'81

OWNER'S MANUAL

HONDA GL1100 INTERSTATE

READ BEFORE YOU RIDE!

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**
  With either the standard or optional smaller travel this attached, trunk motorcycle is designed to carry the operator only. A passenger may be carried only if the passenger seat is installed.
  Never exceed the vehicle capacity load as shown on the tire information label.
- **ON-ROAD USE**
  This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush, or grass covered areas may be illegal. Obey local laws and regulations.
- **READ OWNER'S MANUAL CAREFULLY**
  Pay special attention to statements preceded by the following words:

WARNING

Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

CAUTION:

Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE:

Gives helpful information.

This manual should be considered a permanent part of the vehicle and should remain with the vehicle when resold.

(E)

HONDA GL500 INTERSTATE
OWNER'S MANUAL

1981

WELCOME,

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You can ride over many types of terrain on a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

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

Wher. service is required, remember that your Honda dealer knows your motorcycle best. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Shop Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda!

CONTENTS

WARNING

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

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 39) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:
   - Wear bright or reflective clothing.
   - Don't drive in another motorist's "blind spot"
4. Obey all federal, state and local laws and regulations.
   - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
   - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

PROTECTIVE APPAREL

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

MODIFICATIONS

WARNING

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

LOADING AND ACCESSORIES

WARNING

* *To prevent an accident, use extreme care when adding and riding with accessories and cargo. Addition of accessories and cargo can reduce a motorcycle's stability, performance, and safe operating speed. Never ride an accessory equipped motorcycle at speeds above 80 mph. And remember that this 80 mph limit may be reduced by installation of non-Honda accessories, improper loading, worn tires and overall motorcycle condition, poor road or weather conditions, etc. These general guidelines may help you decide whether or how to equip your motorcycle, and how to load it safely.*

Loading

The combined weight of the rider, passenger, cargo and all accessories must not exceed 370 lbs. the vehicle capacity load. Cargo weight alone should not exceed 60 lbs.

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.
2. Adjust tire pressure (TIRES, pages 5–7), front fork air pressure and rear shock absorber air pressure (FRONT SUSPENSION, page 8), to suit load weight and riding conditions.
3. Luggage racks are for light weight items. Do not carry more than 20 lbs. of cargo on a rear trunk behind the seat. Bulky items too far behind the rider may cause wind turbulence that impairs handling.
4. All cargo and accessories must be secure for stable handling. Re-check cargo security and accessory mounts frequently.
5. Do not attach large, heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

6. Do not exceed maximum capacity load of Honda accessories.

   Travel trunk: 20 lbs (9 kg)
   Saddlebags: 20 lbs (9 kg) each side
   Fairing pockets: 5 lbs (2 kg) each side

7. Honda fairing, travel trunk and saddlebags are designed for GL500 and GL500 INTERSTATE only. Do not install them on any other motorcycle.
8. Do not store articles between fairing and motorcycle. They may interfere with steering causing loss of control.

Accessories

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

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Accessories which alter your riding position by moving hands or feet away from controls may increase reaction time in an emergency.

3. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power at night or in traffic.
4. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.
5. Any modification of the cooling system may cause overheating and serious engine damage. Do not modify the radiator shrouds or install accessories which block or deflect air away from the radiator.

TIRES: TUBELESS

This motorcycle is equipped with tubeless tires, valves, and wheel rims. Use only tires marked "TUBELESS" and tubeless valves on rims marked "TUBELESS TIRE APPLICABLE".
Proper air pressure will provide maximum stability, riding comfort and tire life.
Check tire pressures frequently and adjust if necessary.

NOTE:

* Tire pressure should be checked when the tires are "cold", before you ride.
* Tubeless tires have some degree of self-sealing ability if they are punctured, and leakage is often very slow. Inspect very closely for punctures, especially if the tire is not fully inflated.

Dry weight kg (lbs)	230 (505)
Curb weight (wet) kg (lbs)	247 (545)
Gross vehicle weight rating kg (lbs)	417 (920)
Vehicle capacity load kg (lbs)	168 (370)

WARNING

* *Improper tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.*
* *Operation with excessively worn tires is hazardous and will adversely affect traction and handling.*

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

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

Repair:

Puncture of tubeless tires may be fixed externally for emergency. See your authorized Honda Dealer for the correct method before you encounter actual failure on the road.

WARNING

* *Do not run at speed above 60 km/h (40 mph) after making an external repair. It must be followed by an internal repair at the nearest Honda Dealer as soon as possible.*

Replacement:

See your authorized Honda Dealer.

WARNING

* *The use of tires other than those listed on the tire information label may adversely affect handling.*
* *Do not install tube-type tires on tubeless rims. The beads may not seat and the tires could slip on the rims, causing tire deflation.*
* *Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer. Wheel balancing is required after tire repair or replacement.*
* *Foreign object intrusion of tire face will reduce the performance of any tire.*
  Subsequent repair may not restore original safety factor.
* *Replace the tire if the sidewall is punctured or damaged. Sidewall flexing may cause repair failure and tire deflation.*

CAUTION:

* *Do not try to remove tubeless tires without special tools and rim protectors. You may damage the rim sealing surface or disfigure the rim.*

SUSPENSION

The front and rear suspension of this motorcycle can provide the desired ride under various rider/cargo weights and driving conditions through adjustment of the air pressure.

The recommended pressures under normal conditions are:

Front 0.8–1.2 kg/cm² (11–17 psi)
Rear 1.0–5.0 kg/cm² (14–70 psi)

Low air pressure settings provide a softer ride and are for light loads and smooth road conditions. High air pressure settings provide a firmer ride and are for heavy loads and rough road conditions.

Front Air Pressure	Rear Air Pressure	Conditions	
		Rider/ Load	Riding Conditions
0.8 kg/cm² (11 psi)	1 kg/cm² (14 psi)	One	General or around town riding
‡	‡	‡	‡
1.2 kg/cm² (17 psi)	5 kg/cm² (70 psi)	Up to vehicle capacity load	Highway or rough road riding

Check and adjust air pressure when the front fork tubes and rear shock absorbers are cold before riding.

1. Place the motorcycle on its center stand. Do not use the side stand or you will get false pressure readings.
2. Remove the front fork air valve cap (1) and rear shock absorber air valve cap (2).
3. Check the air pressure using the pressure gauge supplied in the tool kit.

