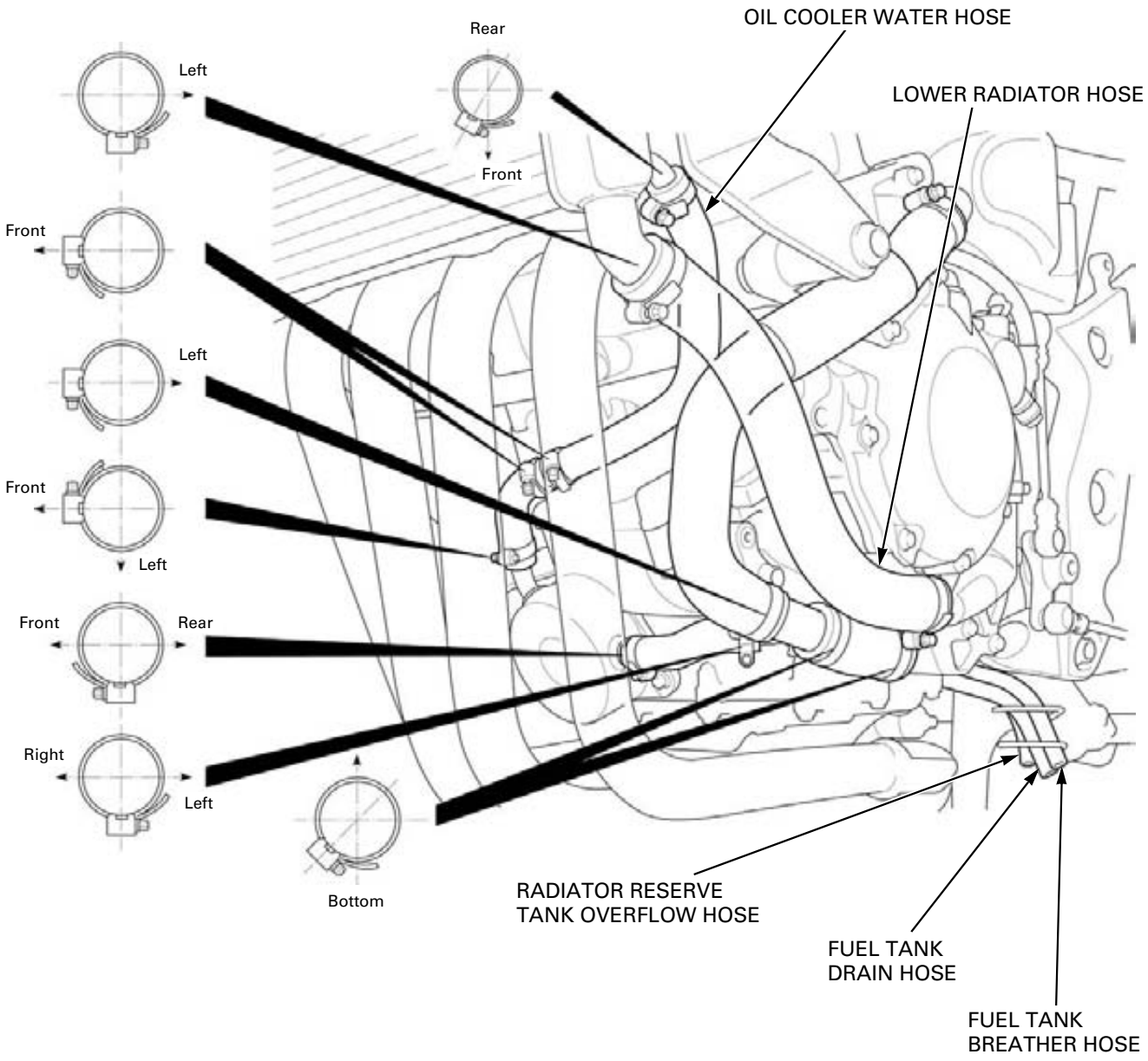

O2 SENSOR WIRE
Hook
EOP SWITCH
CLAMP
REAR BRAKE LIGHT SWITCH WIRE
NEUTRAL SWITCH
O2 SENSOR
EOP SWITCH WIRE
20°
Bend the clamp upward

