



HONDA MOTOR CO., LTD.

HONDA 175

MODEL CB175

K6

323421

英 SM B. 2000610
PRINTED IN JAPAN

OWNER'S MANUAL

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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 CB 175

Fully Operational Service Brake

Load

Light

164.3

Maximum

177.0

0 50 100 150 200
Stopping Distance in Feet from 60 mph.

ACCELERATION AND PASSING ABILITY

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

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

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

Description of vehicles to which this table applies: HONDA CB 175

SUMMARY TABLE:

Low-speed pass 358 Feet; 7.6 Seconds

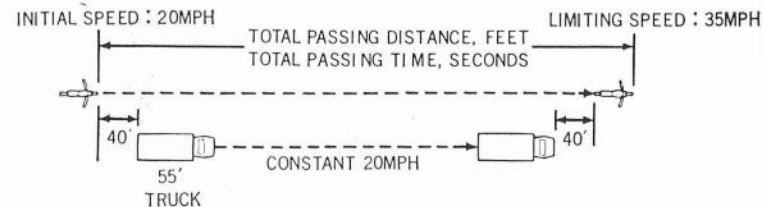
High-speed pass 1,594 Feet; 18.3 Seconds

ITEM	
Contact breaker point gap	0.012~0.016 in. (0.3~0.4 mm)
Spark plug gap	0.024~0.028 in. (0.6~0.7 mm)
Valve clearance	0.002 in. (0.05 mm)
CHASSIS AND SUSPENSION	
Caster	64°
Trail	3.50 in. (89 mm)
Tire size, front	2.75~18 (4 PR)
Tire size, rear	3.00~18 (4 PR)
POWER TRANSMISSION	
Primary reduction	3.700
Final reduction	2.375
Gear ratio, 1st.	2.769
2nd.	1.882
3rd.	1.450
4th.	1.174
5th.	1.000

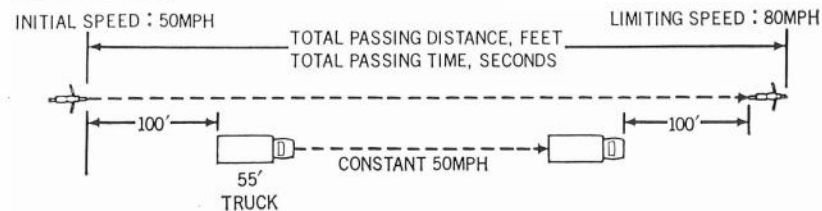
SPECIFICATIONS

ITEM	
DIMENSIONS	
Overall length	76.2 in. (1,935 mm)
Overall width	29.3 in. (745 mm)
Overall height	40.5 in. (1,030 mm)
Wheel base	50.2 in. (1,275 mm)
WEIGHT	
Dry weight	280 lbs. (127 kg)
CAPACITIES	
Engine oil	3.2 U.S. pt. (2.6 Imp. pt., 1.5 liter)
Fuel tank	2.4 U.S. gal. (2.0 Imp. gal., 9 liter)
Fuel reserve tank	0.66 U.S. gal. (0.55 Imp. gal., 2.5 liter)
ENGINE	
Bore and stroke	2.047 × 1.614 in. (52 × 41 mm)
Compression ratio	9.0 : 1
Displacement	10.62 cu. in. (174 c.c.)

LOW- SPEED

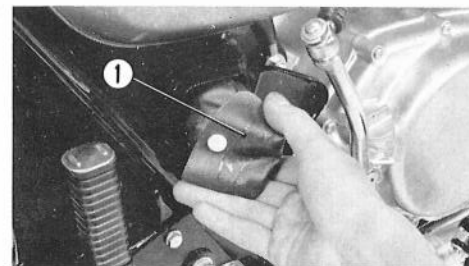


HIGH- SPEED



TOOL KIT

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



① Tool kit

Listed below are the items included in the tool kit

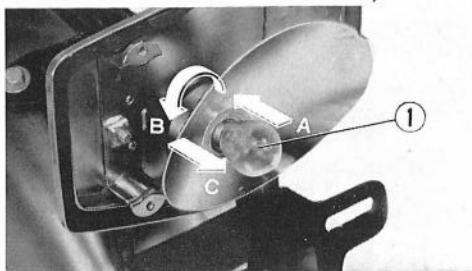
- ① Pliers
- ② 10×12 mm open end wrench
- ③ 14×17 mm open end wrench
- ④ Axle wrench: for axle nut
- ⑤ Spark plug wrench
- ⑥ No. 2 screwdriver
- ⑦ No. 3 cross point screwdriver
- ⑧ No. 2 cross point screwdriver
- ⑨ Screwdriver grip: for screwdriver
- ⑩ Lever: for screwdriver
- ⑪ Handle bar
- ⑫ 45 mm pin wrench: for adjustment of rear shock absorber
- ⑬ Tool bag

Items attached to the motorcycle in a separate package

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

Tail/stoplight Bulb Replacement

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



① Tail/stoplight bulb

Turn Signallight Bulb Replacement

The bulb replacement is made in the same manner as for the tail/stoplight bulb in the above paragraph.

FOREWORD

It is with great pleasure that we welcome you as a new owner of the HONDA motorcycle.

Further, we wish to thank you for selecting a HONDA product.

The HONDA CB175 motorcycle incorporates many new and special features and have been produced in the factory equipped with the latest production and test equipment, therefore, we are confident that your motorcycle will provide you with more than complete satisfaction.

This owner's manual is guide for the proper operation and servicing of your motorcycle. Read it thoroughly so that you will be able to maintain your motorcycle in the best of condition for the utmost in riding pleasure.

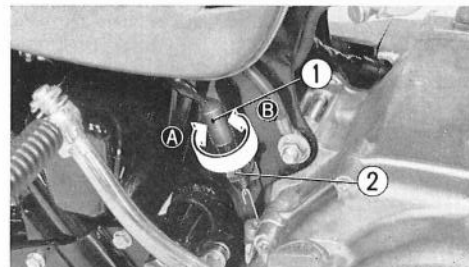
Your HONDA dealer will provide you with complete periodic maintenance and, furthermore, he is always happy to give assistance in case you have any problem. We wish you many miles of safe and happy motorcycling.

Keep the owner's manual in the container under the seat.

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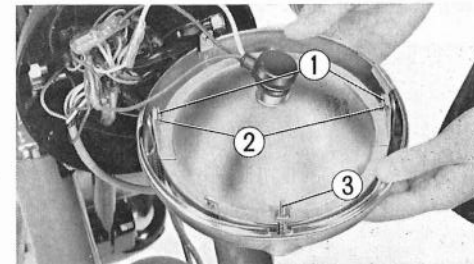
on the stoplight, screw in ① the switch adjusting nut ② and if the stoplight comes on too early, screw out ③ the switch adjusting nut ②.



① Stoplight switch
② Adjusting nut

Headlight Bulb Replacement

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

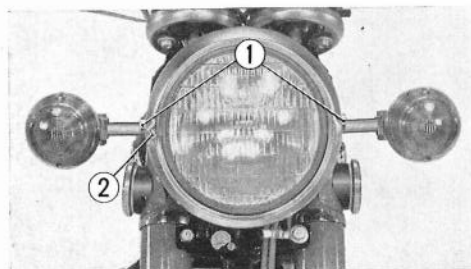


① Lock pins
② Lock screws
③ Beam adjusting screw

Headlight Beam Adjustment

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

1. The vertical adjustment is made by the bolts ① which mount the headlight case.



① Headlight mounting bolts
② Adjusting screw

2. The horizontal adjustment is made with the adjusting screw ② located on the left side of the headlight when facing the motorcycle. Turning the screw in will focus the beam toward the left side of the rider.