NOTE:

- Some pressure will be lost when removing the gauge from the valve. Determine the amount of loss and compensate accordingly.

4. Add air to the recommended pressure.

NOTE:

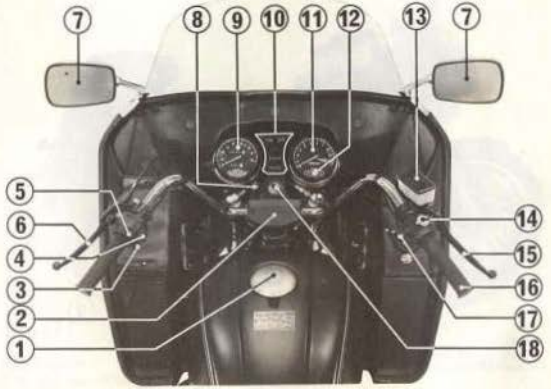
- We recommend that you do not exceed recommended air pressure or the ride will be harsh and uncomfortable.

(1) Valve cap (front)

(2) Valve cap (rear)

PARTS LOCATION

(1) Fuel tank cap
(2) Fuse box
(3) Horn button
(4) Turn signal switch
(5) Headlight dimmer switch
(6) Clutch lever
(7) Rear view mirrors
(8) Choke knob
(9) Speedometer
(10) Warning and indicator lights
(11) Tachometer
(12) Temperature gauge
(13) Brake fluid reservoir
(14) Engine stop switch
(15) Brake lever
(16) Throttle grip
(17) Starter button
(18) Ignition switch



(1) Fuel valve
(2) Coolant reserve tank
(3) Oil filler cap/dipstick
(4) Gearshift pedal
(5) Foot peg
(6) Center stand
(7) Side stand
(8) Passenger foot peg
(9) Helmet holder

(1) Helmet holder
(2) Passenger foot peg
(3) Foot peg
(4) Brake pedal
(5) Final drive gear oil filler cap

SERIAL NUMBERS

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

FRAME NO. _____

ENGINE NO. _____

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

(1) VIN number

(2) Frame number

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

(3) Engine number

PARTS FUNCTION

Instruments and Indicators

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

USA model:
Odometer and tripmeter read in miles.
Canadian model:
Odometer and tripmeter read in kilometers.

(1) Tripmeter
(2) Speedometer
(3) Odometer
(4) Left turn signal indicator
(5) Right turn signal indicator
(6) Oil pressure warning light
(7) Neutral indicator
(8) High beam indicator
(9) Coolant temperature gauge
(10) Tachometer
(11) Tachometer red zone
(12) Tripmeter reset knob

Ref. No.	Description	Function
1	Tripmeter	Shows mileage per trip.
2	Speedometer	Shows driving speed.
3	Odometer	Shows accumulated mileage.
4	Left turn signal indicator (amber)	Flashes when left turn signal operates.
5	Right turn signal indicator (amber)	Flashes when right turn signal operates.
6	Oil pressure warning light (red)	Lights when engine oil pressure is below normal operating range. Should light when ignition switch is "ON" and engine is not running. Should go out when engine starts, except for occasional flickering at or near idling speed when the engine is warm. **CAUTION:** * *Running the engine with insufficient oil pressure will cause serious engine damage.*

Ref. No.	Description	Function
7	Neutral indicator (green)	Lights when transmission is in neutral.
8	High beam indicator (blue)	Lights when headlight is on high beam.
9	Coolant temperature gauge	Shows coolant temperature. See page 19.
10	Tachometer	Shows engine rpm.
11	Tachometer red zone	Do not operate engine in red zone when avoidable. NEVER operate beyond red zone. **CAUTION:** * *Exceeding recommended maximum engine rpm may cause serious engine damage.*
12	Tripmeter reset knob	Resets tripmeter to zero (0). Turn knob in direction shown.

Coolant Temperature Gauge

Normal operating temperature is within the wide white band. If the needle enters the red zone while riding, stop the engine and check the reserve tank coolant level. Read pages 37–38 and do not ride the motorcycle until the problem has been corrected. During extended idling in very hot weather, the needle may enter the red zone. In this case, cool the engine by riding the motorcycle or rev the engine with the throttle to force air through the radiator, or stop the engine until it cools.

CAUTION:

* *Exceeding maximum running temperature may cause serious engine damage.*

(1) Red zone

Ignition Switch

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

(1) Ignition switch

Key Position	Function	Key Removal
P (parking)	For parking the motorcycle near traffic. The taillight is on, but all other lights are off. The ACC terminal is on. The engine cannot be started.	Remove the key
ON	Headlight, taillight and meter lights are on and other lights can be operated. Engine can be started.	Key cannot be removed
ACC	All electrical circuits are off except for the ACC terminal.	Key cannot be removed
OFF	Engine and lights cannot be operated.	Removed the key
LOCK (steering lock)	Steering is locked. Engine and lights cannot be operated.	Removed the key

Engine Stop Switch

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

NOTE:

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

Starter Button

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

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

See pages 40–42 for "Starting Procedure."

(1) Engine stop switch
(2) Starter button

The three controls next to the left handlebar grip are:

Headlight Dimmer Switch (1)
Select HI for high beam, LO for low beam.

Turn Signal Switch (2)
Move to L to signal a left turn, R to signal a right turn. Return to the center (off) when finished.

Horn Button (3)
Press the button to sound the horn.

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

Steering Lock
To lock the steering, turn the handlebars all the way to the left or right, turn the key (1) to LOCK while pushing in. Remove the key.

WARNING

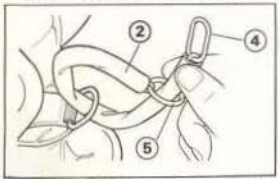
* *Do not turn the key to LOCK while riding the motorcycle.*

(1) Ignition key (A) Push in
(B) Turn to LOCK

Helmet Holders

Helmet holders (1) are provided for use when your motorcycle is parked. They are located below either rear corner of the travel trunk and are used with the helmet lock chain (2) stored in the tool compartment under the rear trunk base.

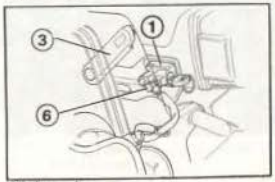
1. Use the ignition key (turn it counterclockwise) to unlock the helmet holder/latch (3).
2. Loop the small ring (4) of the lock chain (2) through the ring in your helmet strap and then through the large ring (5) in the chain.
3. Hang the small ring of the lock chain on the helmet holder pin (6) and push down the latch (3) until it locks; remove the key.



