HONDA

C70, C70M

Owner's Manual

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 C70 without starting motor and C70M with starting motor incorporate many new and special features. This owner's manual is a 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 inspection and, furthermore, he is always happy to give you assistance in case you have any problem. We wish you many miles of safe and happy motorcycling.

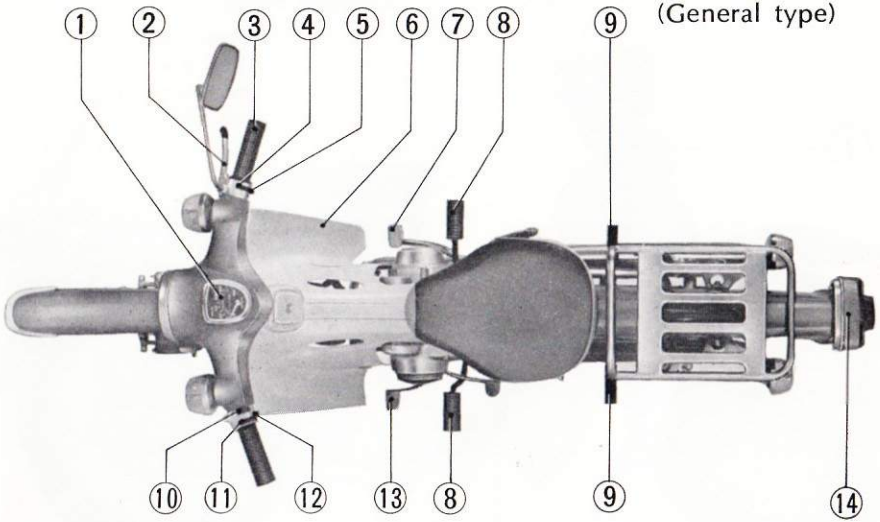
CONTENTS

SPECIFICATIONS

ITEM	
DIMENSIONS	
Overall length	1795 mm (70.7 in)
Overall width	640 mm (25.2 in)
Overall height	975 mm (38.4 in)
Wheel base	1185 mm (46.7 in)
Dry weight	75 kg (165 lb) for C70, 80 kg (176.4 lb) for C70M
FRAME	
Trail length	75 mm (2.95 in)
Caster	63°
Tire size	2.25–17 (4 PR)
Tire size	2.25–17 (4 PR)

Fuel capacity	4.5 lit. (1.2 U.S. gal., 1.0 Imp. gal.)
ENGINE	
Type	Air cooled, 4 stroke O.H.C. engine
Cylinder layout	Single, 80° inclind from vertical
Valve arrangement	Overhead camshaft
Bore and stroke	47 × 41.4 mm (1.85 × 1.63 in)
Compression ratio	8.8
Displacement	72 cc (4.4 cu-in)
Oil capacity	0.7 lit. (1.5 U.S. pt., 1.2 Imp. pt.)
Reduction ratios	
Primary	3.722
Secondary	2.786