Stoplight Switch Adjustment

The stop light switch adjustment is made with the stoplight switch ① (page 51) located on the right side toward the rear of the engine.

1. First check the adjustment of the rear brake pedal in accordance with the procedure on page 44 to make sure that the brakes are properly adjusted.
2. Turn on the main switch (red dot position).
3. Adjust the stoplight switch so that the stoplight will come on when the brake pedal is depressed to the point where the brake just starts to take hold. If the stoplight switch is late in switching

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

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

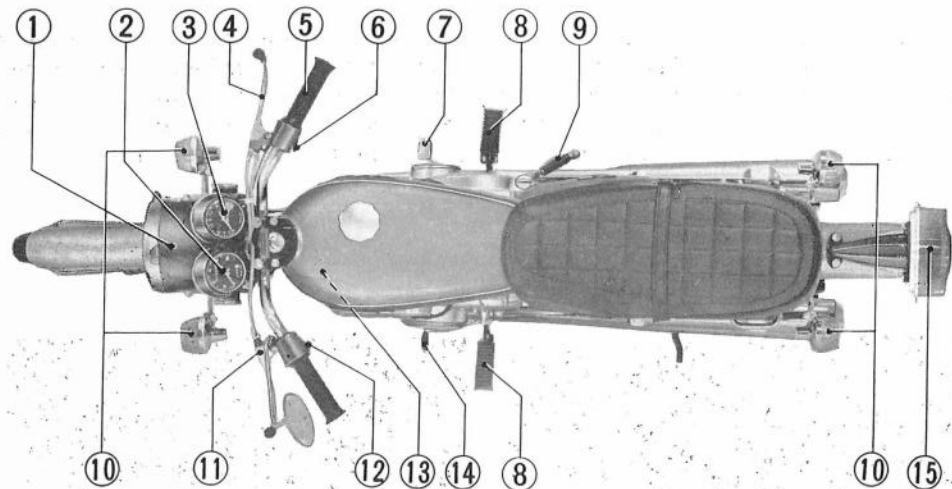
Front Wheel Removal

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

Rear Wheel Removal

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

CONTROL LOCATION



- ① High beam indicator light
- ② Speedometer
- ③ Tachometer
- ④ Front brake lever
- ⑤ Throttle grip

- ⑥ Headlight control switch (above)
- ⑦ Starter button (below)
- ⑧ Rear brake pedal
- ⑨ Foot rests
- ⑩ Kick starter pedal
- ⑪ Turn signal lights

- ⑫ Clutch lever
- ⑬ Turn signal control switch (above)
- ⑭ Horn button (below)
- ⑮ Main switch
- ⑯ Gear change pedal
- ⑰ Tail/stop light

Front Suspension Inspection

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

Rear Suspension Inspection

Check the rear suspension periodically by careful visual examination. Check the rear suspension by pushing hard against the side of the rear wheel while the motorcycle is on the main stand and feel for looseness of the fork bushing. If excessive looseness is felt, consult your HONDA dealer for further inspection. Check all suspension component attachment points for security of their respective fasteners.

Battery Maintenance

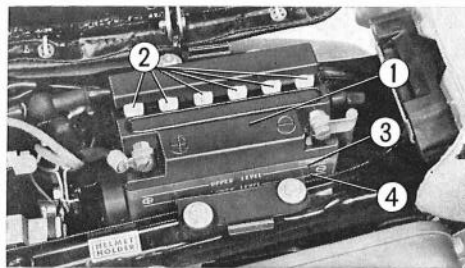
If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage may occur. Inspecting and maintaining the electrolyte level is a simple, quick operation, therefore, it should be performed frequently as indicated in the MAINTENANCE SCHEDULE (refer to page 25).

1. Access to the battery is obtained by releasing the seat lock and raising the right side.

Remove the battery setting rubber and raise the battery slightly to check the battery electrolyte. The correct electrolyte level is between the lower ④ and upper level ③ marks on the battery case.

2. To correct the electrolyte level, remove the battery filler caps ② from the cells needing level correction. For case of cell level correction a small syringe or plastic funnel should be used. Carefully

add the proper amount of distilled water to bring the electrolyte level of the cells between the lower and upper marks. For maximum battery performance and life, only distilled water should be added, however, in an emergency situation where electrolyte level is found to be low and distilled water is not available, drinking water or a low mineral content can be used. Reinstall the filler caps.

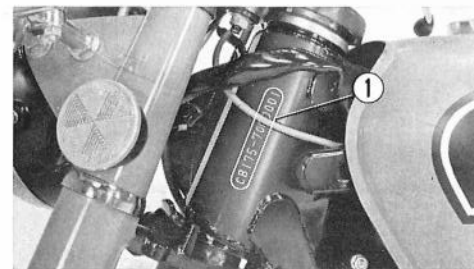


① Battery ③ Upper level mark
② Filler caps ④ Lower level mark

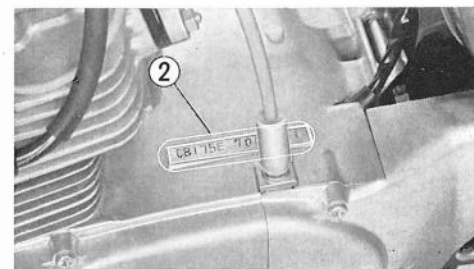
SERIAL NUMBER LOCATION

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

the motorcycle and also for processing warranty claims. Further, when ordering spare parts, engine serial number for engine parts and frame serial number for frame parts may be required to state.



① Frame serial number

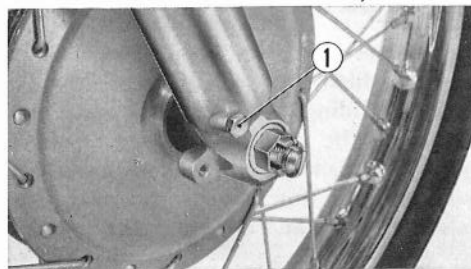


② Engine serial number

Front Fork Oil Change

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

1. Unscrew the front fork drain plug ① at the bottom of fork cylinder, drain the oil by pumping the fork while plug



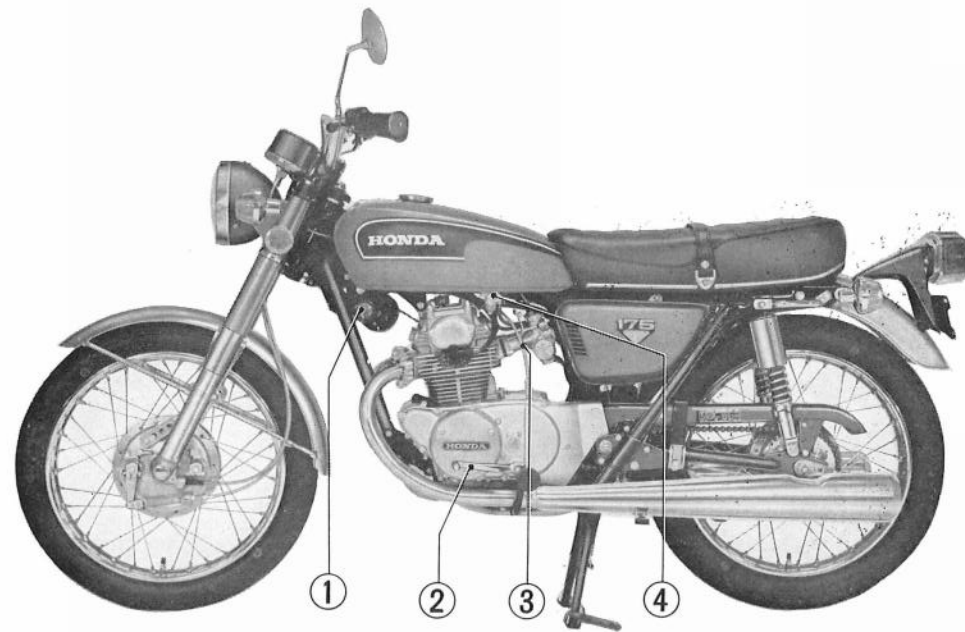
① Front fork drain plug

is out. Replace the plug securely after draining.