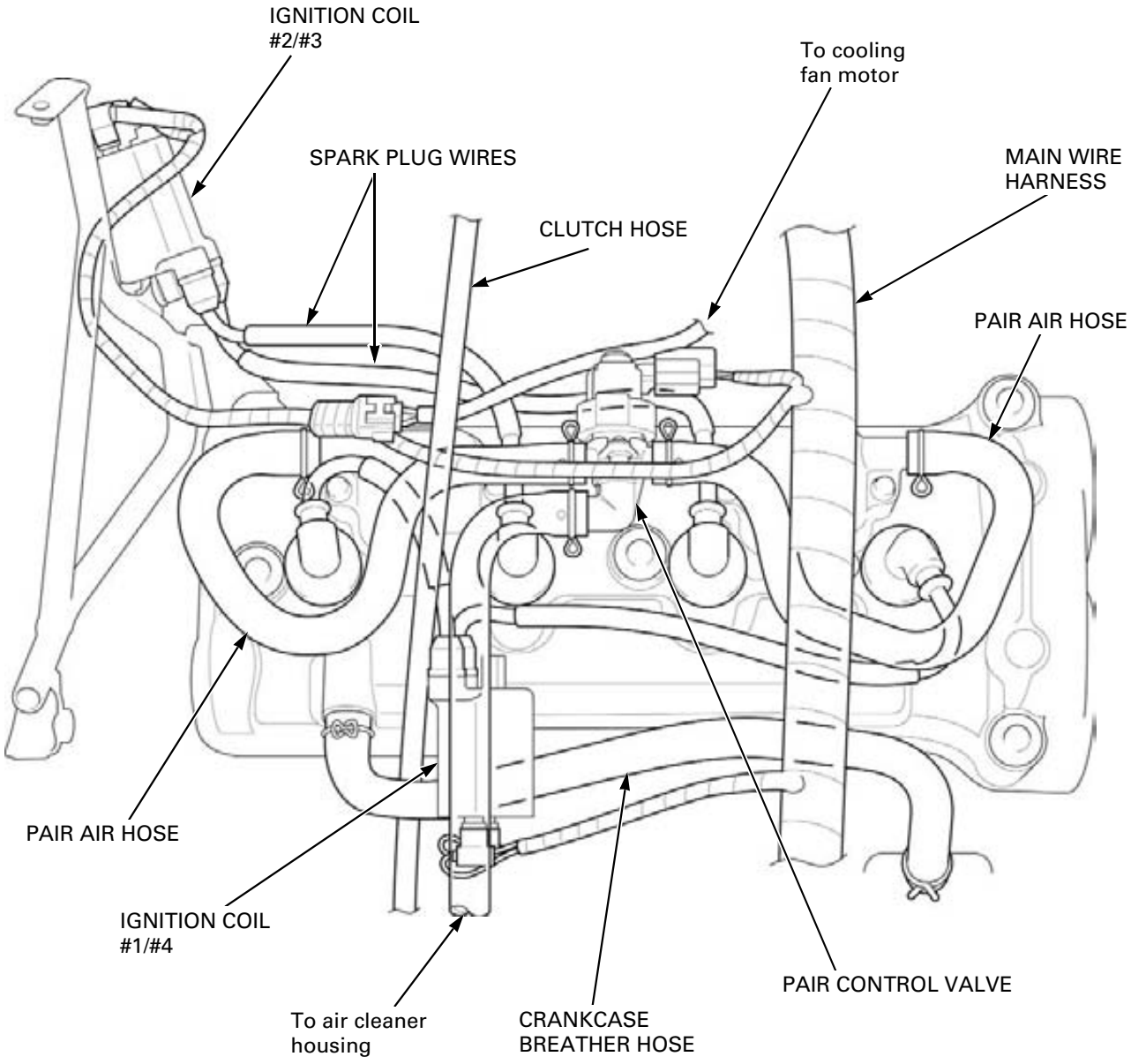

FAN MOTOR 2P
(Black) CONNECTOR
FRONT BRAKE PIPES
(CBF1000A only)
FUEL FEED HOSE
PAIR AIR HOSE
(To air cleaner housing)
CLUTCH HOSE
INTAKE AIR DUCT
VACUUM HOSE
IGNITION COIL
#2/3 WIRE
PAIR AIR HOSE
INTAKE DUCT CONTROL
VALVE WIRE
SPARK PLUG #1WIRE
TP SENSOR WIRE

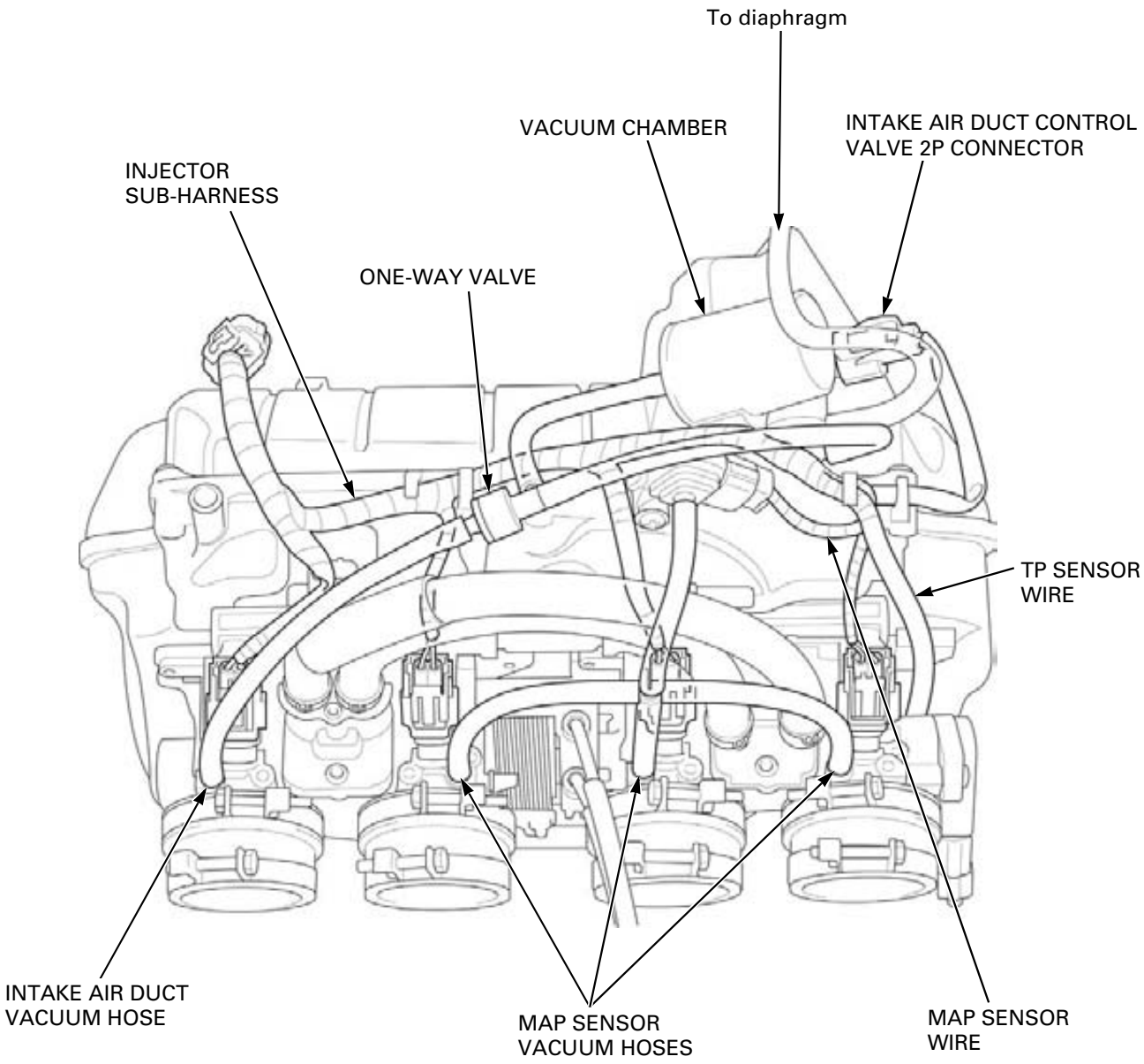

GROUND CABLE
STARTER MOTOR CABLE
ALTERNATOR WIRE
GROUND CABLE
STARTER MOTOR CABLE
SIDE STAND SWITCH WIRE
CLUTCH HOSE
Up
Left
Left
Left
SIDE STAND SWITCH
FUEL TANK DRAIN HOSE
FUEL TANK BREATHER HOSE
RADIATOR RESERVE TANK OVERFLOW HOSE

