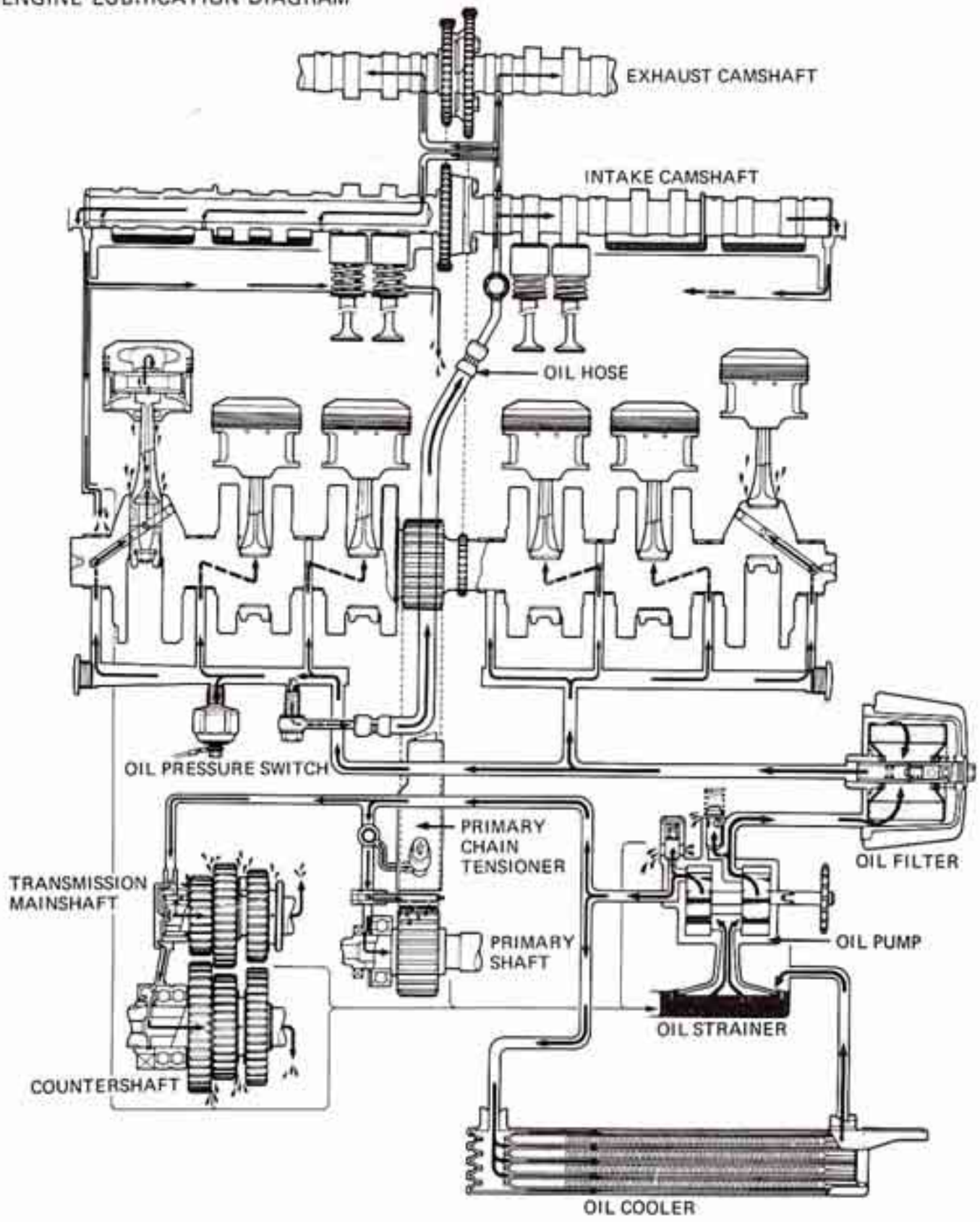
ENGINE LUBRICATION DIAGRAM



Date of Issue: May, 1981
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SERVICE INFORMATION	2-1	OIL PRESSURE	2-3
TROUBLESHOOTING	2-1	OIL COOLER INSPECTION	2-3
ENGINE OIL LEVEL	2-2	OIL HOSE AND BOLT INSPECTION	2-4
ENGINE OIL & FILTER CHANGE	2-2	LUBRICATION POINTS	2-5
OIL STRAINER SCREEN CLEANING	2-3	DRIVE CHAIN	2-5