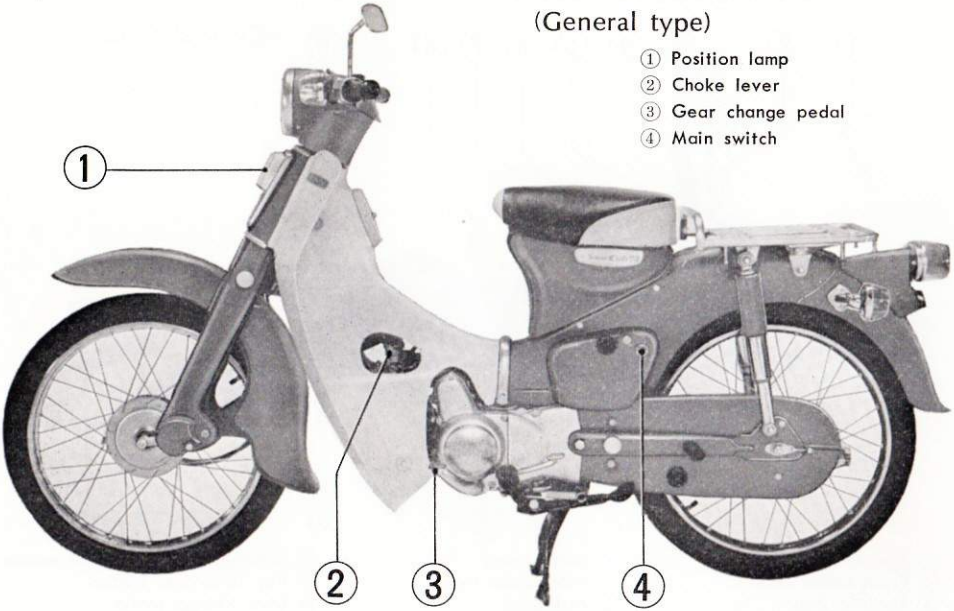
Gear ratio	
1st	3.364
2nd	1.722
Top	1.190
ELECTRICAL SYSTEM	
Ignition	Flywheel magneto for C70
	Battery and ignition coil for C70M
Spark plug	NGK C-7 HS, ND U-22 FS
Starting system	Kick starter for C70
	Starting motor and kick starter for C70M
Battery capacity	Yuasa 6N4-2A-4, 6V-4AH for C70
	Yuasa MBQ 8-6, 6V-11AH for C70M



① Speedometer
② Front brake lever
③ Throttle grip
④ Turn signal control switch
⑤ Starter button (C70M)
⑥ Front cover
⑦ Rear brake pedal
⑧ Foot rests
⑨ Rear foot rests
⑩ Headlight control switch
⑪ Headlight beam selector switch
⑫ Key lamp/Horn button
⑬ Gear change pedal
⑭ Tail/stop light

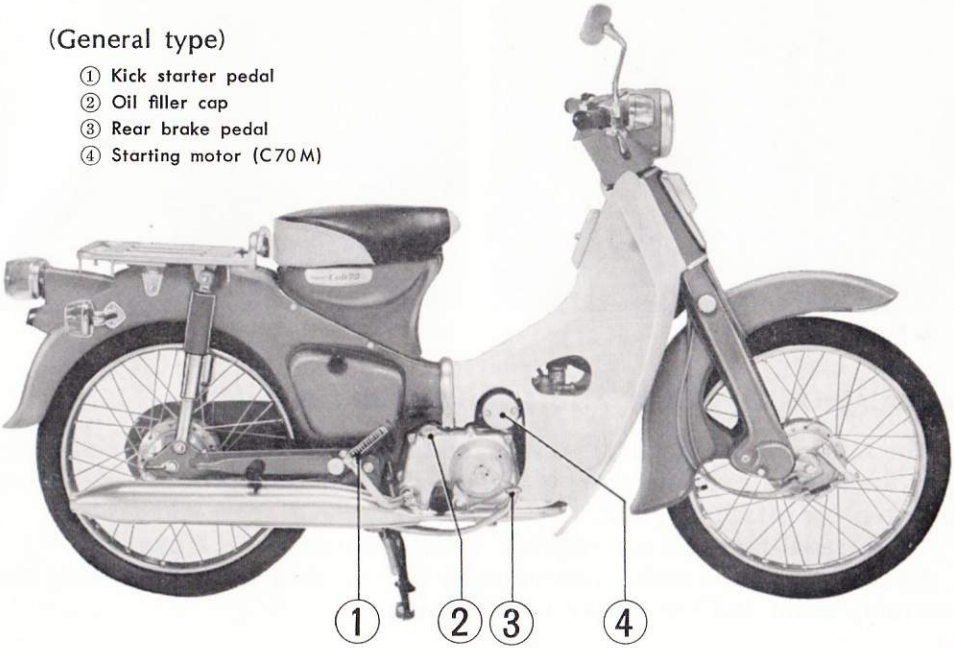
(General type)

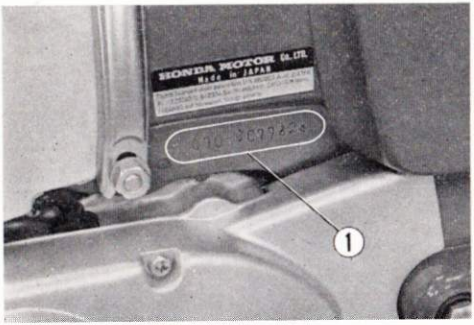
① Position lamp
② Choke lever
③ Gear change pedal
④ Main switch