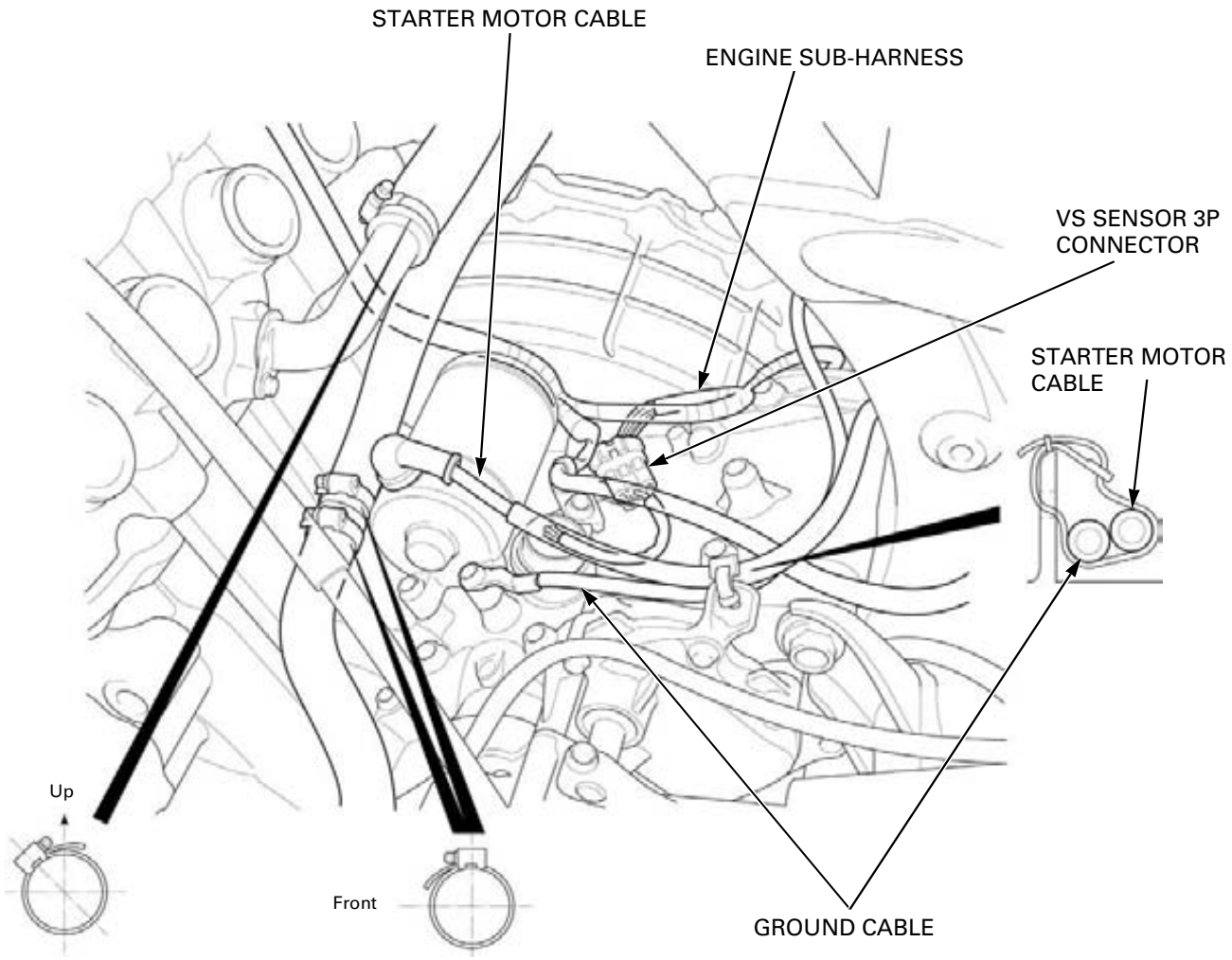

SIDE STAND SWITCH 2P (Green) CONNECTOR
REGULATOR/ RECTIFIER
INTAKE DUCT DIAPHRAGM VACUUM HOSE
IAT SENSOR 2P (Gray) CONNECTOR
SIDE STAND SWITCH WIRE
ALTERNATOR WIRE
TP SENSOR WIRE
CLUTCH HOSE
ALTERNATOR WIRE


CLAMP
LEFT REAR TURN SIGNAL LIGHT WIRE
RIGHT REAR TURN SIGNAL LIGHT WIRE
LICENSE LIGHT WIRE
TAIL/BRAKE LIGHT WIRE

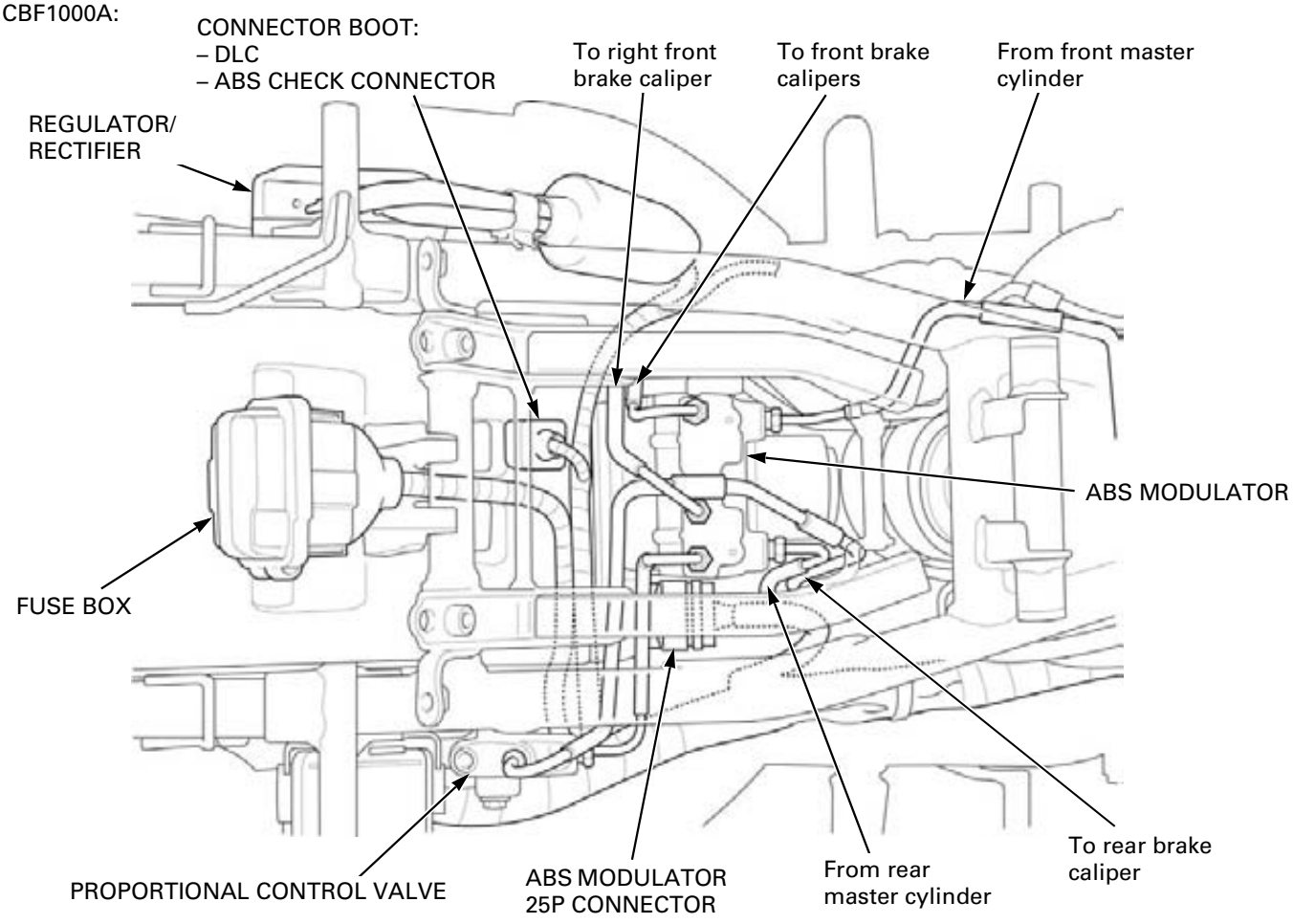

OIL COOLER WATER HOSE
LOWER RADIATOR HOSE
Rear
Left
Front
Front
Left
Front
Left
Front
Rear
Right
Left
Bottom
RADIATOR RESERVE
TANK OVERFLOW HOSE
FUEL TANK
DRAIN HOSE
FUEL TANK
BREATHER HOSE