(1) Helmet holder
(2) Helmet lock chain
(3) Holder/latch
(4) Small ring

WARNING

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



(5) Large ring
(6) Holder pin

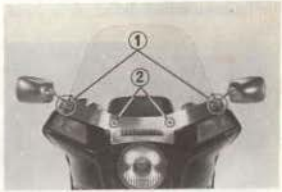
Windshield Height Adjustment

The windsheld has a height adjustment range of 25 mm (1 in). Adjust the windshield to suit your riding preference and needs.

1. Loosen the rear view mirror screws (1).
2. Loosen the two front panel screws (2).
3. Move the windshield up or down to the desired position.
4. Tighten the two front panel screws first, then tighten the rear view mirrors.

NOTE:

* Optional windshields of varying heights are available.



(1) Rear view mirror screws
(2) Front panel screws

Fairing Pockets

The left fairing pocket (1) can be used by unsnapping the cover.

To remove the right pocket lid (2), insert the ignition switch key (3), turn it clockwise and pull the lid.

To attach the pocket lid, slide the fairing at the front of the lid into the slot in the fairing pocket, then push the lock end of the lid down until it clicks.

WARNING

- *Fairing pockets are for light weight items. Do not carry more than 5 lbs in each side.*
- *Load weight equally in both sides to minimize imbalance.*
- *Review Loading and Accessories before loading.*

(1) Left fairing pocket

(2) Pocket lid (3) Ignition switch key

Ventilation Louvers

GL500 INTERSTATE has two ventilation louvers.

Open the louvers to direct air flow through the fairing for warm weather riding.

WARNING

- *Do not adjust the ventilation louvers while riding the motorcycle. Keep both hands on the handlebars while riding.*

(1) Ventilation louver

Headlight Beam Adjustment

The headlight beam can be raised or lowered by turning the vertical beam adjusting knob (1). Obey local laws and regulations.

WARNING

- *Do not adjust the headlight beam while riding the motorcycle. Keep both hands on the handlebars while riding.*

(1) Vertical beam adjusting knob

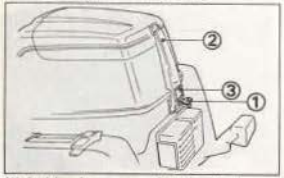
Rear Trunk

To open the rear trunk lid:

Turn the ignition key (1) counterclockwise to unlock the lower latch (3). Raise the latch until the arm is free from the lid hook.

To lock the lid:

Engage the latch arm on the lid hook. Push the lower latch closed and lock it with the key; remove the key.



(1) Ignition key (2) Upper latch
(3) Lower latch

To remove the rear trunk:

Unlock the left and right helmet holder under the rear of the trunk with the ignition key (turn the key counterclockwise). The helmet latches will spring up; Push the latches forward until they click. Pull the rear of the trunk up slightly, then out.

(2) Latch

To attach the trunk:

Insert the trunk tab (3) in the slot (4) above the fender. Push the rear of the trunk down to lock securely. Lock the helmet latches; remove the key.

WARNING

- *Travel trunk is for light weight items. Do not carry more than 20 lbs.*
- *Review Loading and Accessories before loading.*

(3) Tab (4) Slot

Storage Compartment

The storage compartment (1) is under the rear trunk base.

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

(1) Storage compartment

Saddlebags

The GL500 INTERSTATE is equipped detachable saddlebags.

To open the saddlebag lid:

Insert the ignition switch key (1) into each latch (2) and unlock by turning counterclockwise. Remove the key, then open the latch.

NOTE:

* The saddlebags are hinged at the bottom.
  Be careful when opening a fully-loaded saddlebag when it is mounted on the GL500 INTERSTATE.

(1) Ignition switch key (2) Latch

To secure the lid:

Close both latches. Insert the ignition switch key into the latch and lock by turning clockwise. Remove the key.

WARNING

* ***Saddlebags are for lightweight items. Do not carry more than 20 lbs in each saddlebag.***
* ***Load weight equally in both sides to minimize imbalance.***
* ***Review Loading and Accessories before loading.***

(3) Helmet holder

To detach each saddlebag:

Unlock each helmet holder/latch (3) under the rear of the travel trunk with the ignition key (turn the key counter-clockwise). Push the "Press" button in the buckle (4) attached to the front part of the saddlebag while pulling the bag up and back.

NOTE:

* After removing the saddlebags, be sure to push the helmet holder/latches down until they lock, and remove the key. These latches are also part of the locking mechanism for the travel trunk or passenger seat.

(4) Buckle (5) Tongue plate

To attach the saddlebag:

Position the hooks (6) on the side of the saddlebag onto the support bar (7) below either side of the travel trunk.

Slide the saddlebag buckle until it clicks onto the tongne plate (5) mounted near the passenger footpeg. Push the helmet holder/latch down until it clicks; remove the key.

(6) Hooks (7) Support bar (8) Grooves

FUEL

Manual Fuel Valve

The manual fuel valve (1) is under the left side of the fuel tank. Set it to ON for normal operation or RES when you start to run out of the main fuel supply. The OFF setting is only for long term storage or servicing of fuel system components.

Automatic Fuel ON-OFF

With the fuel valve set to ON (or RES) fuel flows to the carburetors only when the engine is being started or is running. A diaphragm shuts off fuel flow when the engine is turned off.

Reserve Fuel

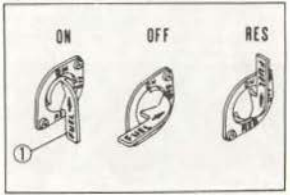
When the main fuel supply is gone, turn the fuel valve to RES. The reserve fuel supply is 2.5ℓ (0.7 US gal) so refill the tank as soon as possible then switch the valve back to ON.

NOTE:

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

WARNING

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



(1) Fuel valve in normal operating position

Fuel Tank

Fuel tank capacity is 17.6ℓ (4.6 US gal) including 2.5ℓ (0.7 US gal) in the reserve supply. To remove the fuel tank cap (1), insert the ignition key (2) and turn it clockwise. The cap will pop up and can be lifted off.

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

To attach the fuel tank cap, align the latch in the cap with the slot in the filler neck.

Push the cap into the filler neck until it snaps closed and locks.

Remove the key.