SERVICE INFORMATION

GENERAL INSTRUCTIONS

Oil pump: See Section 11
Oil pressure relief valve: See Section 11

SPECIFICATIONS

Oil capacity		Approximately 4.0 liter (4.2 US qt) at change 5.5 liter (5.8 U.S. qt) at engine assembly	
Recommended oil		HONDA 4-stroke oil or equivalent General, all temperature −20°C to +35°C (68°F to 95°F) above −20°C (68°F) above −10°C (50°F)	API service classification-SE SAE 10W–40 SAE 10W–30 SAE 10W–40 SAE 20W–40, 20W–50
Oil pump delivery	Right	36.5 liters/min/4,000 rpm	(38.6 qt/min/4,000 rpm)
	Left	27.0 liters/min/4,000 rpm	(28.5 qt/min/4,000 rpm)
Oil pressure (at oil pressure switch)		400–500 kPa (4.5–5.0 kg/cm², 64–71 psi)/4,000 rpm 80°C (176°F)	

TOOLS

Special

Oil pressure Gauge	07506–3000000
Oil Pressure Gauge Attachment	07510–4220100

TORQUE VALUES

Oil drain plug	28–32 N·m (2.8–3.2 kg-m, 20–23 ft-lb)	Pressure switch	15–20 N·m (1.5–2.0 kg-m, 11–14 ft-lb)
Oil filter bolt	28–32 N·m (2.8–3.2 kg-m, 20–23 ft-lb)	Oil bolt (Cylinder head)	18–22 N·m (1.8–2.2 kg-m, 13–16 ft-lb)
Oil pan bolt	8–12 N·m (0.8–1.2 kg-m, 6– 9 ft-lb)	Oil bolt (Crankcase)	20–24 N·m (2.0–2.4 kg-m, 14–17 ft-lb)

TROUBLESHOOTING

Oil Level Too Low
1. External oil leaks
2. Worn piston rings
3. Worn valve guide or seal

Oil Contamination
1. Oil or filter not changed often enough
2. Head gasket faulty
3. Worn piston rings

Low Oil Pressure
1. Oil level low
2. Pressure relief valve stuck open
3. Plugged oil pick-up screen
4. Oil pump worn
5. External oil leaks

High Oil Pressure
1. Pressure relief valve stuck closed
2. Plugged oil filter, gallery, or metering orifice
3. Incorrect oil being used

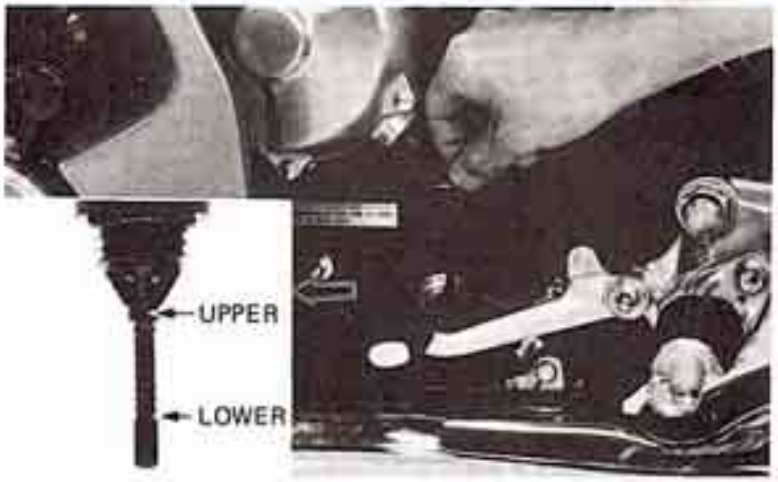
No Oil Pressure
1. Oil level low
2. Oil pump drive chain broken
3. Oil pump faulty
4. Internal oil leakage