IGNITION COIL
#2/#3
To cooling
fan motor
SPARK PLUG WIRES
MAIN WIRE
HARNESS
CLUTCH HOSE
PAIR AIR HOSE
PAIR AIR HOSE
IGNITION COIL
#1/#4
To air cleaner
housing
CRANKCASE
BREATHER HOSE
PAIR CONTROL VALVE

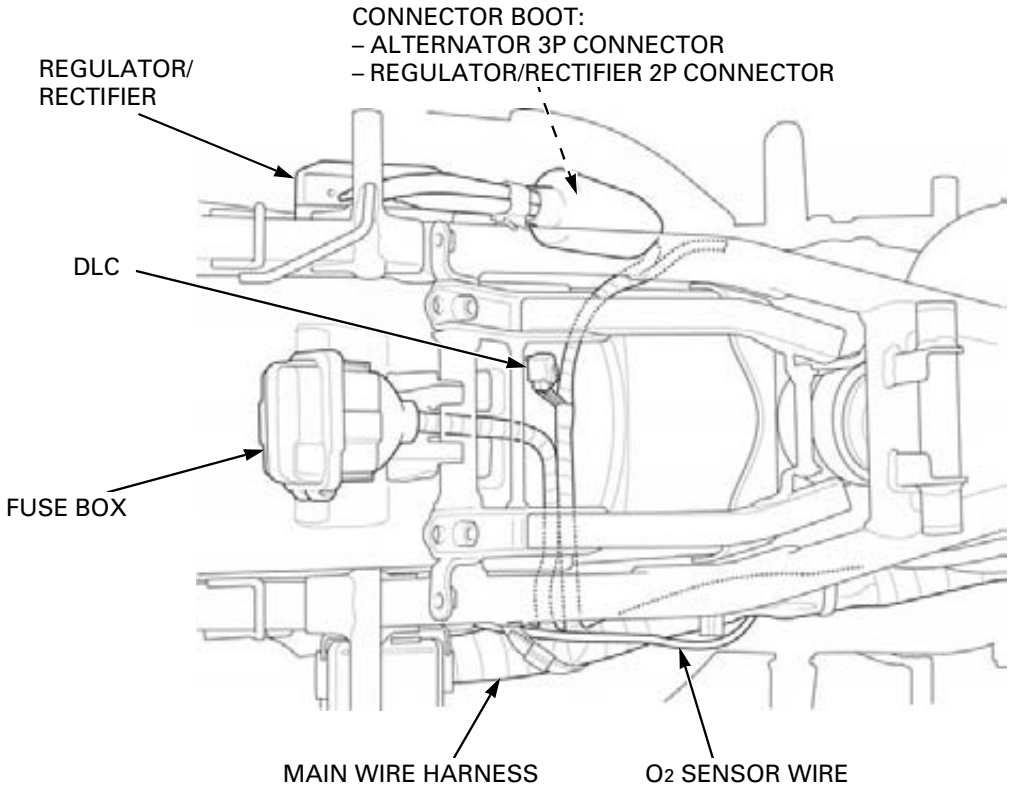

To diaphragm
VACUUM CHAMBER
INTAKE AIR DUCT CONTROL VALVE 2P CONNECTOR
INJECTOR SUB-HARNESS
ONE-WAY VALVE
TP SENSOR WIRE
INTAKE AIR DUCT VACUUM HOSE
MAP SENSOR VACUUM HOSES
MAP SENSOR WIRE


STARTER MOTOR CABLE
ENGINE SUB-HARNESS
VS SENSOR 3P CONNECTOR
STARTER MOTOR CABLE
Up
Front
GROUND CABLE

CBF1000A:



CBF1000:



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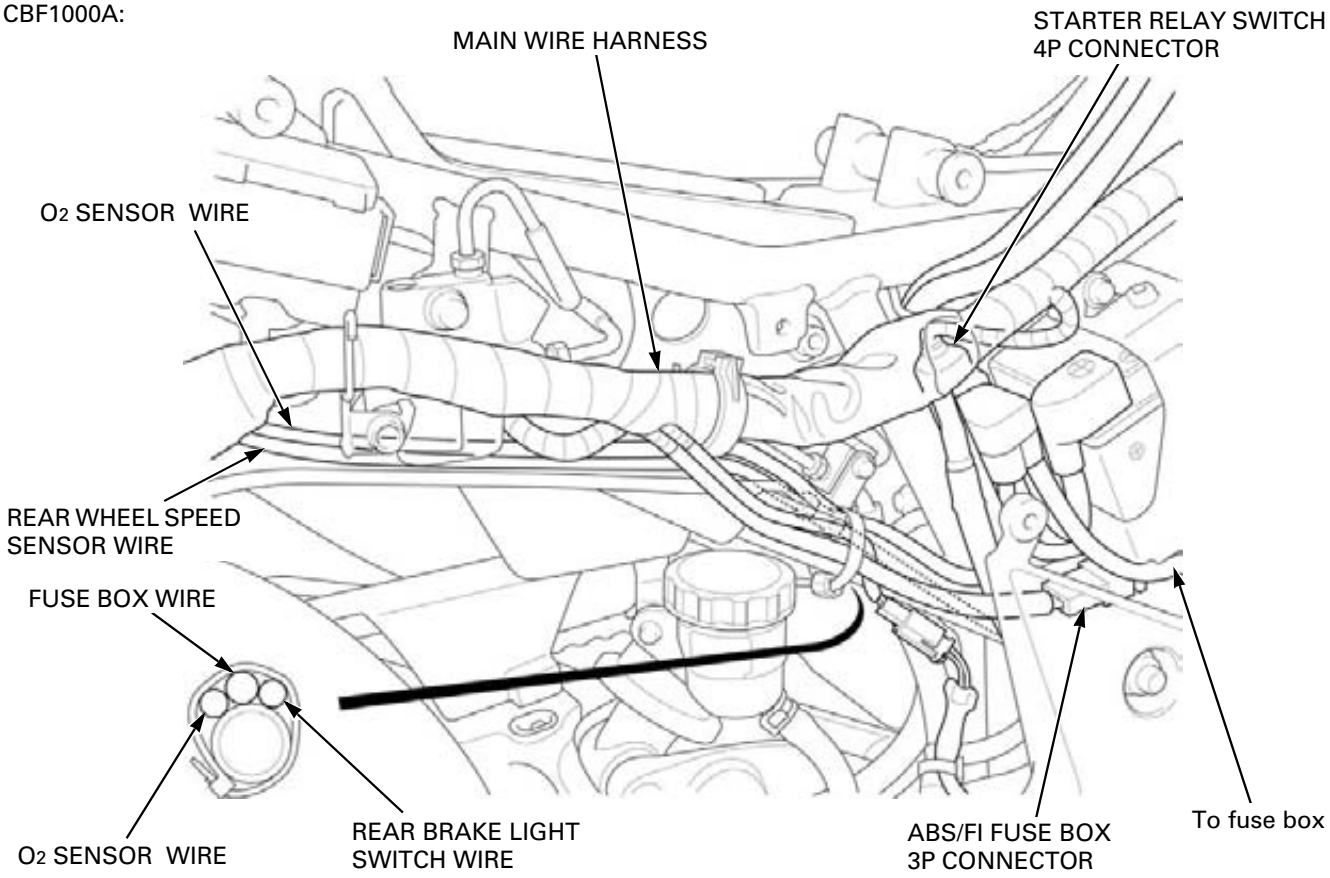