(1) Fuel tank cap (2) Ignition key

WARNING

- *Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the motorcycle is refueled or where gasoline is stored.*
- *Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the fuel cap is closed securely.*

ENGINE OIL

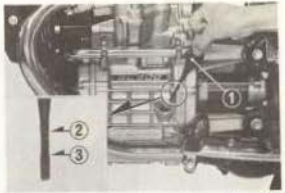
Engine Oil Level Check

Check engine oil level each day before operating the motorcycle.

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

CAUTION:

* *Running the engine with insufficient oil can cause serious engine damage.*



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

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT.

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

Motor oils intended for Service SE will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

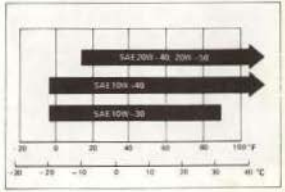
CAUTION:

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

Recommended Oil Viscosity

SAE 10W-40

Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



FINAL DRIVE OIL

Final Drive Oil Level

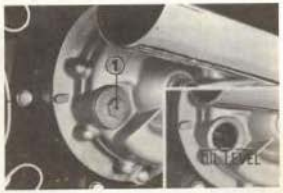
Check the final drive oil level when specified by the maintenance schedule.

1. Place the motorcycle on its center stand.
2. Remove the oil filler cap (1).
3. Check that the oil level reaches the lower edge of oil cap hole.

NOTE:

* If the level is low, check for leaks. Pour fresh oil through the oil filler opening until it reaches the lower edge of the opening.

RECOMMENDED OIL:
HYPOID GEAR OIL
SAE 90 (Above 5°C, 41°F)
SAE 80 (Below 5°C, 41°F)



(1) Oil filler cap

COOLANT

Coolant Recommendation

The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

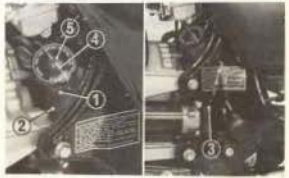
CAUTION:

* *Hard water or salt water is harmful to aluminum.*

The factory provides a 50/50 solution of antifreeze and water in the GL500 INTERSTATE. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze if required. See your authorized Honda dealer.

Inspection

Check coolant level in the reserve tank (1) while the engine is at normal operating



(1) Reserve tank
(2) FULL mark
(3) LOW mark
(4) Reserve tank cap
(5) Holding clip

temperature. If the coolant level is near the Low mark (3), add coolant to the reserve tank up to the Full mark (2) by removing the holding clip (5) and reserve tank cap (4).

If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your authorized Honda dealer for repair.

Do not remove the radiator cap.

WARNING

- *Never remove the radiator cap when the engine is hot. The coolant is under pressure and severe scalding could result.*

PRE-RIDE INSPECTION

WARNING

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

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

1. Engine oil level–add engine oil if required (pages 34–35). Check for leaks.
2. Fuel level–fill fuel tank when necessary (page 33). Check for leaks.
3. Coolant level–add coolant if required. Check for leaks (pages 37–38).
4. Front and rear brakes–check operation; make sure there is no brake fluid leakage. Adjust free play if necessary (pages 71–74).
5. Tires–check condition and pressure (pages 5–7).
6. Throttle–check for smooth opening and closing in all steering positions.
7. Lights and horn–check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch–check for proper function (page 21).

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

STARTING THE ENGINE

WARNING

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

NOTE:

* Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.
* The electric starter will work when the transmission is in gear with the clutch disengaged.
* Do not flood the engine by twisting the throttle repeatedly. The carburetors have an accelerator pump.

Preparation

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

Check that the red oil pressure warning light comes on.

Starting Procedure

To restart a warm engine, follow the procedure for "High Air Temperature."

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

1. Pull the choke knob (1) up all the way to Fully Closed (A).
2. Start the engine, leaving the throttle closed.

(1) Choke knob (A) Fully Closed (B) Fully Open

CAUTION:

* *The red oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Do not operate the engine with insufficient oil pressure.*

3. Immediately after the engine starts, operate the choke knob (1) to keep the engine speed at 1,000–1,500 rpm.
4. About a half minute after the engine starts, push the choke knob (1) down all the way to Fully Open (B).
5. If idling is unstable, open the throttle slightly.

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

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine.

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

1. Follow steps 1–2 under "Normal Air Temperature".
2. Warm up the engine by opening and closing the throttle slightly, while gradually pushing down the choke knob (1).
3. Continue warming up the engine until it will idle smoothly with the choke knob (1) pushed down all the way to Fully Open (B).

CAUTION:

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

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch OFF and push the choke knob down to Fully Open (B). Open the throttle fully and crank the engine for 5 seconds. Turn the engine stop switch ON and follow the High Air Temperature Starting Procedure.

BREAK-IN

During the first 600 miles (1,000 km), do not operate the motorcycle at more than 80% of the lower RED ZONE rpm limit in any gear. Avoid full throttle operation, and do not operate for a long time at one speed.

During initial break-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Break-in maintenance at 600 miles (1,000 km) is designed to compensate for this initial minor wear. Timely performance of the break-in maintenance will ensure optimum service life and performance from the engine.

NOTE: (USA ONLY)

* After break-in maintenance, remove the "BREAK-IN" caution label from the speedometer lens.

RIDING

WARNING

* *Review Motorcycle Safety (pages 1–9) before you ride.*
* *Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.*

Shifting pattern

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

Shifting Up:

From 1st to 2nd	19 mph (30 km/h)
From 2nd to 3rd	25 mph (40 km/h)
From 3rd to 4th	31 mph (50 km/h)
From 4th to 5th	37 mph (60 km/h)

Shifting Down:

From 5th to 4th	25 mph (40 km/h)
From 4th to 3rd	19 mph (30 km/h)

Disengage the clutch when the speed drops below 9 mph (15 km/h), when engine roughness is evident or when engine stalling is imminent; and shift down to 1st gear for acceleration.

CAUTION:

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

WARNING

* *Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.*

CAUTION:

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

NOTE:

* The battery will not charge while the engine speed is below 1,350 rpm. Avoid idling for prolonged periods, or continuous operation below 1,350 rpm.

BRAKING

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

WARNING

* *Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.*
* *When possible, reduce speed or brake before entering a turn; closing the throttle or braking in mid-turn may cause wheel slip. Wheel slip will reduce control of the motorcycle.*
* *When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. All of your actions should be smooth under these condition, braking, or turning may cause loose of control. For your safety, exercise extreme caution when braking, accelerating, or turning.*
* *When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.*

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, and turn the ignition switch OFF.
2. Use the side or center stand to support the motorcycle while parked.