2. Remove the top filler plug ② and fill the front fork cylinder with **4.6~4.9 ozs. (135~145 cc)** of premium quality ATF.
3. Securely tighten the top filler plugs after filling.



② Top filler plugs

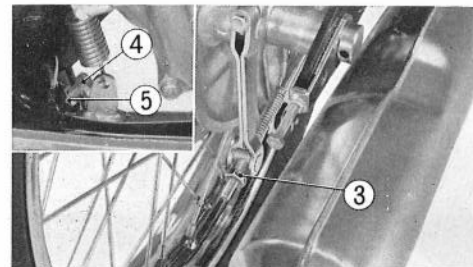


① Main switch ② Gear change pedal ③ Choke lever ④ Fuel valve



① Seat lock ② Kick starter pedal ③ Rear brake pedal

less free play, counterclockwise for greater free play. The static position of the brake pedal can also be adjusted to suit the rider by adjusting the pedal stopper bolt.



③ Rear brake adjusting nut ④ Pedal stopper bolt ⑤ Lock nut

Tire Inflation Pressure Inspection

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

Tire size	Front: 2.75-18 Rear: 3.00-18
Tire inflation pressure (cold)	Front: 26psi (1.8 kg/cm ²) Rear: 28psi (2.0 kg/cm ²) up to 200 lbs load Front: 26psi (1.8 kg/cm ²) Rear: 34psi (2.4 kg/cm ²) up to vehicle capacity load
Vehicle capacity load	300 lbs (135 kg)

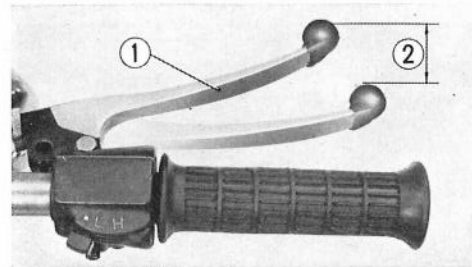
NOTE: Over or under inflation of the tires causes abnormal tread wear or other defects which may result in serious accidents. Riding with under-inflated tires will cause the tires to slip out of place in the rims, damaging the innertube valves. From time to time check the tires for inflation pressure and correct it, if necessary.

Ref. No.	Description	Function
1.	Speedometer	Indicates driving speed
2.	Odometer	Indicates total accumulated distance travelled
3.	High beam indicator light (red)	Light will be on when headlight is on high beam (refer to page 12)
4.	Neutral indicator light (green)	Light will be on when the transmission is in neutral
5.	Tachometer	Indicates engine rpm
6.	Turn signal indicator light (amber)	Light will flash when the turn signal light is operating
7.	Tachometer red zone	During acceleration, engine revolution may enter the red zone from time to time. However, the motorcycle should not be operated in the red zone for long time and should not be operated beyond it
8.	Trip meter	Indicates distance traveled (meter can be reset every each trip)
9.	Trip meter reset knob	Reset knob for "zeroing" the trip meter. Turn in the direction of the arrow (refer to page 9)

face the direction of forward wheel rotation.

The master link is the most critical part affecting the security of the drive chain. Master link are reusable, if they remain in excellent condition, but it is recommended that a new master link be installed whenever the drive chain is reassembled.

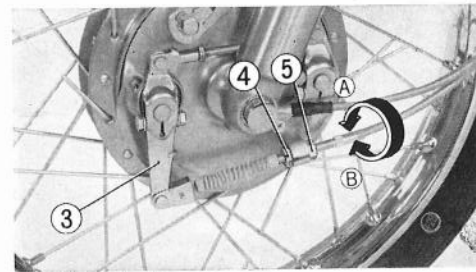
- Adjust the drive chain to the proper tension, following the instructions on page 40~41.



① Front brake lever
② Free play

Front Brake Adjustment

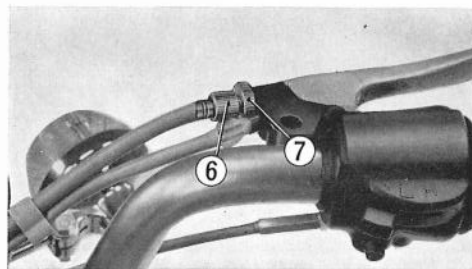
- Raise the front wheel off the ground by placing a support block under the engine, spin the front wheel by hand and measure the amount the front brake lever ① must be moved before the brake starts to take hold. The lever free play ② should be **0.8~1.2 in. (20~30 mm)** at the end of the brake lever.
- If the brake requires adjustment, there are two places where this adjustment can be made. Normally the adjustment



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

can be made at the front brake arm ③ (page 43) on the front brake panel. First, loosen the lock nut ④ and then turn the front brake adjusting nut ⑤. Turning the nut ⑤ in the clockwise direction ① will decrease the brake lever play ② and turning in the counterclockwise direction ② will increase the play.

3. Minor adjustment can also be made with front brake cable adjuster ⑥ on the front brake lever by turning in the same direction as above.

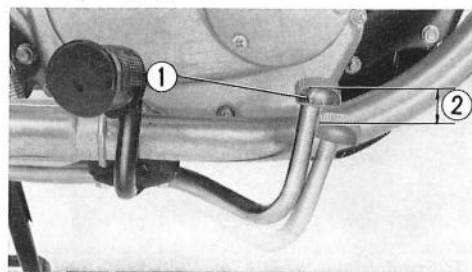


⑥ Front brake cable adjuster
⑦ Lock nut

Rear Brake Adjustment

1. Raise the rear wheel off the ground by placing the main stand under the motorcycle.
2. Rotate the rear wheel by hand and note the distance the pedal free travel ② before the brake holds.
3. Nominal free play is **0.8~1.2 in. (20~30 mm)**.

If the adjustment is necessary, make the adjustment by turning the adjusting nut ③ (page 45). Turn clockwise for



① Rear brake pedal
② Pedal free play

OPERATING INSTRUCTIONS

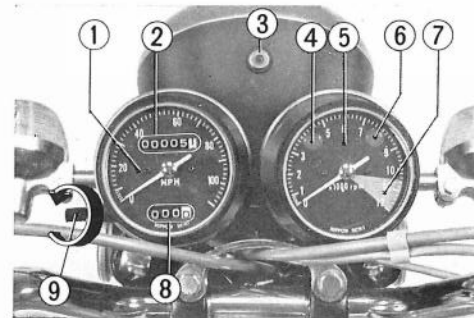
Instruments and Indicator Lights

These instruments are grouped together and mounted above the headlight case and the indicator lights are incorporated

within the instruments.

Their functions are shown in the table on the next page.

- ① Speedometer
- ② Odometer
- ③ High beam indicator light
- ④ Neutral indicator light
- ⑤ Tachometer
- ⑥ Turn signal indicator light
- ⑦ Tachometer red zone
- ⑧ Trip meter
- ⑨ Trip meter reset knob



Drive Chain Lubrication

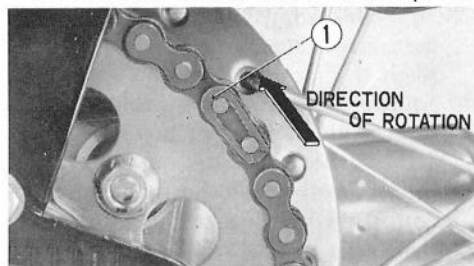
Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant will penetrate the space between adjacent surfaces of link plates and rollers. When the drive chain becomes extremely dirty, it should be removed and cleaned prior to lubrication.