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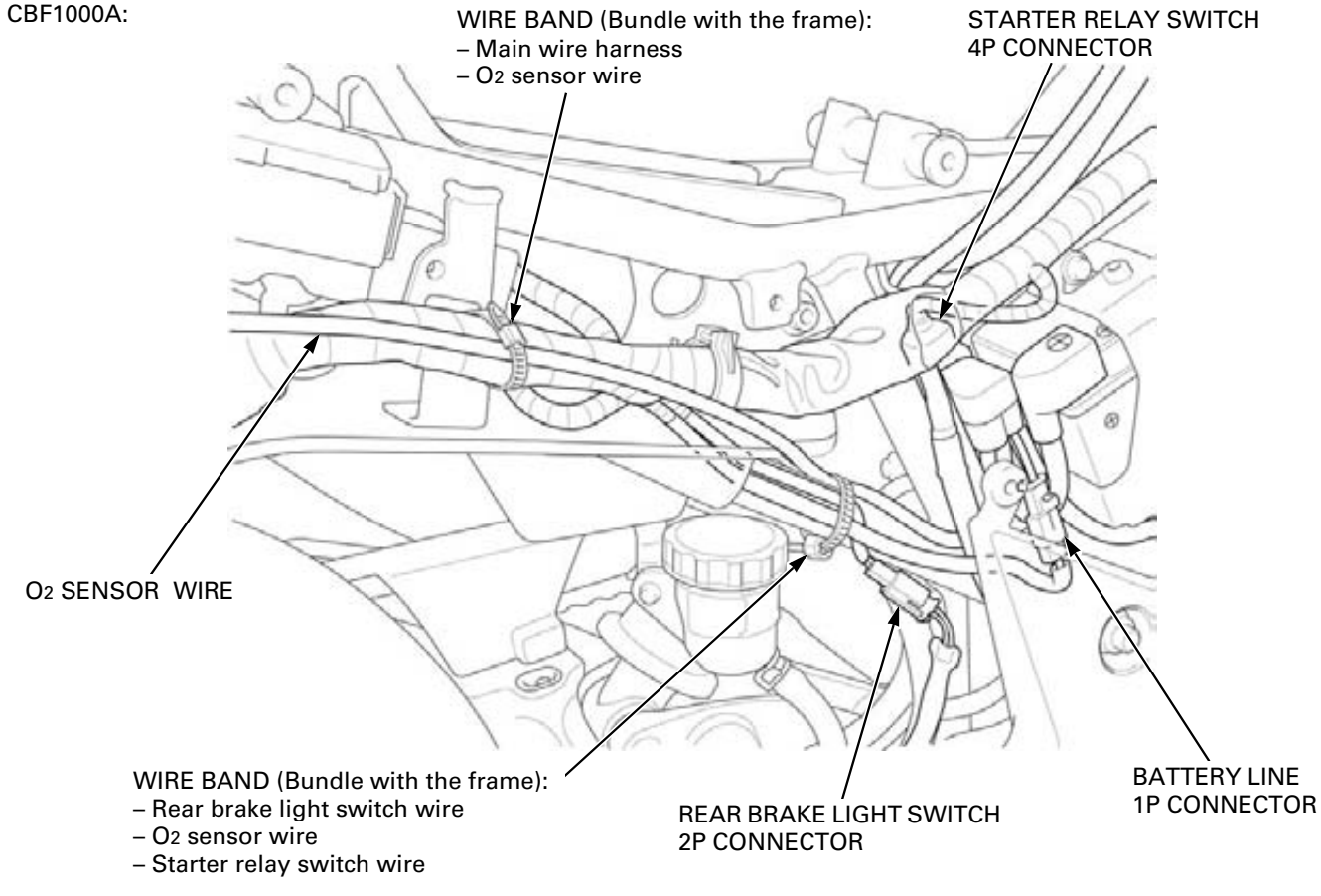

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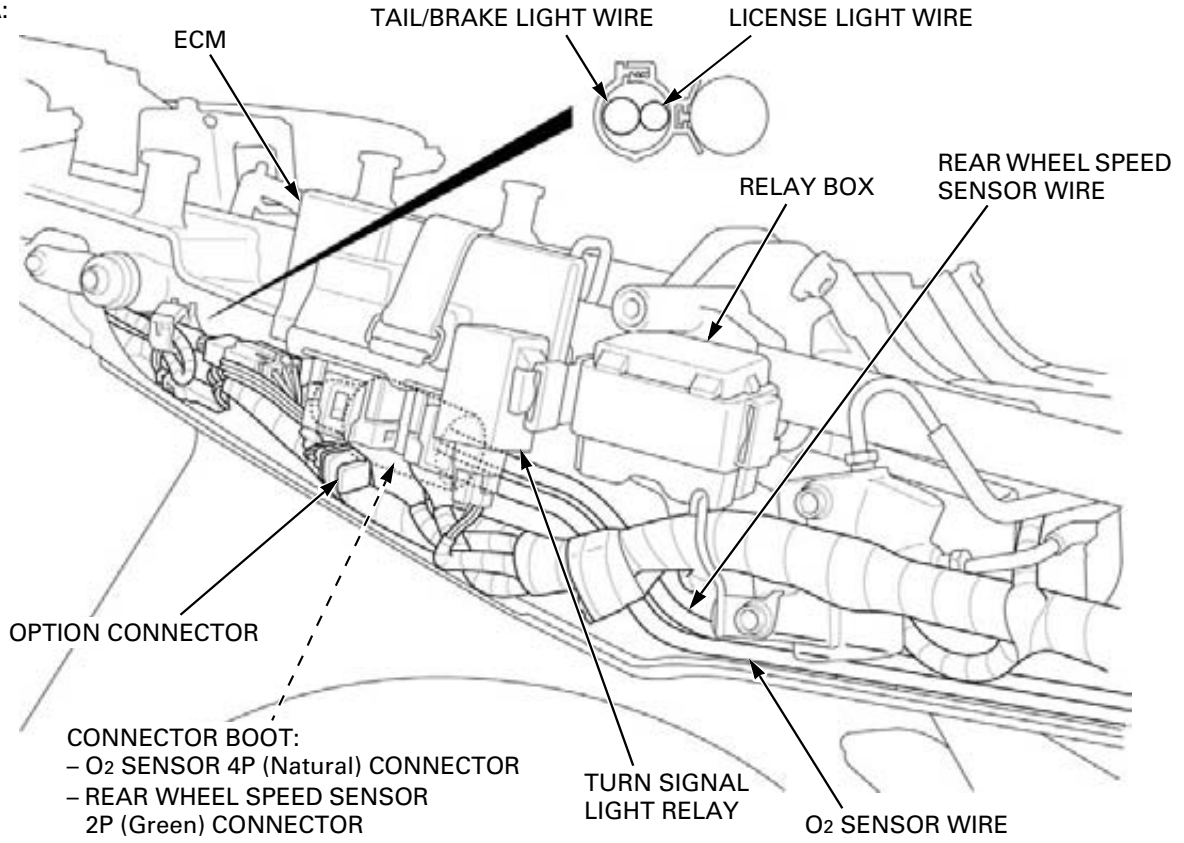