CAUTION:

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

3. Lock the steering to prevent theft (page 23).

NOTE:

- When stopping for a short time near traffic at night, the ignition switch can be turned to P and the key removed. This will turn on the taillight to make the motorcycle more visible.
- The battery will discharge if the ignition switch is left at P for too long a time.

ANTI-THEFT TIPS

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

NAME: _____

ADDRESS: _____

_____

_____

PHONE NO.: _____

SPECIAL PROCEDURES

These special procedures are intended to help you out in case of trouble on the road: a flat tire, or a blown fuse. In case of a flat tire, you can remove the entire wheel and take it to a qualified repair facility (refer to TIRES on pages 5–7). Because of the critical nature of wheel attachment, you should proceed to an authorized Honda dealer as soon as possible after repair to verify proper assembly.

WARNING

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

Tool Kit

The Tool kit (1) is in the storage compartment under the rear trunk base. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- Hook spanner
- 6mm hex. wrench
- 10 x 12mm open end wrench
- 14 x 17mm open end wrench
- Pliers
- No. 2 screw driver
- No. 2 phillips screwdriver
- No. 3 phillips screwdriver
- Screwdriver grip
- 19mm wrench
- 12mm wrench
- Handle for 19mm wrench
- Tool bag
- Air pressure gauge

(1) Tool kit

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Remove the left caliper assembly (3) from the fork leg by removing the fixing bolts (4).

CAUTION:

- *Support the caliper assembly so it does not hang by the hose. Do not twist the brake hose.*

4. Remove the front axle holder nuts (5), and remove the front axle holders (6). Remove the front wheel.

NOTE:

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

(1) Speedometer cable set screw
(2) Speedometer cable
(3) Caliper assembly
(4) Caliper fixing bolts
(5) Axle holder nuts
(6) Axle holder

Installation:

To install the front wheel assembly, position the wheel between the fork legs. Lower the forks so the hollows in the fork legs rest on top of the axle.

CAUTION:

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

Position the lug on the speedometer gearbox against the lug (8) on the left fork leg. Install the axle holders (6) with the "F" mark (7) forward. Tighten the forward axle holder nuts lightly.

(7) "F" arrow

Fit the left caliper over the disc taking care not to damage the brake pads. Install the caliper mounting bolts and tighten to the recommended torque (3.0–4.0 kg-m, 22–29 ft-lbs).

Tighten the nuts on the right axle holder to the specified torque starting with the forward nut.

Torque specification: 1.8–2.5 kg-m (13–18 ft-lbs).

Measure the clearance (9) between the each surface of the left brake disc (10) and the left caliper holder (11) with a 0.7 mm (0.028 in) feeler gauge (see sketch). If gauge (12) inserts easily, first tighten the forward axle holder nut to the specified torque, then torque the rear nut.

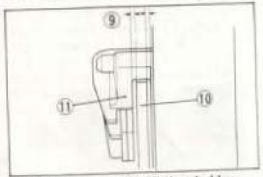
(8) Lug

WARNING

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

If the feeler gauge cannot be inserted easily, pull the left fork outward or push inward until the gauge can be inserted and tighten the holder nuts with the gauge inserted. After tightening, remove the gauge.

After installing the wheel, apply the brakes several times then recheck both discs for caliper holder to disc clearance. Do not operate the motorcycle without adequate clearance.



(9) Clearance (11) Caliper holder
(10) Disc

WARNING

* *Failure to provide adequate disc to caliper holder clearance may damage the brake disc and impair braking efficiency.*

(12) Feeler gauge

Rear Wheel Removal

1. Place the motorcycle on its center stand.
2. Remove the rear brake adjusting nut (1), disconnect the brake rod (2) from the brake arm (3).
3. Remove the rear trunk (See page 28).
4. Disconnect the brake stopper arm (4) from the brake panel by removing the cotter pin (5), stopper arm nut (6), washer and rubber grommet.
5. Remove the axle holding bolt (7).
6. Remove the axle nut (8) while holding the axle at the other end with a wrench.
7. Pull out the axle.
8. Move the wheel to the left to separate it from the final drive gear case.
9. Remove the four 6 mm bolts (9) and pull up the rear of the rear fender.
10. Remove the rear wheel.

(1) Adjusting nut (5) Cotter pin
(2) Brake rod (6) Stopper arm nut
(3) Brake arm (7) Axle holding bolt
(4) Stopper arm

(8) Axle nut (9) 6 mm bolts

Installation Notes:

- Reverse the removal procedure.
- Before installing the rear wheel, check that the wheel hub and final drive gear splines are coated with grease.
- Be sure the splines on the wheel hub fit into the final gear case.
- Before tightening the axle holding bolt, tighten the axle nut to prevent misalignment.
- Tighten the bolt and nut securely.
  Axle nut torque:
  5.5–6.5 kg-m (40–47 ft-lb)

Axle holding bolt torque:
2.0–3.0 kg-m (15–22 ft-lb)
Brake stopper arm nut torque:
1.5–2.3 kg-m (11–17 ft-lb)

- Apply the brake several times and check for free wheel rotation when released.

WARNING

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

CAUTION:

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

Fuse Replacement

The main fuse (1), near the battery on the positive lead in the fuse holder, is 30A.
The fuse box (3) is on the handlebar holder. The specified fuses are 10A for the headlight and the tail/meter lamps. When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.

(1) Main fuse
(2) Spare fuse

WARNING

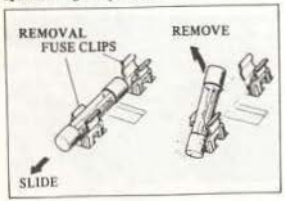
- *Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power at night or in traffic.*
- *Do not pry the clips open to get a fuse out; you could bend them and cause poor contact with the new fuse. A loose fuse could cause damage to the electrical system and even start a fire.*

(3) Fuse box
(4) Screws
(5) Fuses
(6) Spare fuse

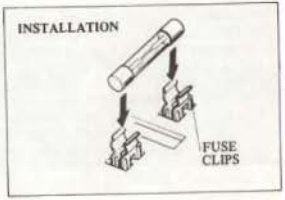
CAUTION:

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

To replace the main fuse, remove the fuse holder from the fuse holder bracket, open the fuse holder, loosen the screws and remove the old fuse. Install the new fuse and tighten the screws securely. After installing the new fuse, reassemble the fuse holder and install the fuse holder into its original position.