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ENGINE OIL LEVEL

Run the engine and allow to idle for a few minutes.
Stop the engine and place the motorcycle on its center stand. Check the oil level with the filler cap/dipstick after a few minutes. Do not screw in the cap when making this check. If the level is below the lower level mark on the dipstick, fill to the upper level mark.

Check the oil pressure warning light. This light should go off when the engine starts.
If it does not, check the oil pump operation and/or oil circuit.



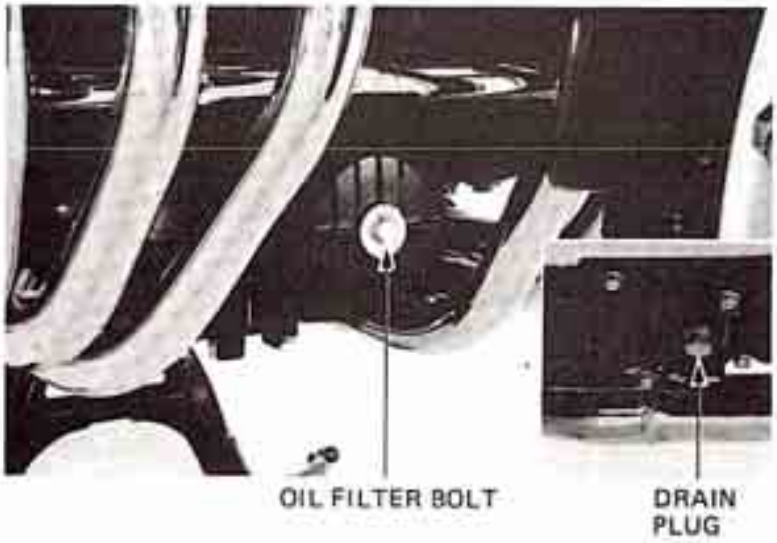
ENGINE OIL & FILTER CHANGE

Warm the engine to normal operating temperature.

Stop the engine.
Place the motorcycle on its center stand.
Remove the oil filler cap, drain plug and oil filter bolt and drain the oil.
Make sure that the sealing washer on the drain plug and the O-rings on the oil filter bolt and oil filter case are in good condition.
Replace the oil filter and install the oil filter bolt and drain plug.

CAUTION

Do not interchange the oil filter with those for other models as it has a greater rate of oil flow.



Fill the crankcase with 4. 0 lit (4.2 US qt) of the recommended oil.

Reinstall the oil filler cap.
Start the engine and idle it for a few minutes.
Stop the engine.

Add the recommended oil to the upper level on the dipstick.
Make sure that there are no oil leaks.



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OIL STRAINER CLEANING

NOTE

Perform this maintenance before filling the engine with oil.

Remove the oil filler cap, drain plug and oil filter bolt.
Remove the oil pan bolts and oil pan.
Remove and clean the oil strainer.
Install a new oil pan gasket and install the oil strainer and oil pan.
Fill the crankcase with the recommended oil (Page 2-2).



OIL PRESSURE

Connect the oil pressure gauge.
Check the oil level.
Warm the engine up to normal operating temperature (approximately 80° C= 176° F).
Check the pressure at 4,000 rpm.