1. Carefully remove the master link retaining clip with pliers. Do not bend or twist the clip. Remove the master link. Remove the drive chain from the motorcycle.
2. Clean the drive chain in solvent and allow to dry.
Inspect the drive chain for possible wear or damage. Replace any chain that has damaged rollers, loose fitting links, or otherwise appears unserviceable.
3. Inspect the sprocket teeth for possible wear or damage. Replace if necessary. Never use a new drive chain on badly

worn sprocket. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.

4. Lubricate the drive chain.
5. Pass the chain over the sprockets and join the ends of the chain with the master link. For ease of assembly, hold the chain ends against adjacent rear sprocket teeth while inserting the master link.

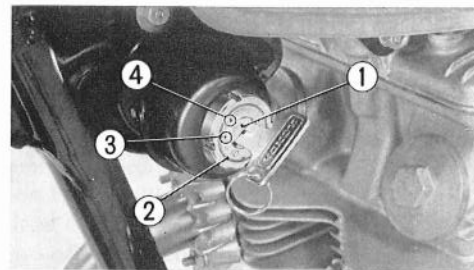
Install the master link retaining clip ① so that the closed end of the clip will



① Retaining clip

Main Switch

The main switch ① is located on the left side under the forward end of the fuel tank. Functions of the respective switch positions are shown in the chart below.

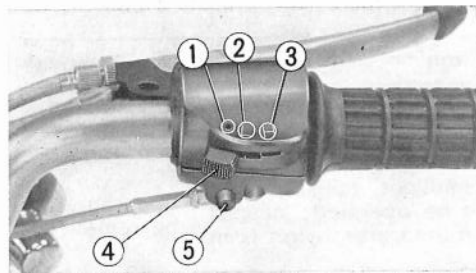


- ① Main switch
- ② "OFF" position
- ③ "ON" position (red dot)
- ④ "Parking" position (black dot)

Key Position	Function	Key Removal
② "OFF"	All electrical circuits are open; engine does not start	Key can be removed
③ "ON" position	Electrical circuits except parking light are closed; engine can be started; headlight, tail/stop light and turn signal light can be operated; neutral indicator light is on when the transmission is in neutral.	Key cannot be removed
④ "Parking" position	Only parking light circuit is closed; engine does not start; parking light is on.	Key can be removed

Headlight Control Switch

The headlight control switch ④ is mounted on the right handle grip switch housing. The switch can be operated by the thumb without taking the hand off the handle. The red dot position ① is for day time riding. The headlight and taillight will not be on. The "L" ② and the "H" ③ positions are for riding with both lights be on; in which case, "L" is for low beam or dim, used when approaching or following



- ① "OFF" position
- ② "Low beam" position
- ③ "High beam" position
- ④ Headlight control switch
- ⑤ Starter button

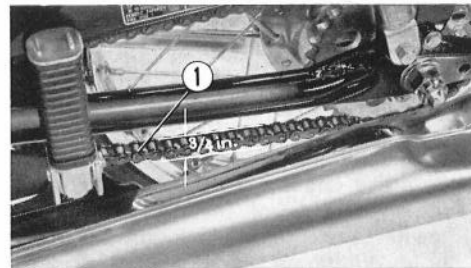
other vehicles. The "H" position is for high beam and in this position the high beam indicator light on the headlight case will be on.

Starter Button

The starter button ⑤ is located directly below the headlight control switch. While the starter button is depressed, provided the main switch is in, the starter motor will crank the engine.

Turn Signal Control Switch

When the turn signal light is being used, it is operated by the turn signal control switch ③ (page 13) located on the left handle grip switch housing. For making a right turn, move the switch to the "R" position, and to the "L" when making a left turn.



① Drive chain

4. Loosen the lock nut ③ on both the right and left chain adjusters and turn the adjusting bolt ④.

Turn the adjusting bolt clockwise to decrease chain tension.

Align the index mark ⑤ on both chain adjuster ⑥ to the same position on the both side scales ⑦ of the rear fork.

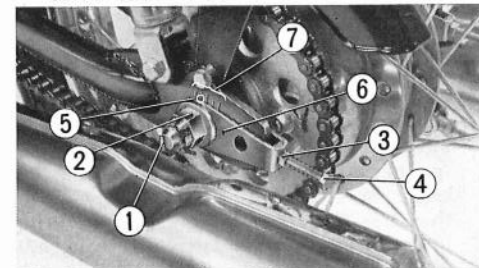
5. Tighten the rear axle nut and secure the nut with the cotter pin (replace the cotter pin if it has become broken or damaged).

Tighten the lock nuts.

6. Readjust the rear brake as necessary to correct for the repositioning of the rear wheel assembly.

7. Remove the main stand and check chain slack while sitting on the machine. Roll either forward or backward for enough to be certain there is no tight spots.

When the drive chain adjustment have been performed, recheck for correct drive chain slack



- ① Cotter pin
- ② Rear axle nut
- ③ Lock nut
- ④ Adjusting bolt
- ⑤ Index mark
- ⑥ Chain adjuster
- ⑦ Side scale

3. After the adjustment has been made, check to see that the clutch is not slipping and that the clutch is properly disengaging.

- 1) When the kick starter is used, the engine should easily start without the clutch slipping.
- 2) After the engine starts, pull the clutch lever and shift into gear, and make sure that the engine does not stall, nor the motorcycle start to creep.
- 3) Gradually release the clutch lever and open the throttle, the motorcycle should start smoothly and gradually accelerate.

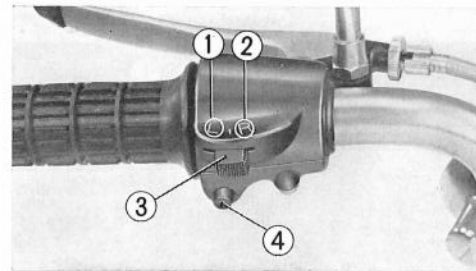
Drive Chain Maintenance

The condition of the drive chain will have considerable effect on the transmission of power from the engine to the rear wheel. If not properly maintained, the drive chain can cause premature wear and damage to transmission and rear wheel bearings and sprockets as well as to itself. A properly adjusted and lubricated drive chain assures safe, smooth and trouble free operation of the vital drive system.

1. Place the motorcycle on its main stand.
2. Move the chain up and down at a point midway between the sprockets and check the total movement. The standard slack should be approximately $3/4"$.
3. To adjust the chain slack, first remove the cotter pin ① and loosen the rear axle nut ②.
(refer to page 41).

Horn Button

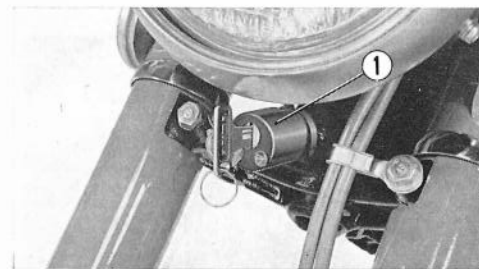
The horn button ④ is located on the left handle grip switch housing. While the horn button is depressed, the horn will operate.



- ① "Left turn signal"
- ② "Right turn signal"
- ③ Turn signal control switch
- ④ Horn button

Steering Lock

The steering lock ① is located on the steering stem directly below the headlight case. Turn the handle bar all the way to the steering stop, either to the left or right, insert the key into the lock, turn key 60° to the left and press in, turn the key lock to the original position and remove the key. This locks steering to prevent theft.