To replace fuses in the fuse box, remove the screws and fuse box cover. Pull the old fuse out of the clips; or slide it lengthwise until one end comes out, then lift it out with your fingers. Push a new fuse into the clips and install the fuse box cover.



MAINTENANCE

- The U.S.Environmental Protection Agency requires manufacturers to certify that motorcycles built after December 31,1977 will comply with applicable emission standards during their useful life, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranty for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect. (USA ONLY)

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

- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

WARNING

- *If your motorcycle is overturned or involved in a collision, inspect control levers, cable, brake hoses, caliper, accessories, and other vital parts for damage. Do not ride the motorcycle if damage impairs safe operation. Have your Honda dealer inspect the major components including frame, suspension and steering parts, for misalignment and damage that you may not be able to detect.*
- *Stop the engine and support the motorcycle securely on a level surface before performing any maintenance.*
- *Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle and the effective operation of the emission control systems.*

The Vehicle Emission Control Information (1) is on the frame by the right side cover. (USA ONLY)

(1) Vehicle Emission Control Information

MAINTENANCE SCHEDULE

Perform the Pre-Ride Inspection (page 33) at each scheduled maintenance period.

I : INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY
C : CLEAN R : REPLACE A : ADJUST L : LUBRICATE

		ITEM	FREQUENCY: WHICHEVER COMES FIRST ➡ / EVERY ⬇	ODOMETER READING [NOTE (3)] 4,000 mi (7,000 km)	7,500 mi (12,000 km)	11,250 mi (18,000 km)	15,000 mi (24,000 km)	18,750 mi (30,000 km)	22,500 mi (36,000 km)	Refer to
EMISSION RELATED ITEMS	*	FUEL LINES			I			I		
	*	THROTTLE OPERATION		I	I			I		
	*	CARBURETOR-CHOKE			I			I		
		AIR CLEANER	NOTE (1)	C	R	C	R	C	R	Page 67
		CRANKCASE BREATHER	NOTE (2)	C	C	C	C	C	C	Page 68
		SPARK PLUGS		R	R	R	R	R	R	Page 65
	*	VALVE CLEARANCE		I	I	I		I		
		ENGINE OIL	YEAR	R		R		R	R	Page 62
		ENGINE OIL FILTER	YEAR	R		R		R	R	Page 63
	*	CAM CHAIN TENSION		A	A	A	A	A	A	
	*	CARBURETOR-SYNCHRONIZE		I		I		I		
	*	CARBURETOR-IDLE SPEED		I	I	I	I	I	I	Page 66
		RADIATOR COOLANT				I		I	* R	Pages 37–38
	*	RADIATOR CORE				I		I		
	*	COOLING SYSTEM, HOSES		I		I		I		

	ITEM	FREQUENCY: WHICHEVER COMES FIRST / EVERY	ODOMETER READING [NOTE (3)]: 600 mi (1,000 km)	3,750 mi (6,000 km)	7,500 mi (12,000 km)	11,250 mi (18,000 km)	15,000 mi (24,000 km)	18,750 mi (30,000 km)	22,500 mi (36,000 km)	Refer to
NON-EMISSION RELATED ITEMS	•DRIVE SHAFT JOINT			L		L		L		
	FINAL DRIVE OIL			I		I		R		Page 64
	BATTERY	MONTH	I	I	I	I	I	I	I	Pages 75–76
	BRAKE FLUID (FRONT)	MONTH 1 2 YEARS R	I	I	I	I	I	I	*R	Pages 71–72
	BRAKE SHOE/PAD WEAR			I	I	I	I	I	I	Pages 72, 74
	BRAKE SYSTEM (REAR)		I		I		I		I	Pages 73–74
	•BRAKE LIGHT SWITCH		I		I		I		I	
	•HEADLIGHT AIM		I		I		I		I	
	CLUTCH		I	I	I	I	I	I	I	Pages 69–70
	SIDE STAND				I		I		I	Page 74
	•SUSPENSION		I		I		I		I	
	•NUTS, BOLTS, FASTENERS		I		I		I		I	
	••WHEELS		I		I		I		I	
	••STEERING HEAD BEARING		I		I		I		I	

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

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

NOTES: (1) Service more frequently when riding in dusty areas.
(2) Service more frequently when riding in rain, or at full throttle, or after being washed or overturned, (USA ONLY).
(3) For higher odometer readings, repeat at the frequency interval established here.

MAINTENANCE RECORD

Miles	Performed By	Odometer	Date
600			
3,750			
7,500			
11,250			
15,000			
18,750			
22,500			

- Make sure whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 mile (1,000 km) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

Engine Oil

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

NOTE:

- Change engine oil with the engine warm and the motorcycle on its center stand to assure complete and rapid draining.

1. To drain the oil, remove the oil filler cap/dipstick, drain plug (1), oil filter bolt (2) and cover (4).
2. Make sure the sealing washer (3) on the drain plug is in good condition and install the plug.
   Drain plug torque:
   2.5–3.5 kg-m (18–25 ft-lb)
3. Make sure the oil filter bolt and cover O-rings are in good condition, and install the cover.
   Oil filter bolt torque:
   2.0–2.5 kg-m (14–18 ft-lb)
4. Fill the crankcase with approximately 2.5 liters (2.6 US quarts) of the recommended grade oil. Install the oil filler cap.
5. Start the engine and let it idle for a few minutes.
6. Stop the engine. Make sure the oil level is at the upper level mark and there are no oil leaks.

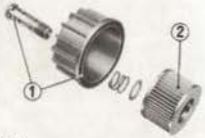
(1) Oil drain plug
(2) Oil filter bolt
(3) Sealing washer
(4) Oil filter cover

Oil Filter

NOTE:

- Change the filter after draining the engine oil.

1. Remove the oil filter bolt, and pull the oil filter element (2) out of the oil filter cover.
2. Insert a new oil filter element and tighten the oil filter bolt.
   Oil filter bolt torque:
   2.0–2.5 kg-m (14–18 ft-lb)
3. Perform steps 4 to 6 of Engine Oil Change.



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

Final Drive Oil Change

Change the oil when specified by the maintenance schedule.

Ride the motorcycle for a few miles to warm up the oil so it will drain quickly and completely.