STANDARD:
450-500kPa (4.5–5.0 kg/cm², 64–71 psi)
at 4,000 rpm and 80°C (176°F)

NOTE

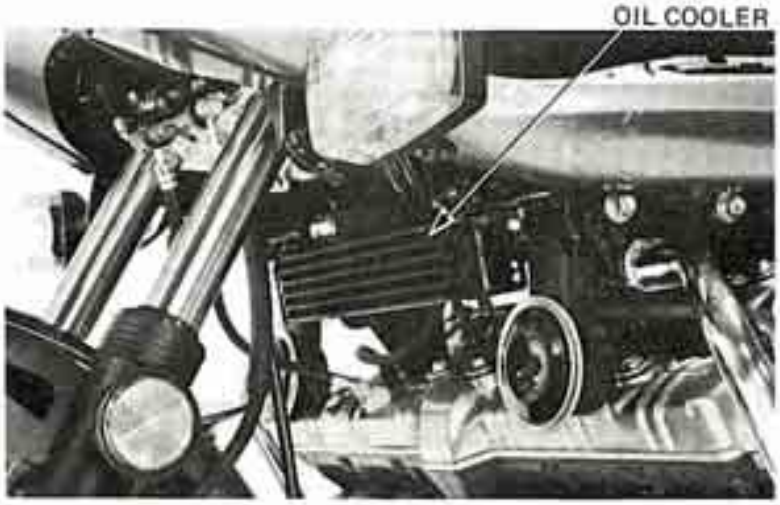
Before installing the pressure switch, apply a liquid sealant to the thread.

Check that the oil pressure warning light goes out.
If the oil pressure warning light stays on, stop the engine immediately and determine the cause.
Also, touch the oil cooler.
It should be warm, indicating that oil is flowing through it from the auxiliary oil pump.



OIL COOLER INSPECTION

Check for damage to the oil cooler core.
Clean the core if necessary.



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OIL HOSE AND BOLT INSPECTION

Check for oil leaks at hose connections.
Check the oil hoses for deterioration.

NOTE

- Install new sealing washers, if the hose is removed.
- Install the oil with the oil orifice on the crankcase side.