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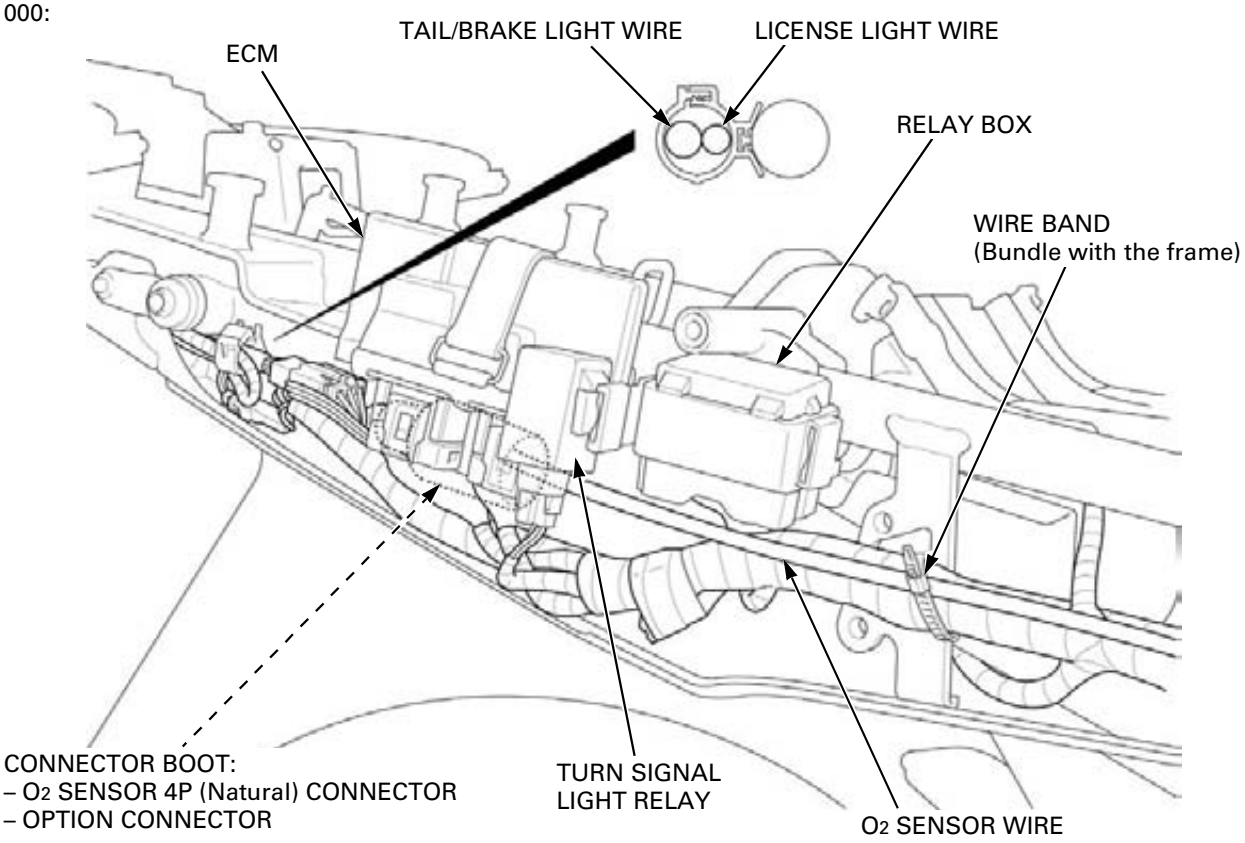

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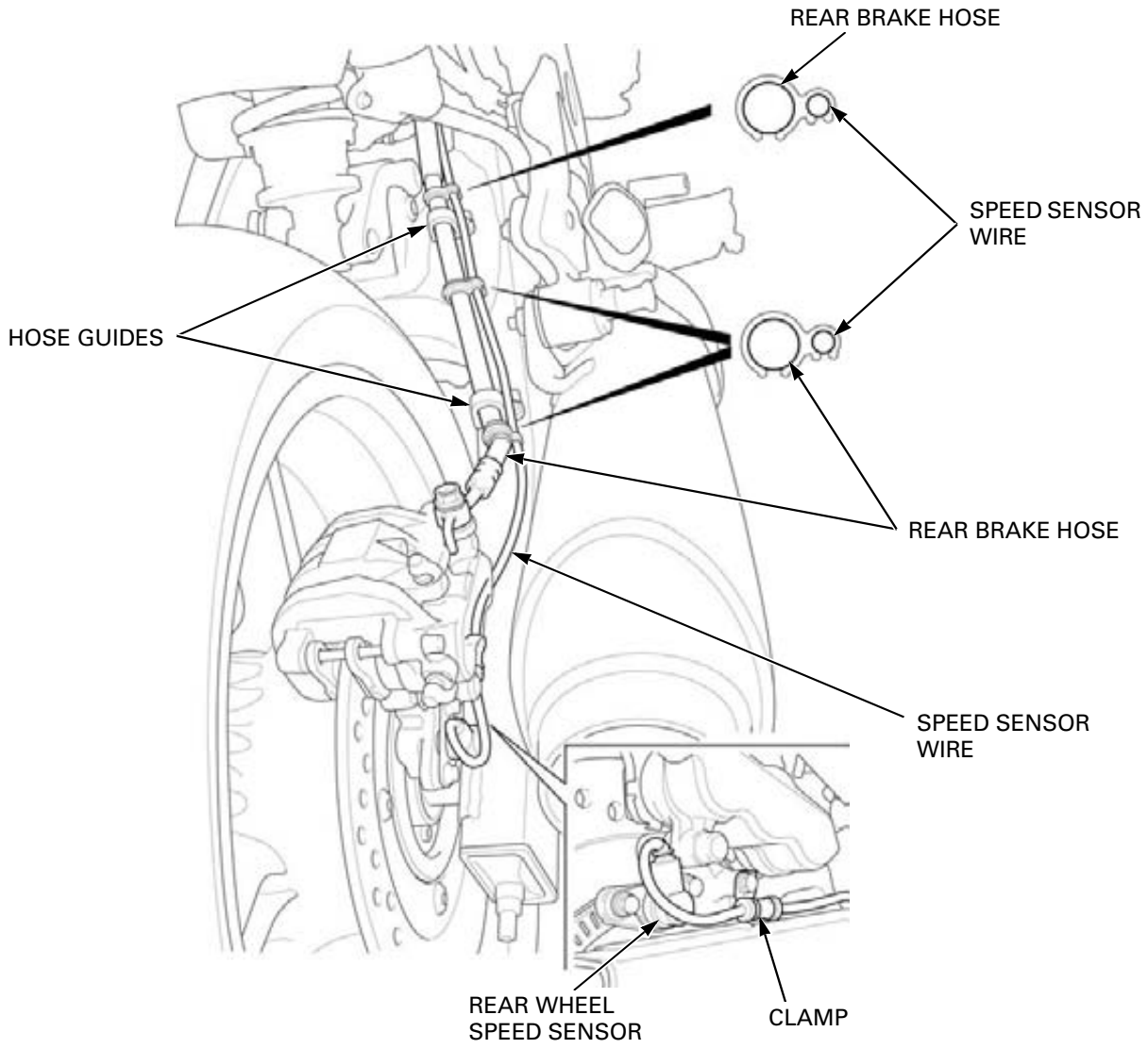