1. Remove the oil filler cap (1) and drain plug (2).

WARNING

- *Do not allow gear oil to contaminate the tire. Unexpected tire slip may cause loss of control.*

(1) Oil filler cap
(2) Oil drain plug

2. Rotate the rear wheel to drain any residual oil.
3. Make sure the sealing washer is in good condition and reinstall the drain plug.
4. Fill the gear case to the filler neck with clean oil of the recommended grade. Reinstall the filler cap securely.

OIL CAPACITY: 170 cc (5.7oz)
RECOMMENDED OIL:
HYPOID GEAR OIL
SAE 90 (Above 5°C, 41°F)
SAE 80 (Below 5°C, 41°F)

(3) Inspection hole

Spark Plug

Recommended plugs:

USA model

Standard:

X 24ES-U (ND) or D8EA (NGK)

For extended high speed driving:

X 27ES-U (ND) or D9EA (NGK)

For optional on-board radio:

For normal condition

X 24ESR-U (ND) or DR8ES-L (NGK)

For extended high speed driving

X 27ESR-U (ND) or DR8ES (NGK)

Canadian model

Standard:

X 24ESR-U (ND) or DR8ES-L (NGK)

For extended high speed driving:

X27ESR-U (ND) or DR8ES (NGK)

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug caps. Remove and discard the spark plugs.
3. Make sure the new spark plug gap (1) is 0.6–0.7 mm (0.024–0.028 in) using a wire type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
4. With the plug washers attached, thread the new spark plugs in by hand to prevent crossthreading.
5. Tighten the spark plugs 1/2 turn with a spark plug wrench to compress the washer.

CAUTION:

- *The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.*
- *Never use a spark plug with an improper heat range.*

(1) Spark plug gap (2) Side electrode

Idle Speed

The idle speed adjustment procedure given here should only be used when changes in altitude affect normal idling speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustments, including individual carburetor adjustment and synchronization.

NOTE:

- The engine must be warm for accurate idle speed adjustment. The water temperature gauge needle should be in the wide white band.

1. Warm up the engine, shift to neutral, and place the motorcycle on its center stand.
2. Adjust idle speed with the throttle stop screw (1).
   IDLE SPEED: 1,100±100 rpm

(1) Throttle stop screw

Air Cleaner

The air cleaner should be serviced at regular intervals (page 59). When riding in dusty areas, more frequent service may be necessary.

1. Remove right side cover.
2. Turn the air cleaner cover (2) counterclockwise and remove it.
3. Take out the air cleaner element (3).

(1) Right side cover (2) Air cleaner cover

4. Clean the air cleaner element using compressed air from the outside, or replace it if necessary.
5. Reinstall the air cleaner parts in reverse order of removal.

(3) Air cleaner element

Crankcase Breather (U S A ONLY)

1. Remove the drain plug (1) from the tube, and drain deposits.
2. Reinstall the drain plug.

NOTE:

* Service more frequently when ridden in rain, at full throttle or after the motorcycle is washed or overturned. Service if the deposit level can be seen in the transparent section of the drain tube.

(1) Drain plug

Clutch

Clutch adjustment may be required if the motorcycle stalls when shifting into gear, or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed.

Normal clutch lever free play should be 10–20mm (3/8–3/4 in) at the lever (1).

1. Make minor adjustments with the clutch cable adjuster (4) at the clutch lever.

(1) Clutch lever

2. Pull back the rubber dust cover (2). Loosen the lock nut (3) and turn the clutch cable adjuster (4) to obtain the specified free play. Tighten the lock nut (3) and check adjustment.
3. If the adjuster is threaded out near its limit or the correct free play cannot be obtained using the cable adjuster (4), loosen the lock nut (3) and turn in the cable adjuster (4) completely. Tighten the lock nut (3) and pull on the rubber dust cover.

(2) Dust cover
(3) Lock nut
(4) Clutch cable adjuster
(A) Increase free play
(B) Decrease free play

4. At the lower end of the cable, loosen the lock nut (5). Turn the adjusting nut (6) to obtain the specified free play. Tighten the lock nut (5) and check adjustment.
5. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.

NOTE:

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

Other Checks:

Check the clutch cable for kinks or signs of wear that could cause sticking or failure. Lubricate the clutch cable with a commercially available cable lubricant to prevent premature wear and corrosion.

(5) Lock nut
(6) Adjusting nut
(A) Increase free play
(B) Decrease free play

Front Brake

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

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

If the control lever free travel becomes excessive and the friction pads are not worn beyond the recommended limit (page 72), there is probably air in the brake system and it must be bled. See your authorized Honda dealer.

Brake Fluid Level:

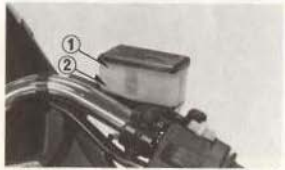
WARNING

* *Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.*

Remove the reservoir cap and diaphragm. Whenever the level is lower than the lower level mark (2) on the reservoir, fill the reservoir with DOT 3 BRAKE FLUID from a sealed container, up to the upper level mark (1). Reinstall the diaphragm, and tighten the reservoir cap securely.

CAUTION:

* *When adding brake fluid be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.*



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

CAUTION:

- *Use only DOT 3 brake fluid from a sealed container.*
- *Handle brake fluid with care because it can damage paint and instrument lenses.*
- *Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.*

Brake Pads:

Brake pad wear will depend upon the severity of usage, type of driving, and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually from the direction as indicated by the arrow during all regular service intervals to determine the pad wear. If the pads wear to the wear lines (2), both pads must be replaced.

Other Checks:

Make sure there are no fluid leaks. Check for deterioration or cracks in the hose and fittings.

(1) Arrow (2) Wear line (3) Brake disc

Rear Brake

Adjustment:

A stopper bolt (1) is provided to allow adjustment of the pedal height.

Loosen the lock nut (2), and turn the stopper bolt. Tighten the lock nut.

1. Place the motorcycle on its centerstand.
2. Measure the distance the rear brake pedal (3) moves before the brake starts to take hold. Free play should be 20–30mm (3/4–1-1/4 in).
   If adjustment is necessary, turn the rear brake adjusting nut (4).

(1) Stopper bolt (3) Brake pedal
(2) Lock nut

NOTE:

- Make sure the cut-out on the adjusting nut is seated on the brake arm pin.
- If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.