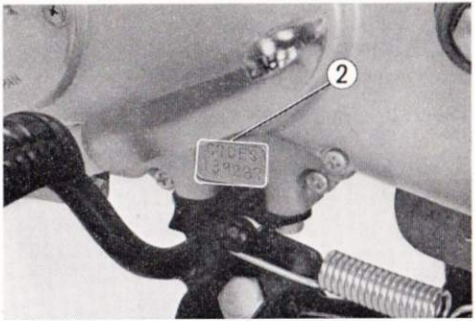
(General type)

① Kick starter pedal
② Oil filler cap
③ Rear brake pedal
④ Starting motor (C70M)





① Frame serial number



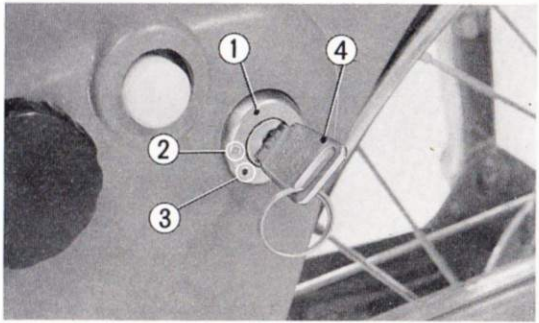
② Engine serial number

• LOCATION OF FRAME AND ENGINE SERIAL NUMBERS

The frame serial number ① is stamped on the left side at the frame center and the engine serial number ② is located on the crankcase directly above the step bar attaching point.

These serial numbers are required when registering the motorcycle.

Further, the frame serial number must be indicated when processing the warranty claim and for ordering spare parts.

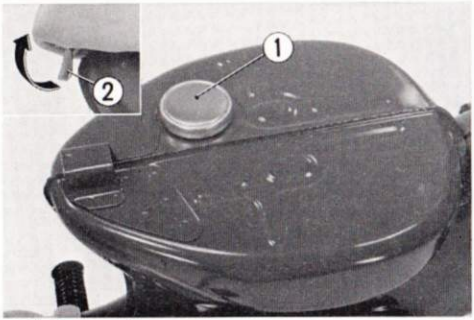


① Main switch
② "ON" position
③ "OFF" position
④ Main switch key

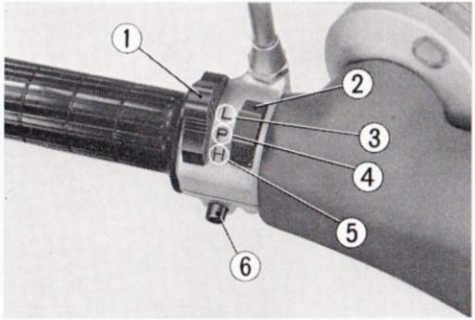
• MAIN SWITCH

The main switch ① is located on the left side of the frame center.
Functions of the respective switch positions are described below.

Inserting the main switch key ④ and turning to the ② position will close the ignition circuit, permitting the engine to be started and at the same time, the headlight and taillight system circuits are also activated, permitting the use of the headlight control switch to select the headlight beam.



① Fuel tank cap
② Seat latch



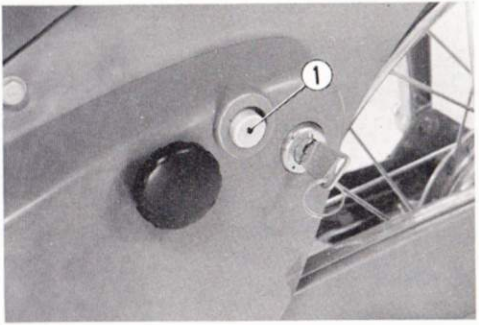
① Headlight beam selector switch
② Headlight control switch
③ "Low beam" position
④ "Position lamp" position
⑤ "High beam" position
⑥ Key lamp/Horn button

• FUEL FILLER CAP AND TANK

The fuel tank cap ① is located under the seat. Release the seat latch ② and open the seat. The fuel tank holds 4.5 lit. (1.0 Imp. gal., 1.2 U.S. gal.) including 0.8 lit. (1.4 Imp. pt., 1.7 U.S. pt.) in the reserve tank.