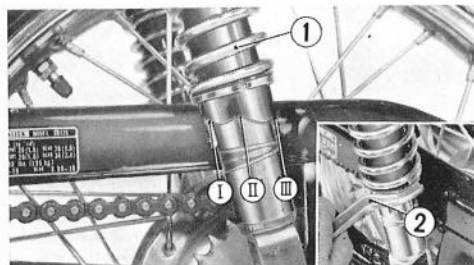


- ① Steering lock

Rear Shock Absorbers

Each rear shock absorber ① has three adjustment positions for different types of road or riding conditions.

Position ① is for light loads and smooth road conditions. Positions ② and ③ progressively increase spring tension for stiffer rear suspension, and are used when the motorcycle is heavily laden or operated on rough roads.

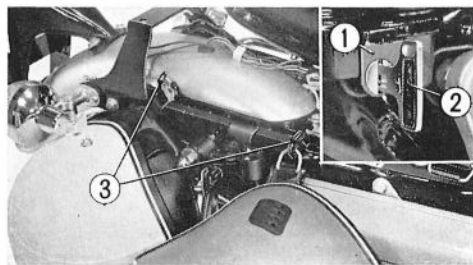


① Rear shock absorber
② Pin spanner

Seat Lock and Helmet Holder

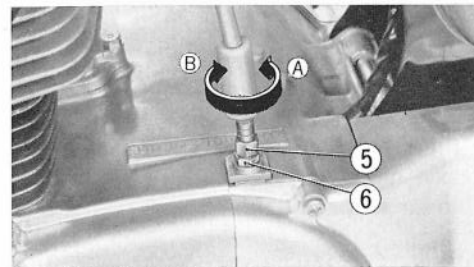
The seat lock ① is located on the lower right side of the seat. Insert the main switch key ② and turn it counterclockwise 90° to unlock and open the seat.

The helmet holder ③ is located under the seat. Open the seat, hang the helmet on the hook and lock the seat.



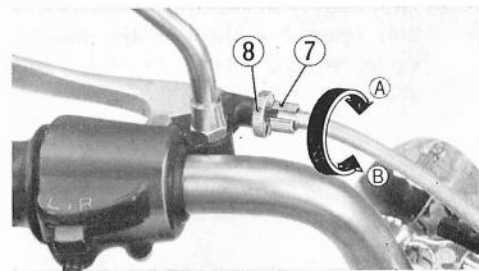
① Seat lock
② Main switch key
③ Helmet holder

1. Perform the clutch adjustment by loosening the clutch locking bolt ④ and adjust with the clutch adjuster ③. Turning the adjuster ③ clockwise ① will decrease the clutch play and turning counterclockwise ② will increase the play.
2. Minor adjustment can also be made with the adjusters at both ends of the clutch cable. Adjustment is made at



⑤ Adjusting bolt
⑥ Lock nut

the drive chain cover end of the clutch cable by loosening the lock nut ⑧ and turning the adjusting bolt ⑦. Screwing the adjusting bolt in ① will increase the play. Loosen the lock nut ⑧ at the clutch lever end and then adjustment is made by turning the circular adjusting bolt ⑦. Turning in ① will increase the play and screwing the adjusting bolt out ② will decrease the play.



⑦ Circular adjusting bolt
⑧ Lock nut

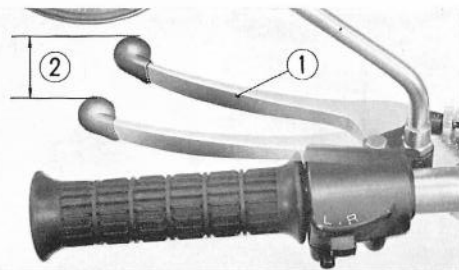
Clutch Adjustment

The clutch should be adjusted so that the application of the clutch lever will completely disengage the transmission of power. If the clutch does not completely disengage, the engine will stall when shifting into gear or else the motorcycle will have the tendency to creep even with the clutch lever disengaged.

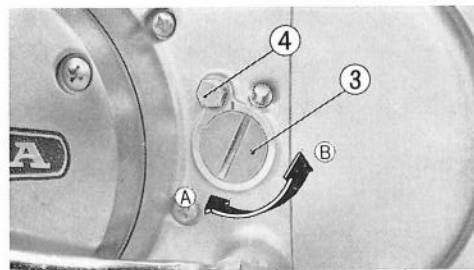
However, in the other case, if the clutch

does not fully engage, the clutch will slip and the motorcycle will not accelerate in response to the acceleration of the engine. In order for the full engine output to be delivered to the rear wheel, it is necessary to have the clutch properly adjusted.

The normal clutch lever free play ② is measured **0.4-0.8 in. (10-20 mm)** at lever end before the clutch starts to disengage.



- ① Clutch lever
- ② Clutch lever free play



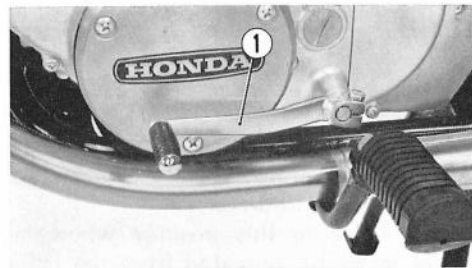
- ③ Adjuster
- ④ Clutch locking bolt

Gear Change Pedal

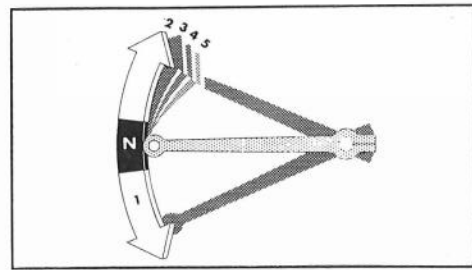
The gear change pedal ① located near the left foot rest is of the progressive shift, positive stop type, which means one full stroke of the gear change pedal will shift only one gear position. The shifting sequence is arranged as shown in the figure.

Shifting from the neutral position into 1st (low) gear is performed by depressing the

gear change pedal with the toe. Shifting to 2nd, 3rd, 4th, and 5th (top) gear is performed by progressively raising the pedal. Shifting down to the lower gear is performed by progressively depressing the pedal. The transmission neutral position is located between 1st and 2nd gear.



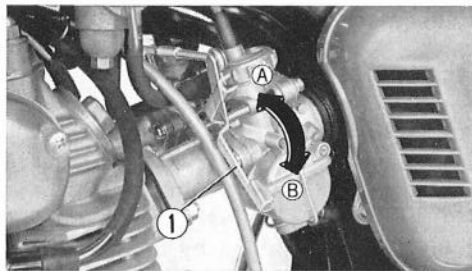
- ① Gear change pedal



Shifting sequence

Choke Lever

The choke lever ① is located at the left side of the carburetor. When the choke lever is up ④, the choke valve is fully closed. (cold engine starting position). When the choke lever is down ⑤, the choke is fully open.



① Choke lever

FUEL AND OIL

Fuel Valve

The fuel valve ① (page 17) is mounted on the left under side of the fuel tank.

"STOP" position:

When the fuel valve is turned to the "STOP" position, fuel cannot flow from the fuel tank to the carburetor. Set the valve in this position whenever the motorcycle is not in use.

"ON" position:

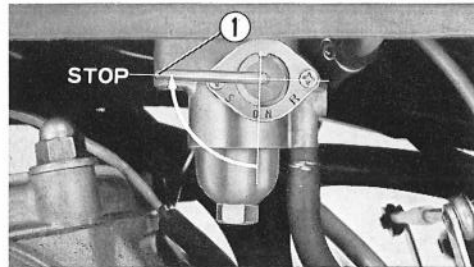
When the fuel valve is turned to the "ON" position, fuel will flow from the main fuel supply to the carburetor.