3. Apply the brake several times and check for free wheel rotation when released.

(4) Adjusting nut (A) Increase free play
(B) Decrease free play

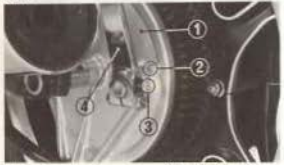
Wear Indicator:

When the brake is applied, an arrow (3), attached to the brake arm (4), moves toward a reference mark (2) on the brake panel (1).

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

Other Checks:

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



(1) Brake panel
(2) Reference mark
(3) Arrow
(4) Brake arm

Side Stand

Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (1) as shown. Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement. See your authorized Honda dealer for replacement.

(1) Wear line

Battery

If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.

If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing slow starting or other electrical problems, see your authorized Honda dealer.

Battery electrolyte:

The battery (1) is under the seat. Remove the left side cover. Check the battery electrolyte.

The electrolyte level must be maintained between the upper (2) and lower (3) level marks on the side of the battery. If the electrolyte level is low loosen the nut (4) and open the bracket (5) for access to the battery. Remove the battery filler caps (6). Carefully add distilled water to the upper level mark using a small syringe or plastic funnel.

CAUTION:

* *When checking battery electroyte level or adding distilled water, make sure the breather tube is connected to battery breather outlet.*

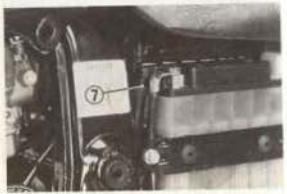
NOTE:

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

(1) Battery
(2) Upper level mark
(3) Lower level mark
(4) Nut
(5) Bracket
(6) Battery filler caps

WARNING

- *The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention.*



(7) Breather tube

- *Batteries produce explosive gases. Keep sparks, flames and cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.*
- *KEEP OUT OF REACH OF CHILDREN.*

CLEANING

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

CAUTION:

- *Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:*
  Radiator Fins
  Brake Master Cylinder
  Wheel Hubs
  Muffler Outlets
  Under Fuel Tank
  Under SEat
  Ignition Switch
  Handlebar Switches
  Instruments
  Carburetors
  Rear Trunk

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
2. Dry the motorcycle, start the engine, and let it run for several minutes.

WARNING

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

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

STORAGE

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

EMISSION CONTROL SYSTEM (USA ONLY)

- **Source of Emissions:**

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

Honda Motor Co., Ltd. utilizes lean carburetor settings and other systems to reduce carbon monoxide and hydrocarbons.

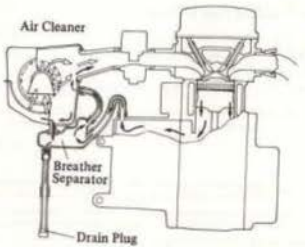
- **Exhaust Emission Control System:**

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

- **Crankcase Emission Control System:**

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

Blow-by gas is returned to the combustion chambers through the air cleaner and carburetors.



- **Problems which may affect Motorcycle Emissions**

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

Symptoms:

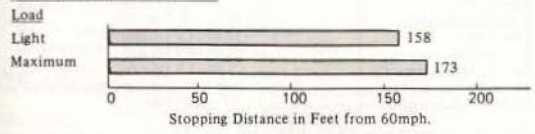
1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. After-burning (backfiring)
5. Poor performance (driveability) and poor fuel economy

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 GL500 INTERSTATE**



SPECIFICATIONS

ITEM	
DIMENSIONS	
Overall length	2,305 mm (90.7 in)
Overall width	880 mm (34.6 in)
Overall height	1,505 mm (59.2 in)
Wheel base	1,495 mm (58.8 in)
Ground clearance	130 mm (5.1 in)
WEIGHT	
Dry weight	230 kg (507 lbs)
CAPACITIES	
Engine oil	2.5ℓ (2.6 US qt) After draining
Final drive gear oil	170 c.c. (5.7 oz)
Fuel tank	17.6ℓ (4.6 US gal)
Fuel reserve	2.5ℓ (0.7 US gal)
Cooling system capacity	1.8ℓ (1.9 US qt)
Passenger capacity*	Only with passenger seat installed*
Vehicle capacity load	168 kg (370 lbs)

* Capacity for operator only with travel trunk installed.

ITEM		
ENGINE		
Bore and stroke	78.0 x 52.0 mm (3.07 x 2.05 in)	
Compression ratio	10.0:1	
Displacement	497 cc (30.3 cu-in)	
Spark plug type		
	USA model	Canadian model
Standard	X24ES-U (ND) or D8EA (NGK)	X24ESR-U (ND) or DR8ES-L (NGK)
For extended high speed riding	X27ES-U (ND) or D9EA (NGK)	X27ESR-U (ND) or DR8ES (NGK)
For optional on-board radio		
For normal condition	X24ESR-U (ND) or DR8ES-L (NGK)	———
For extended high speed driving	X27ESR-U (ND) or DR8ES (NGK)	———
Spark plug gap	0.6–0.7mm (0.024–0.028 in)	
Valve clearance (cold)	Intake 0.08 mm (0.003 in) Exhaust 0.10 mm (0.004 in)	
Idle speed	1,100±100 rpm	

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ITEM	
CHASSIS AND SUSPENSION	
Caster	62°
Trail	117 mm (4.6 in)
Tire size, front	3.50S19-4PR TUBELESS
Tire size, rear	130/90-16 67S TUBELESS
POWER TRANSMISSION	
Primary reduction	2.242
Gear ratio, 1st	2.733
2nd	1.850
3rd	1.416
4th	1.148
5th	0.931
Final reduction	3.091

ITEM	
ELECTRICAL	
Battery	12V–14AH
Generator	A.C. generator 0.252 kW/5,000 rpm
LIGHTS	
Headlight (HIGH/LOW)	12V–60/55W H4 Bulb (Philips 12342/99, or equivalent)
Tail/stoplight	12V–3/32 cp **SAE NO. 1157**
Turn signal light	12V–32 cp **SAE NO.:** **FRONT 1034** **REAR 1073**
Meter lights	12V–2 cp **SAE NO. 57**
Neutral indicator light	12V–2 cp **SAE NO. 57**
Turn signal indicator light	12V–2 cp **SAE NO. 57**
High beam indicator light	12V–2 cp **SAE NO. 57**
Oil pressure warning light	12V–2 cp **SAE NO. 57**
FUSE	10A (Headlight, taillight and meterlight) 30A (Main fuse)