• HEADLIGHT BEAM SELECTOR SWITCH

First, move the headlight control switch ② to the forward position to



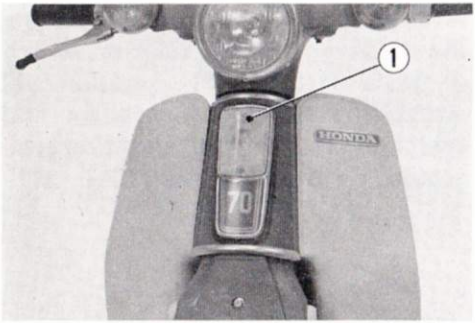
turn on the headlight. Positioning the headlight beam selector switch ① (page 12) to the "L" position will switch the light to low beam and switching to the "H" position will switch the beam to high.

① Key lamp

• KEY LAMP/HORN BUTTON

The key lamp ① is provided to make it easy to locate the main switch key and handle lock locations at night. Key lamp/horn button is a push button switch located below the headlight beam selector switch.

1. By pushing the horn button switch with the main switch in the "OFF" position, the key lamp, the right turn signal lamp will come ON to illuminate the locations of the main switch key and handle lock.
2. The key lamp switch and the horn button switch is used in parallel, the horn will sound when the button is pressed with the main switch ON.

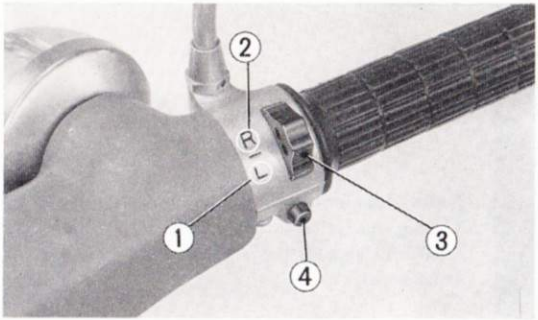


① Position lamp

• POSITION LAMP SWITCH

The position lamp is mounted at the front center to be illuminated during twilight hours or driving in inclement weather to warn on coming traffic.

1. First, position the main switch to "ON" and move the headlight control switch to the forward position to turn on the headlight. (return to the "OFF" position the headlight control switch when you drive for daytime.)
2. By positioning the headlight beam selector switch to "P", the position lamp (including tail lamp, speedometer lamp) will be ON.



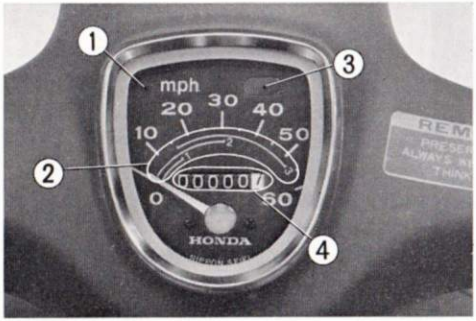
① "L" position
② "R" position
③ Turn signal control switch
④ Starter button (C70M)

• STARTER BUTTON

The starter button ④ is located directly below the turn signal control switch ③. Its operation is described in the section on engine starting procedure on page 24~25.

• TURN SIGNAL CONTROL SWITCH

Turn signal control switch ③ is mounted on the right handle grip bracket For making a left turn, move the switch to the "L" position, and to the "R" when making a right turn.



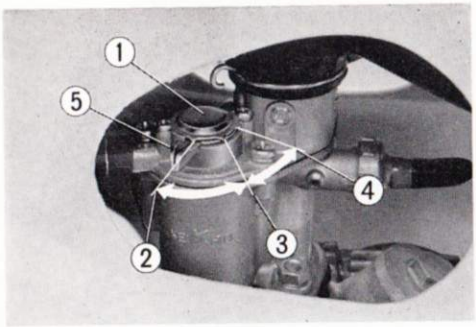
① Speedometer
② Gear speed range indicators
③ Neutral gear indicator lamp
④ Odometer

• SPEEDO/ODOMETER

Speedometer is mounted on the top center of the steering handle with in the speedometer assembly ① are incorporated the odometer ④, neutral indicator lamp ③.