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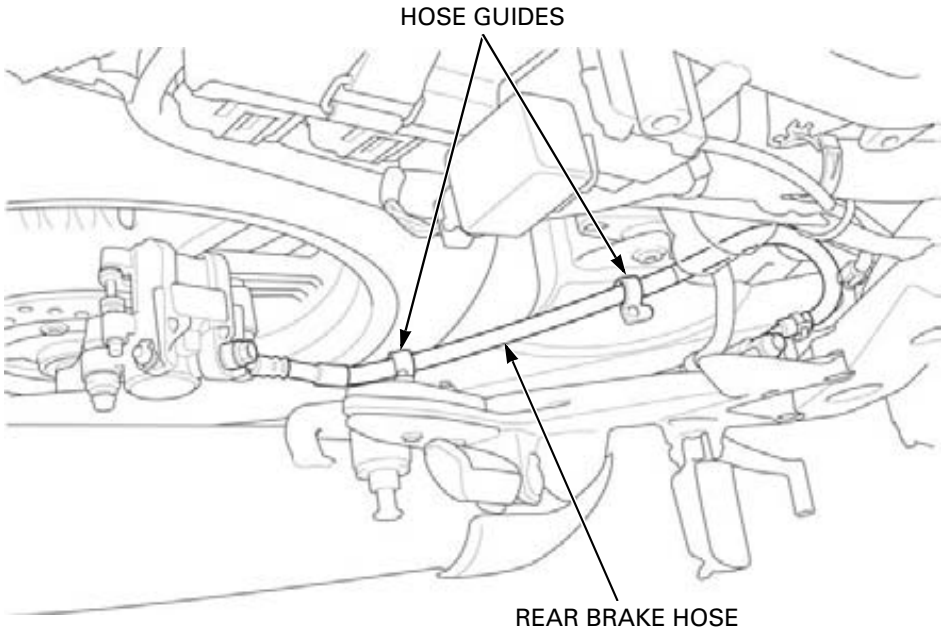


EMISSION CONTROL SYSTEMS

SOURCE OF EMISSIONS

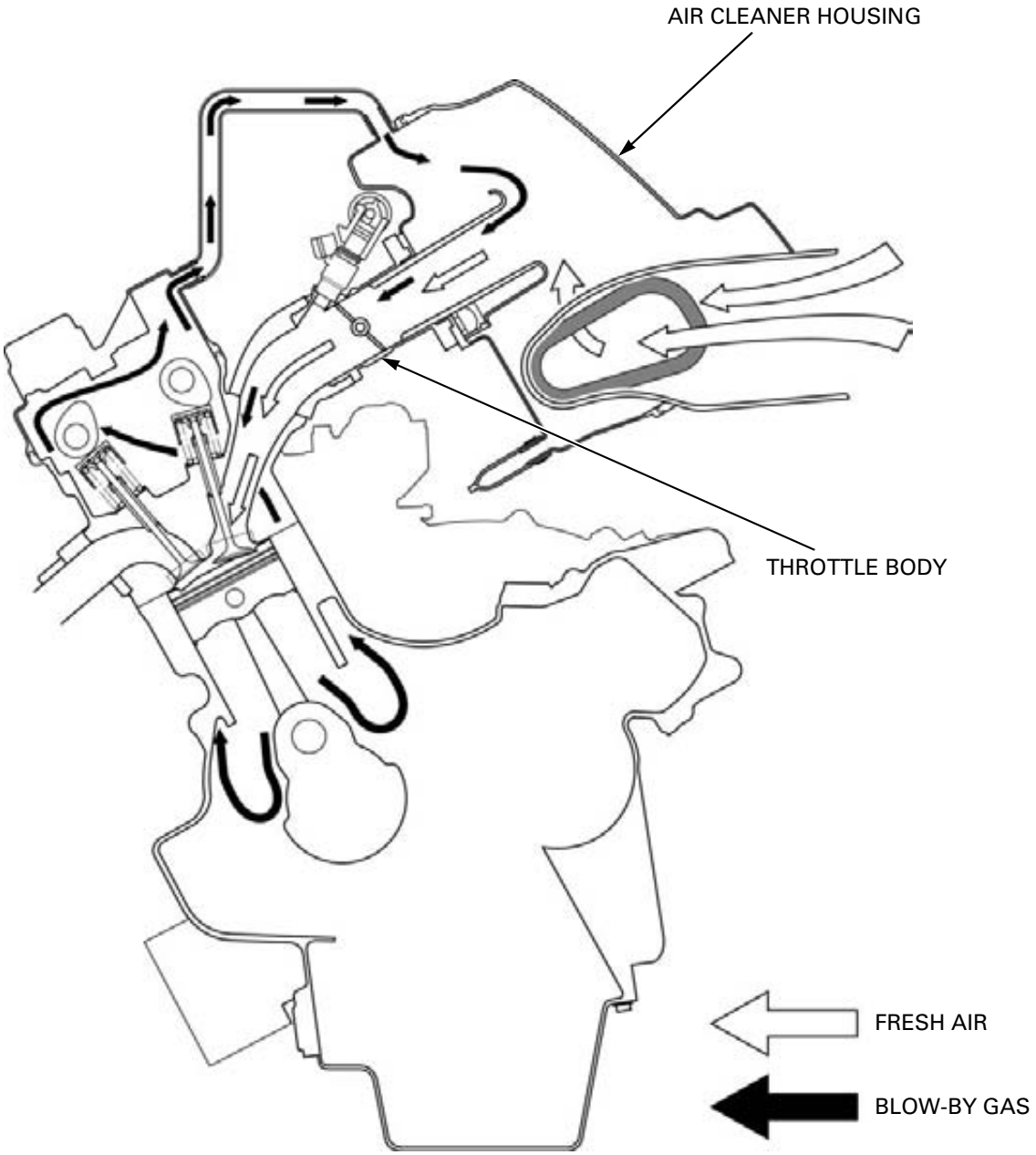
The combustion process produces carbon monoxide (CO), oxides of nitrogen (NOx) and hydrocarbons (HC). Control of carbon monoxide, oxides of nitrogen and hydrocarbons is very important because, under certain conditions, they react to form photochemical smog when subject to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda Motor Co., Ltd. utilizes various systems (page 1-43) to reduce carbon monoxide, oxides of nitrogen and hydrocarbons.