Set the valve in this position when the engine is to be operated from the main fuel supply.

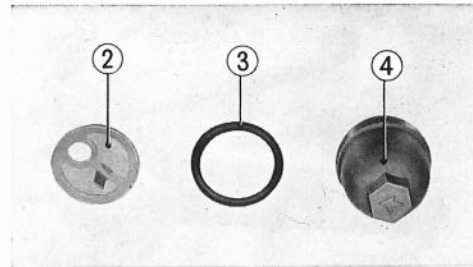
Fuel Strainer Maintenance

The fuel strainer is incorporated in the fuel valve ① which is mounted on the bottom of the fuel tank at the left side. Accumulation of dirt in the strainer will restrict the flow of the fuel and cause the carburetor to malfunction, therefore, the fuel strainer should be serviced periodically.

Turn the fuel valve to the "S" position and unscrew the strainer cap, remove the O ring seal ③ and the screen filter ② can be lifted out. Wash in solvent and reassemble. Turn fuel valve to the "ON" position and check for leaks.



① Fuel valve



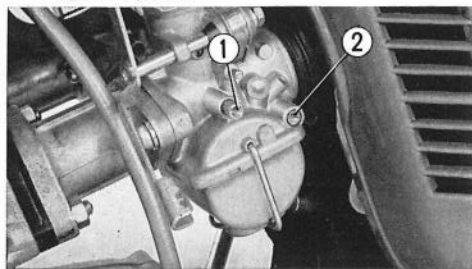
② Screen filter
③ O ring seal

④ Strainer cap

Carburetor Adjustment

A carburetor which is out of adjustment will adversely affect the performance of the engine, therefore, it is important that the carburetor always be maintained in perfect adjustment. Carburetor adjustment should be made only when the engine is operating temperature.

1. Set the idle speed to **1,200 rpm** with the throttle stop screw ①. Turning the screw clockwise direction will increase engine speed.



① Throttle stop screw
② Air screw

2. Manipulate the air screw ② to obtain the maximum and stable engine speed. The standard air screw setting is $1\frac{1}{4}$ turns open from full close position.
3. Readjust the throttle stop screw if it is necessary to reset the idle speed.

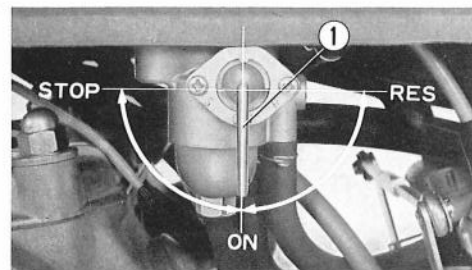
NOTE: Malfunction of the engine during high speed can be caused by a defective ignition or valve system, therefore, determine the cause of the trouble before attempting to correct the condition by adjusting screw.

"RES" position:

When the fuel valve is turned to the "RES" position, fuel will flow the reserve fuel supply to the carburetor.

The fuel valve should be set in this position only after the main fuel supply has been consumed. The reserve fuel supply is **0.66 US gal. (2.5 lit.)**.

When it becomes necessary to switch to the reserve fuel supply, this serves as a warning to the rider that it is time to refill the fuel tank.



① Fuel valve

Fuel Tank

Fuel tank capacity is **2.4 US gal. (9 liter)** including **0.66 US gal. (2.5 liter)** in reserve supply.

Use only gasoline of 90 octane or higher. When refueling take care to exclude dirt, water or other contaminants from the fuel tank.

WARNING:

Gasoline is flammable, and explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the motorcycle when refueling.



① Fuel tank cap

Engine Oil Recommendation

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE (previously Service Classification MS).

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

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 24.

NOTE: Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent and low quality oils are specifically not recommended.

Viscosity

Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the average atmospheric temperature changes substantially.

Recommended oil viscosity:

General, all temperatures **SAE 10 W-40**

Extreme, high temperatures **SAE 20 W-50**

Alternate:

Above 59°F **SAE 30** or **30 W**

32° to 59°F **SAE 20** or **20 W**

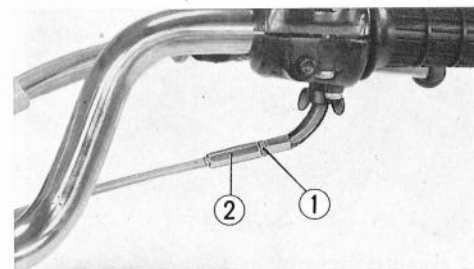
Below 32°F **SAE 10 W**

Throttle Cable Inspection

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

Throttle Grip Play Adjustment

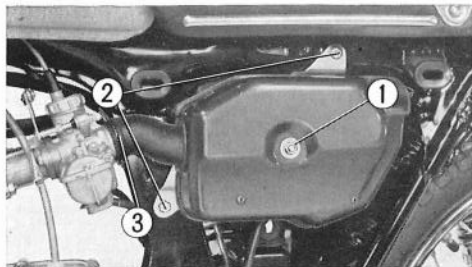
Standard throttle grip free play is approximately 10~15° of the grip rotation. This free play can be attained by adjustment of the grip play adjuster ②. Loosen the grip play adjuster lock nut ① and turn the adjuster until grip free play rotation becomes to 10~15°. Retighten the lock nut.



① Lock nut
② Grip play adjuster

pression stroke. The condition can be determined by shifting the tappets with fingers. If the tappets are free, it is an indication that the pistons are on the top of the compression stroke.

3. Loosen the lock nut ① (page 33) and cam chain tensioner set bolt ② (page 33), and the cam chain will be tensioned automatically.
4. Tighten the lock nut



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

Air Cleaner Maintenance

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

1. Remove the air cleaner cover.
2. Unscrew the air cleaner case fixing nut ① and remove the air cleaner case.
3. Unscrew the two air cleaner element fixing bolts ② and the connecting tube fixing band ③ and remove the air cleaner element.
4. Tap the element lightly to loosen the dust and use a soft brush to remove the dust or apply compressed air from the inside of element to remove the dust.

PRE-RIDING INSPECTION

Prior to starting your motorcycle, perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition. This inspection will only require a few minutes and can save you much time and expense in the long run.

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

1. Engine oil level—add engine oil if it is lower than the lower mark on dipstick (page 26)
2. Fuel level—fill gasoline tank when quantity is not enough for travel.

(page 17)

3. Front and rear brakes—adjust free play in the front brake lever and brake pedal if it is not correct. (page 43~45)
4. Tire air pressure—inflate tires if pressure is too low. (page 45)
5. Drive chain—adjust chain tension when it is too loose or too tight. (page 40~42)
6. Throttle operation—repair if it is not smooth. (page 35)
7. Turn signal light, tail/stoplight and headlight—repair when they do not light properly. (page 50~52)

STARTING THE ENGINE

Starting A Cold Engine

1. Turn the fuel valve to the "ON" position.
2. Insert the key into the main switch and turn to the "ON" position. At this time, observe the green neutral indi-

cator light on the left side of the tachometer. The light will be lighted when the transmission is in the neutral position.

3. Raise the choke lever to the full closed position.

4. Twist the throttle grip inward slightly and depress the starter button. If the engine does not start within 5 seconds, release the starter button and allow the starting motor to rest for approximately 10 seconds before again pressing the starter button. If the engine does not start readily with the starting motor, to prevent excess battery discharge, use the kick starter pedal to start the engine. If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To deflood the engine, turn off the main switch and lower the choke lever to the full open position, twist the throttle grip inward fully and crank the engine using the kick starter pedal. This is then followed by turning the main switch to the "ON" position and following the

starting procedure outlined in steps 1 through 4, however, at this time use of the choke is not necessary.

5. After the engine starts, operate at approximately 1,500rpm until the engine will properly respond to the throttle when the choke is open.