Neutral gear indicator lamp is located on the right side of the dial plate and will be lit when the transmission gear is in the neutral position.

Gear speed range indicators ② are curved bars shown on the speedometer dial plate to indicate the recommended operating range of the respective gears.

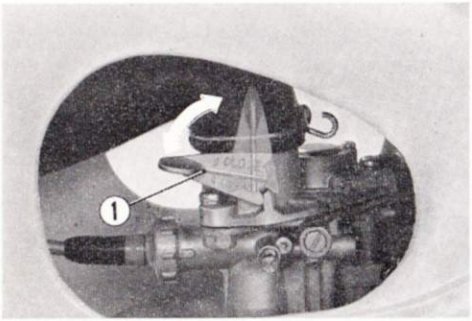


① Fuel valve
② "Open" position
③ "Res" position
④ "Close" position
⑤ Fuel valve lever

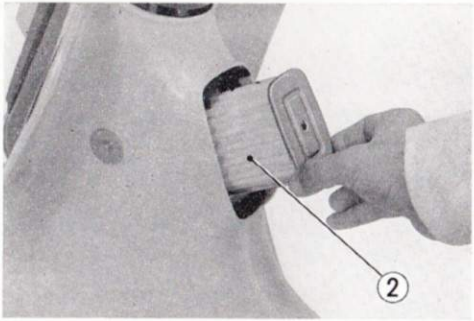
• FUEL VALVE

The three position fuel valve is located within carburetor. The close position ④ shuts off the fuel to the carburetor, ② position opens the fuel from the main tank and ③ position switches on the reserve tank.

When parking, the fuel valve lever ⑤ should be switched to the close position ④.



① Choke lever



② Air cleaner element

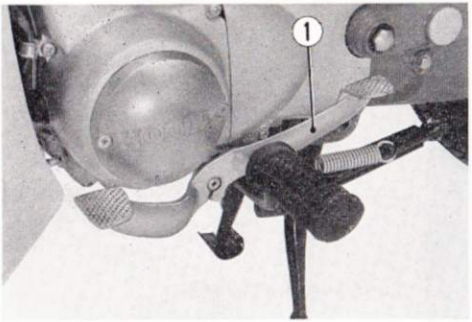
• CHOKE LEVER

Choke lever ① is located on the left side of the carburetor.

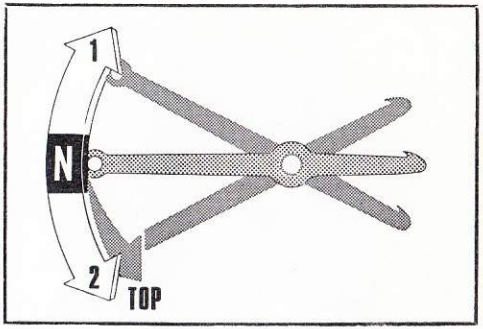
Raising the choke lever will close the choke valve (refer to page 24~25 for its use).

• AIR CLEANER

Air cleaner ② is located on the top of the front cover, assures that only clean air enters the cylinder.



① Gear change pedal



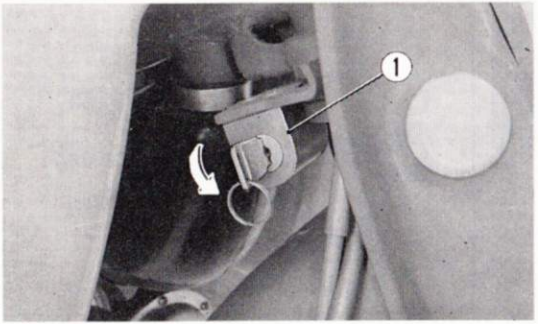
GEAR CHANGE SEQUENCE

• GEAR CHANGE PEDAL

The gear change pedal ① is of the positive stop type with the shifting sequence arranged as shown in the above figure.