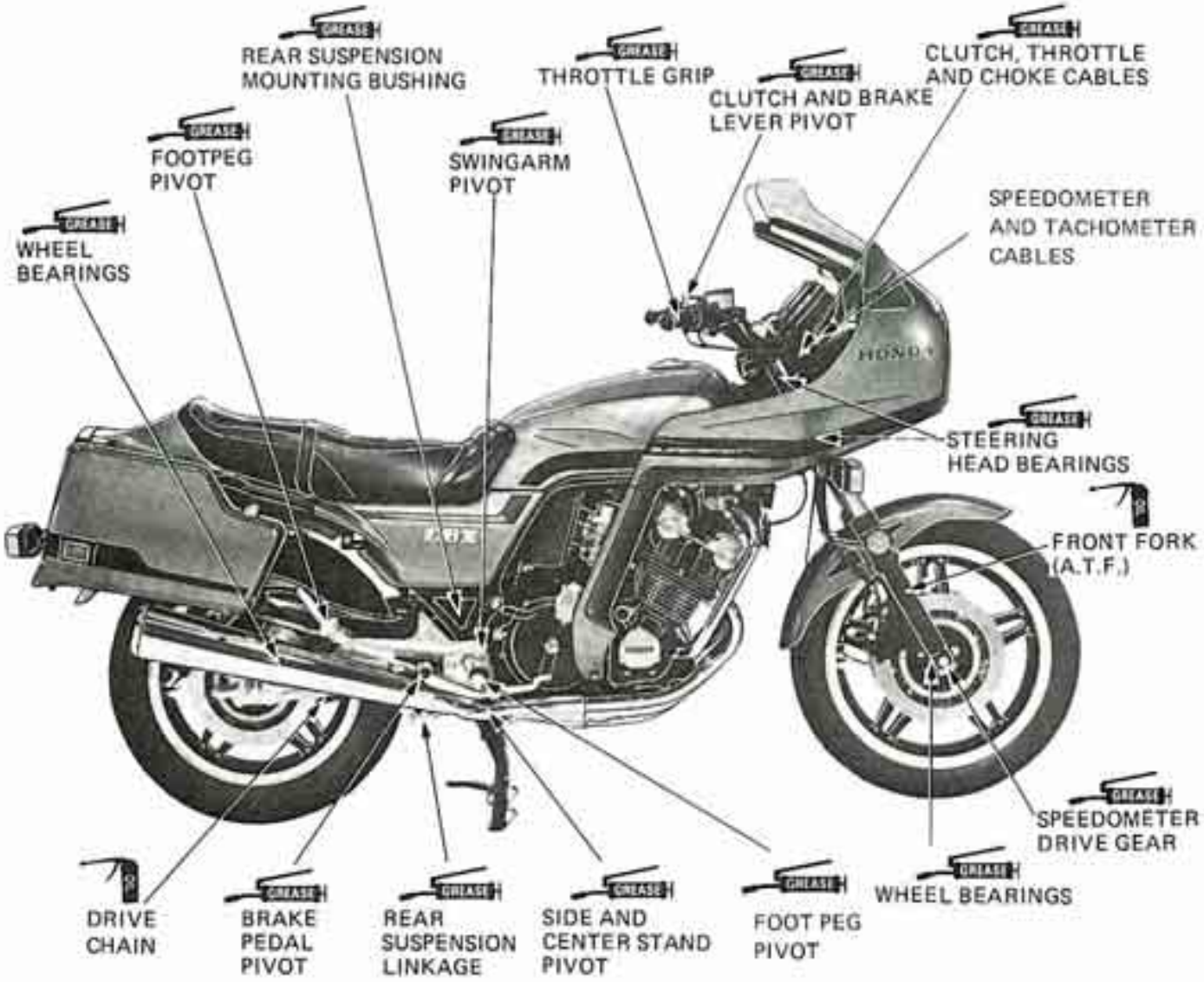


Check that the oil orifice is not clogged.



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LUBRICATION POINTS



DRIVE CHAIN

Clean the drive chain with kerosene and wipe dry.

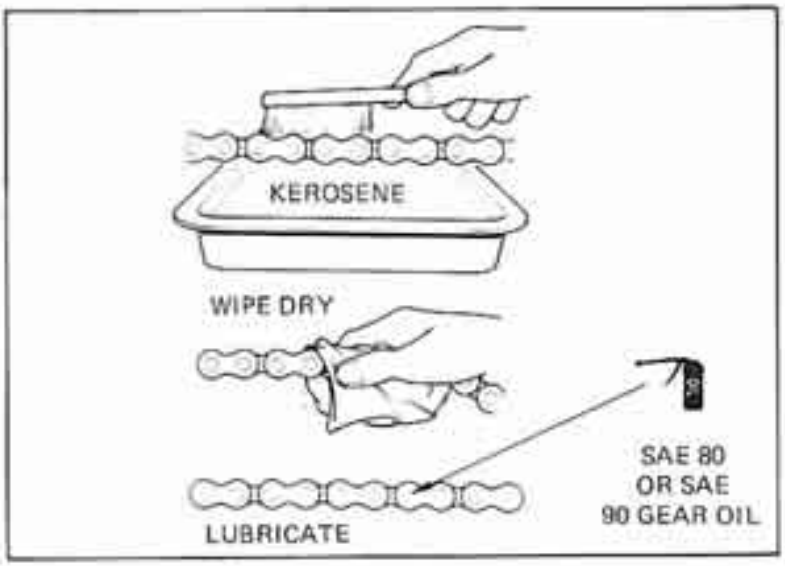
CAUTION

Do not use a steam cleaner, high pressure washers or solvents as these will damage the O-rings.

Lubricate the drive chain with SAE 80 or 90 gear oil.

CAUTION

Do not use commercial aerosol chain lubricants. They contain solvents which could damage the O-rings.



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