Starting in Extremely Cold Weather

Prime the engine before starting by cranking several times with the kick starter pedal. The main switch should be turned "OFF". The choke should be fully closed and the throttle opened. Followed by the procedure for starting a cold engine.

Starting a Warm Engine

When the engine is to be re-started while it is still warm, proceed as for cold engine starting procedure, however, the use of the choke is not necessary

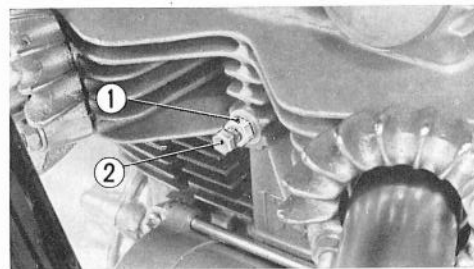
and that the piston is on the compression stroke. If the tappets are tight and the valves are open, rotate the dynamo rotor 360° and realign the "T" mark to the timing index mark. Check the clearance of both valves by inserting the **0.002 in. (0.05 mm)** feeler gauge between the adjusting screw and the valve stem. If it is necessary to make an adjustment, loosen the adjusting screw lock nut ③ (page 32) and turn the adjusting screw ④ so that the valve clearance will offer a slight resistance when the feeler gauge ⑤ is inserted. After completing the adjustment, tighten the adjusting screw lock nut while holding the adjusting screw to prevent it from turning. Finally, recheck the clearance again to make sure that the adjustment has not been disturbed.

Cam Chain Adjustment

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

1. Remove the dynamo cover.
2. Rotate the dynamo rotor counterclockwise until the "T" mark of the rotor lines up with the index mark on the stator.

This adjustment must be made when the pistons are on the top on the com-



① Lock nut
② Tensioner set bolt

////////////////////BREAK-IN PROCEDURE////////////////////////////////////

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

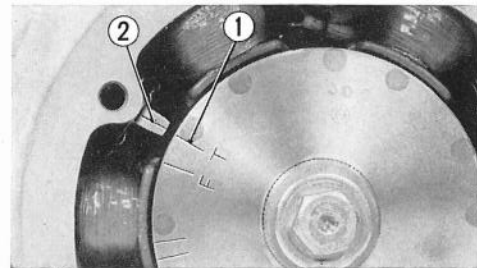
It is recommended that for the first 600 miles (1,000km), the motorcycle not be operated in excess of 80% of the maximum speed in the respective gears.

Valve Tappet Clearance Adjustment

Excessive valve tappet clearance will cause tappet noise, and little or no clearance will cause valve damage and loss of power. Therefore, the valve tappet clearance should be maintained properly.

The valve tappet clearance must be checked when the engine is cold.

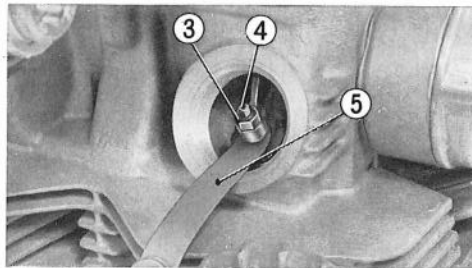
1. Remove the dynamo cover and tappet adjusting hole caps.
2. Rotate the dynamo rotor counterclockwise until the "T" mark ① on the



① "T" mark
② Index mark

dynamo rotor lines up with the index mark ② on the stator. In this position, the piston may either be on the compression or the exhaust stroke.

The adjustment must be made when the piston is on the top of the compression stroke when both the inlet and exhaust valves are closed. This condition can be determined by shifting the tappets with fingers through the tappet adjusting holes. If the tappets are free, it is an indication that the valves are closed



③ Adjusting screw lock nut
④ Adjusting screw ⑤ feeler gauge

RIDING THE MOTORCYCLE

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gear change pedal to shift into low (1st) gear.
3. Slowly release the clutch lever and at the same time gradually increase the engine speed by twisting the throttle grip inward. Coordination of throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a speed of approximately 10mph, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal.
5. This sequence is repeated to progressively shift to 3rd, 4th and 5th (top) gear. The shifting pattern is indicated on page 15.
6. When decelerating the motorcycle, coordination of the throttle and the front and rear brakes is most important.
 - 1) The smooth gradual application of both the front and rear brakes together with the required throttle coordination will, under most conditions, assure positive speed reduction and stability. As the motorcycle speeds are reduced, it is common practice to shift the transmission progressively into the gear appropriate for the motorcycle. This assures maximum control through better breaking effectiveness and acceleration when necessary.
 - 2) For maximum deceleration and stopping, close the throttle, disengage the clutch and apply both the front and rear brakes, as the motorcycle comes to a stop dis-

engage the clutch. This maneuver requires smooth coordination of the controls and to maintain skill it should be practiced frequently. Independent application of either the front or rear brakes is possible,

but if only one brake is applied strongly enough to lock the respective wheel, braking effectiveness is greatly reduced and control of the motorcycle is difficult.

PARKING

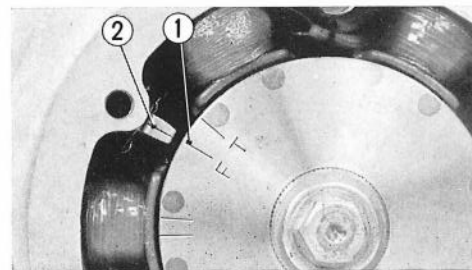
When parking the motorcycle, position the main switch to the "OFF" position and remove the key. The steering should also be locked. Turn the fuel valve to the "S" position. When parking at night near

traffic, the main switch can be positioned to the parking position and the key removed (refer to page 11). This will turn on the taillight and make the motorcycle visible to traffic.

Ignition Timing Adjustment

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

1. Rotate the dynamo rotor in the counterclockwise direction and align the "F" mark ① to the stator index mark ②. At this time, the contact breaker points should just start to open.
2. To adjust, loosen the two base plate locking screws ③ and move the contact breaker base plate ④. Moving the plate in the clockwise direction will advance the timing.



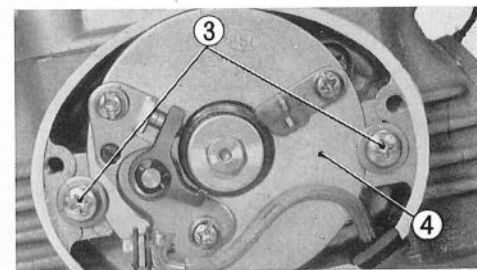
① "F" mark
② Index mark

3. After performing the ignition timing adjustment, recheck the contact breaker point gap ① (refer to page 30) to assure that it had not been changed.

The static ignition timing is relatively accurate and will give satisfactory engine performance, however, the use of the strobo timing method will assure the most precise timing.

When using the strobo timing light to check the timing, idle the engine **1,200 rpm.**

Perform the adjustment in the same manner as described above.

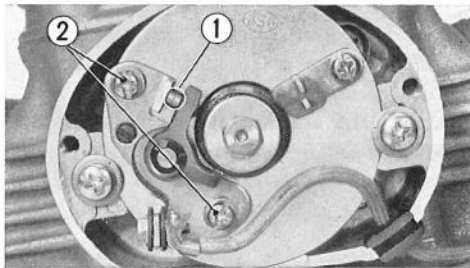


③ Base plate locking screw
④ Contact breaker base plate

Contact Breaker Point Gap Adjustment

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

the contact breaker plate locking screws ② and move the contact breaker plate to achieve correct gap. When properly gapped, retighten the locking screws



① Contact breaker points
② Contact breaker plate locking screws

MAINTENANCE SCHEDULE

The mileage intervals shown in the MAINTENANCE SCHEDULE are intended as a guide for establishing regular maintenance and lubrication periods for your HONDA. Sustained severe or high speed operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions

under which you use your motorcycle, consult your authorized HONDA dealer. If your HONDA CB175 is ever over turned or involved in a collision, have your HONDA dealer carefully inspect the major components, eg. frame, suspension and steering parts, for misalignment or damage to insure further safe operation.