Shifting into the low gear from neutral gear position is made by fully depressing the back of the gear change pedal with the heel.

Shifting to second and top from low gear is by depressing the front end of the gear change pedal lightly with the toe.

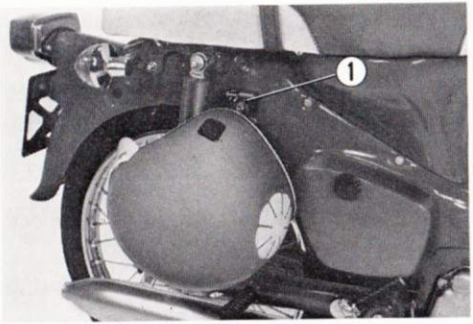


① Steering handle lock

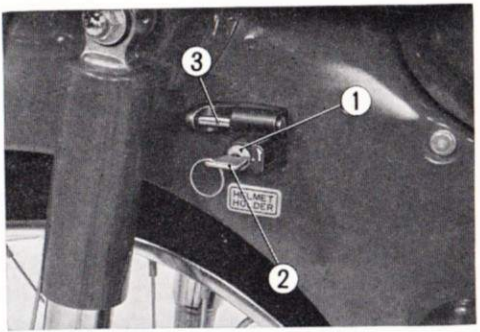
• STEERING HANDLE LOCK

The steering handle lock ① is situated directly below the steering head.

Steering handle can only be locked in the extreme left position, insert the key into the lock and turn counterclockwise 180°.



① Helmet holder



① Main switch key ③ Holder pin

• HELMET HOLDER

The helmet holder ① eliminates carrying your helmet when parking. The holder can be locked to prevent theft.

1. Unlock the holder with the main switch key ②.
2. Hang your helmet on the holder pin ③ and push the pin to lock. This action automatically locks the holder.

PRE-RIDING POINTERS

If just a little attention is paid to the pre-riding pointers, it is possible to avoid occurrence of troubles and/or inconveniences during the use of the motorcycle.

The items to be borne in mind are listed below.

1. Check fuel in the tank to make sure that there is sufficient fuel for the trip. Use only good grade gasoline (refer to page 29).
2. Check the oil level in the engine crankcase with the oil level gauge and add if necessary (refer to page 35).
3. Check the front and rear brake to make sure that they function properly.
4. Check tires for proper inflation pressure.
   Low tire pressure will result in poor riding and poor stability characteristics.
5. Check all lighting equipment for proper operation. They are your insurance against accidents.

TIRE RECOMMENDATION

Correct inflation pressure will provide maximum stability, riding comfort and tire life.

Be sure to follow the tire specifications.

Cold tire pressures psi (kg/cm²)	Up to 165 lb (75 kg) load	Front: 26 (1.8)
		Rear: 28 (2.0)
	Up to vehicle capacity load	Front: 26 (1.8)
		Rear: 34 (2.4)
Vehicle capacity load	300 lbs (135 kg)	
Tire size	Front: 2.25–17	
	Rear: 2.25–17	

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.

STARTING THE ENGINE

• STARTING A COLD ENGINE

Follow the procedure outlined below.

1. Switch the fuel valve lever to the "ON" position.
2. Insert the main switch key into the switch and turn to the "ON" position, check to make sure that the gear is in neutral, the green indicator lamp will be lit.
3. Raise the choke lever to close the choke valve.
4. Twist the throttle grip inward so that the throttle valve is 1/8 to 1/4 open and then depress the starter switch button. If the starting cannot be accomplished within 5 seconds, release the starter button and rest the starter for approximately 10 seconds before reattempting to operate the starter. During each starting interval, do not depress the switch longer than 5 seconds since this will cause excessive battery drain.

   The kick starter pedal can also be used to start the engine in case the battery is low or starting motor fails. Also, the operation of the kick starter is to use the right foot, starting from the top of the stroke and following through to the bottom with a rapid and continuous kick. Operate several times until engine starts. For model C70, start the engine by the kick starter.