CRANKCASE EMISSION CONTROL SYSTEM

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere.

Blow-by gas is returned to the combustion chamber through the air cleaner and throttle body.



EXHAUST EMISSION CONTROL SYSTEM

The exhaust emission control system is composed of a pulse secondary air supply system, a three-way catalytic converter and PGM-FI system.

No adjustment should be made for the exhaust emission control system. The exhaust emission control system is separate from the crankcase emission control system.

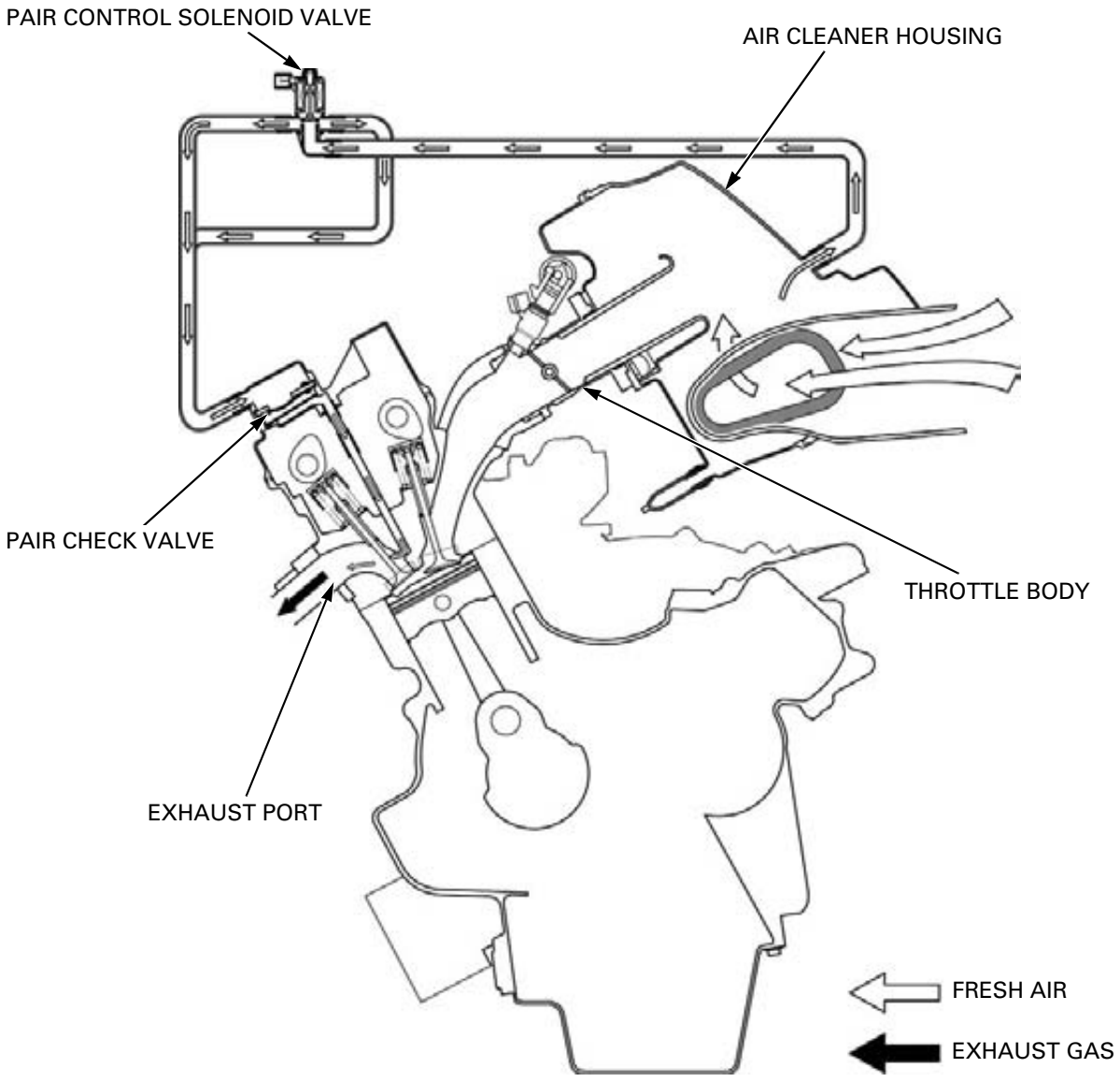
SECONDARY AIR SUPPLY SYSTEM

The pulse secondary air supply system introduces filtered air into the exhaust gases in the exhaust port. Fresh air is drawn into the exhaust port by the function of the PAIR (Pulse Secondary Air Injection) control valve.

This charge of fresh air promotes burning of the unburned exhaust gases and changes a considerable amount of hydrocarbons and carbon monoxide into relatively harmless carbon dioxide and water vapor.

The reed valve prevents reverse air flow through the system. The PAIR control valve is operated by the solenoid valve. The solenoid valve is controlled by the PGM-FI unit, and the fresh air passage is opened/closed according the running condition.

No adjustments to the secondary air supply system should be made, although periodic inspection of the components is recommended.



THREE-WAY CATALYTIC CONVERTER

This motorcycle is equipped with a three-way catalytic converter.

The three-way catalytic converter is in the exhaust system. Through chemical reactions, they convert HC, CO and NOx in the engine's exhaust to carbon dioxide (CO_2), nitrogen (N_2) and water vapor.

No adjustment to these systems should be made although periodic inspection of the components is recommended.

NOISE EMISSION CONTROL SYSTEM

TAMPERING WITH THE NOISE CONTROL SYSTEM IS PROHIBITED: Local law may prohibit the following acts or the causing there of: (1) The removal or rendering inoperative by any person, other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

1. Removal of, or puncturing of the muffler, baffles, header pipes or any other component which conducts exhaust gases.
2. Removal of, or puncturing of any part of the intake system.
3. Lack of proper maintenance.
4. Replacing any moving parts of the vehicle, or parts of the exhaust or intake system, with parts other then those specified by the manufacturer.