Service Required		Months or Miles, whichever occurs first					Page Reference
		First	Second	Third	Thereafter Repeat Every		
					6	12	
Mile	200	3,000	6,000	3,000	6,000		
km	300	5,000	10,000	5,000	10,000		
*Engine Oil—change		○	Every 1000 miles (1600 km)			26	
*Oil Filter—clean		○		○		○	27
*Spark Plugs—clean and adjust or replace			○	○	○		29
*Contact Breaker Points—check or service			○	○	○		30
Ignition Timing—check or adjust		○	○	○	○		31
Valve Tappet Clearance—check or adjust		○	○	○	○		32
Cam Chain—adjust		○	○	○	○		33
*Air Cleaner—clean and			○		○		34
replace				○		○	34
Throttle Operation—check			○	○	○		35
Carburetor—check or adjust			○	○	○		36
*Fuel Valve Strainer—clean			○	○	○		37
*Fuel Tank and Fuel Lines—check			○	○	○		—
Clutch—check or adjust		○	○	○	○		38
*Drive Chain and Sprockets—adjust and lubricate or replace		○	○	○	○		40

* Denotes service the owners may perform.

Spark Plug Replacement and Adjustment

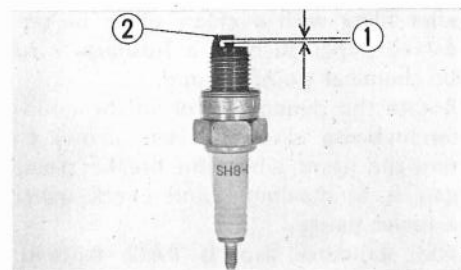
NGK D-8 HS is used on this model. Servicing of the spark plug is as follows.

1. Detach the high tension cord cap and remove the spark plug with the spark plug wrench which is provided in the tool kit.
2. Inspect the tip of the spark plug for deposits or fouling condition. Clean the spark plug with a spark plug cleaner, however, if it is not available, clean the tip of the spark plug with a stiff wire such as a pin to remove the deposits, wash in solvent and follow by drying with a rag.
3. Adjust the spark plug gap ① to **0.024~0.028 in. (0.6~0.7 mm)** with a feeler gauge. The adjustment is made by bending the negative (grounded) electrode ②.
4. When installing the spark plug, it should be first screwed in finger tight

and then torqued with the spark plug wrench for further 1/2 to 3/4 turn.

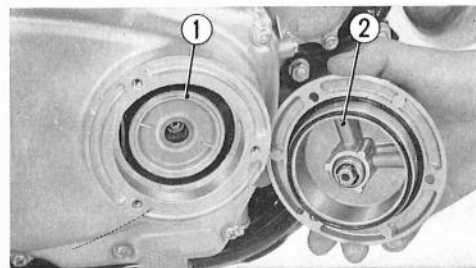
NOTE:

- Do not attempt to dry or remove soot from the spark plug by burning.
- Do not use improper heat range spark plug.

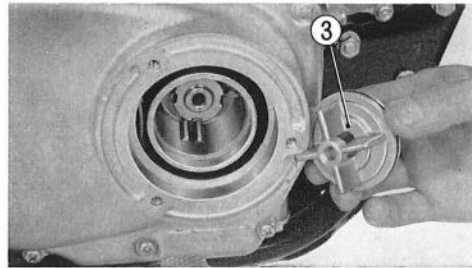


① Spark plug gap
② Negative electrode

1. The oil filter ① is accessible by removing the oil filter cover ② located on the right crankcase cover.
When the oil filter is removed, small amount of oil will flow out.
2. Remove the oil filter cap ③ from the oil filter.
3. Wash the oil filter cap and the oil filter internally with solvent.
4. When assembling the oil filter cap to the oil filter rotor, make sure that the rib on the cap fits in the groove of the rotor.



① Oil filter
② Oil filter cover



③ Oil filter cap

Service Required		Months or Miles, whichever occurs first					Page Reference	
		First	Second	Third	Thereafter Repeat Every			
					Month	—		
						Mile		200
km	300	5,000	10,000	5,000	10,000			
*Front and Rear Brake—adjust		○	○	○	○		43	
Front and Rear Brake Shoes—check or replace				○		○	—	
Front and Rear Brake Links—check			○	○	○		—	
Wheel Rims and Spokes—check		○	○	○	○		—	
Tires—check or replace			○	○	○		—	
Front Fork Oil—check and			○			○	46	
change				○		○	46	
Steering Head Bearings—check or adjust				○		○	—	
Steering Handle Lock—check for operation				○		○	13	
Side Stand Springs—check			○	○	○		—	
*Battery Electrolyte Level—check and replenish if necessary		○	○	○	○		48	
*Lights, Horn, Speedometer and Tachometer—check for operation or adjust			○	○	○		50~52	

MAINTENANCE OPERATIONS

Engine Oil Replenishment

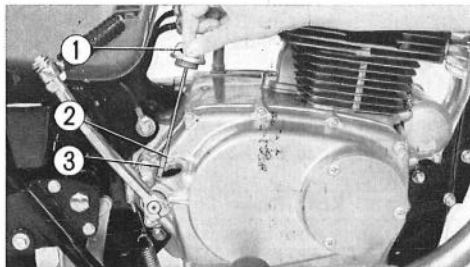
Check engine oil level at pre-riding inspection (refer to page 19) and replenish engine oil when the level limit mark. Check the level with the oil filler cap dipstick without screwing it in.

Engine Oil Change

The engine oil is the chief factor affecting the performance and the service life of the engine. Therefore, the oil recommended on page 18 should be used and the oil always maintained at the proper level. Further, the oil should be changed at the MAINTENANCE SCHEDULE as shown on page 24.

Perform the engine oil change in the following manner.

Drain the oil while the engine is still warm as this will assure complete and rapid draining.

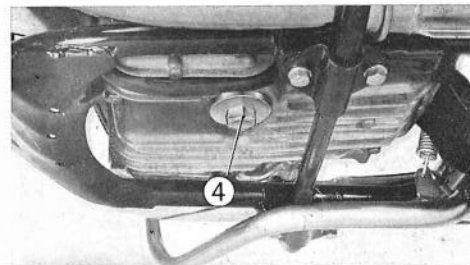


- ① Filler cap dipstick
- ② Upper level mark
- ③ Lower level mark

1. Remove the oil filler cap ① from the right crankcase cover.
2. Place a drip pan under the engine to catch the oil, and then remove the drain plug ④ with the 19 mm spanner.
3. After the oil stops draining from the crankcase, operate the kick starter several times to drain any oil which may be left in the engine.

4. When the oil has been completely drained, reinstall the drain plug making sure that the packing used on this plug is good condition.
5. Fill the crankcase through the oil filler opening with approximately **3.2 US pt (1.5 liter)** of recommended grade oil (refer to page 18). Make sure that the oil level is between the upper ② and lower ③ markings. (page 26) If the level is low, add oil.

NOTE: When operating the motorcycle in unusual dusty condition, it is recommended that the oil changes be performed at more frequent intervals than that specified in the MAINTENANCE SCHEDULE.



④ Drain plug

Oil Filter Maintenance

The oil filter is of the centrifugal type. Principle operation of this type filter is to separate all the impurities and metal chips from the oil by centrifugal force and permitting only the highly purified oil to come in contact with the moving parts of the engine.