If the engine fails to start after several repeated attempts, turn the main switch OFF, open the choke valve by repositioning the lever to the lowered position, turn the throttle grip to full throttle opening and then operate the starter pedal several times.

Next, position the main switch to "ON" and follow the normal starting procedure, however, without the use of the choke.

5. After the engine starts, operate for 2~3 minutes at medium speed to warm up the engine.
6. When the engine is warm, place the choke lever in the open position (lowered position).

- **STARTING IN EXTREME COLD WEATHER**

Prime the engine before starting by cranking the engine several times using the kick starter and with main switch OFF.

The choke should be fully closed and the throttle opened.

Follow with the procedure for starting a cold engine.

- **STARTING A WARM ENGINE**

When the engine is to be restarted while it is still warm, proceed as for a cold engine, however, the use of the choke is not necessary.

RIDING THE MOTORCYCLE

• CHANGING GEARS

After the engine has been warmed up, it is now ready for riding.

First, return the throttle grip to the idling position and depress the gear change pedal to shift into low gear. Increase the engine speed by twisting the throttle grip inward.

When the motorcycle attains a speed of approximately 16 kph (10 mph), close the throttle and shift to the 2 nd gear by fully depressing the front end of the gear change pedal forward lightly with the toe.

This sequence is repeated to progressively shift into the next higher gear. (refer to page 19 for operation of gear change pedal).

NOTE: When shifting gears either up or down, the throttle grip must be closed.

• BREAKING-IN THE MOTORCYCLE

The motorcycle should not be exposed to severe or abusive riding conditions during the initial period.

This little care will be regarded with extra long trouble free life of the motorcycle.

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

- **BRAKE**

The most important point is to apply both the front and rear brakes together.

Independent application of either the front or rear brake gently is possible, but if only one brake is applied strongly, enough to lock the respective wheel, it can cause loss of control of the motorcycle.

Both the front and rear brakes should be applied together uniformly and gradually.

Further when braking on a steep down grade, the engine compression may also be used for braking without danger or causing damage to the engine.

- **PARKING**

Whenever parking the motorcycle, position the main switch to the "OFF" position and remove the key. The steering handle should also be locked to prevent the motorcycle from theft. Switch the fuel valve lever to the "close" position.

FUEL AND OIL

FUEL

Use quality grade gasoline of octane number above 85. The engine of this type is a 4-stroke, therefore, do not use gasoline mixed with oil.

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 oils 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 31.

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.

General, all temperatures

SAE 10W-40
or **SAE 10W-30**

Extreme, high temperatures

SAE 20W-50

Alternate:

Above 59°F	**SAE 30** or **30W**
32° to 59°F	**SAE 20** or **20W**
Below 32°F	**SAE 10W**

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.

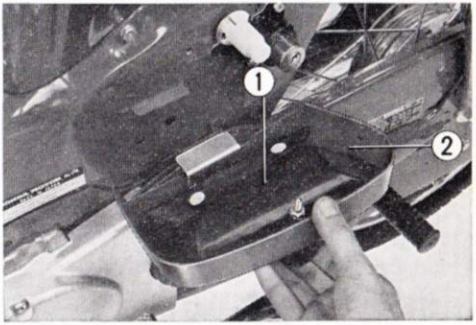
Especially when your Honda C70 or C70M has been turned over or involved in a collision, have your Honda dealer carefully inspect the major components, e.g. frame, suspension and steering parts for misalignment or damage to insure further safe operation.

Service Required		Months or Miles, whichever occurs first					Page Reference
		First	Second	Third	Thereafter Repeat Every		
	Month	—	6	12	6	12	
	Mile	200	3,000	6,000	3,000	6,000	
	Km	300	3,000	10,000	5,000	10,000	
※Engine Oil-change		○	Every 1,000 Miles (1,600 Km)				35
Oil Filter-clean				○		○	—
※Spark Plugs-clean and adjust or replace			○	○	○		39
※Contact Breaker Points-check or service			○	○	○		42
Ignition Timing-check or adjust		○	○	○	○		42
Valve Tappet Clearance-check or adjust		○	○	○	○		40
※Air Cleaner-clean and			○			○	51
replace				○		○	51
Throttle Operation-check			○	○	○		50
Carburetor-check or adjust			○	○	○		45
※Fuel Tank and Fuel Lines-check			○	○	○		—
Clutch-check or adjust		○	○	○	○		49
※Drive Chain and Sprockets-adjust and lubricate or replace		○	○	○	○		52

※ denotes service the owner may perform.

Service Required	Months or Miles, whichever occurs first					Page Reference
	First	Second	Third	Thereafter Repeat Every		
Month	—	6	12	6	12	
Mile	200	3,000	6,000	3,000	6,000	
Km	300	5,000	10,000	5,000	10,000	
※Front and Rear Brake-adjust	○	○	○	○		46
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		○			○	—
change			○		○	—
Steering Head Bearings-check or adjust			○		○	—
Steering Handle Lock-check for operation			○		○	—
Side Stand Springs-check		○	○	○		—
※Battery Electrolyte Level-check and replenish if necessary	○	○	○	○		37
※Lights, Horn and Speedometer-check for operation or adjust		○	○	○		56

TOOL KIT AND ACCESSORIES



① Tool kit
② Left side cover

• TOOL KIT

The tool kit ① is mounted within the left side cover ②.

Minor adjustment and parts replacement can be performed with the tools contained in the kit.

- **LISTED BELOW ARE THE ITEMS INCLUDED IN THE TOOL KIT**

① 23 mm Box wrench : For rear axle sleeve nut
② 17 mm Spark plug wrench : For spark plug, front and rear axle nut, engine oil drain plug
③ Handle lever : For spark plug wrench
④ Pliers
⑤ 10 × 14 mm open end spanner
⑥ No. 2 cross point screw driver
⑦ No. 3 cross point screw driver
⑧ No. 2 screw driver
⑨ Screw driver grip : For screw driver
⑩ Tool bag
⑪ Feeler gauge : For valve tappet clearance adjustment
⑫ Valve tappet adjust wrench : For valve tappet clearance adjustment
⑬ 9 mm spanner : For valve tappet lock nut and screw driver
⑭ 8 × 12 mm open end spanner

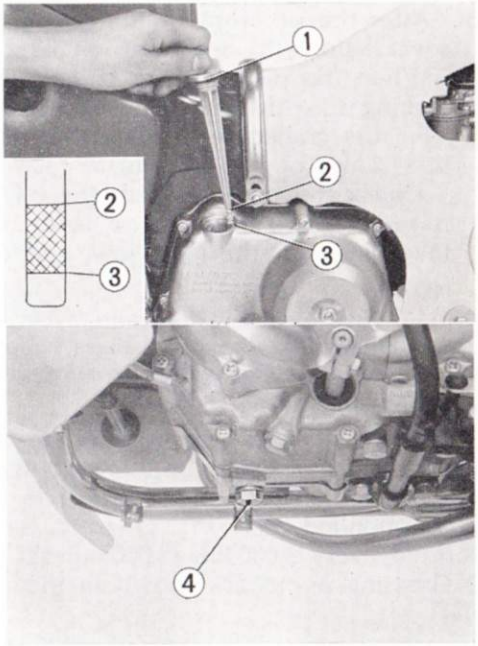
MAINTENANCE OPERATIONS

• ENGINE OIL CHANGE

It is necessary to perform an oil change at the initial 300 km (200 miles) and every 1600 km (100 miles) thereafter. (refer to page 31)

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

1. Remove the oil filler cap ① from the right crankcase cover.
2. Place a drip pan under the engine to catch oil, and then remove the oil drain plug ④ with a 17 mm wrench.



① Oil filler cap
② Upper level line
③ Lower level line
④ Oil drain plug

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 oil drain plug, making sure that the packing used on this plug is in good condition.
5. Fill the crankcase through the oil filler opening with approximately 0.7 lit (1.2 Imp. pt., 1.5 U.S. pt.) of recommended grade oil (refer to page 29).
Check the oil level with the oil filler cap dipstick without screwing in it. Make sure that the oil level is between the upper ② and lower ③ level lines. If the level low, add engine oil.

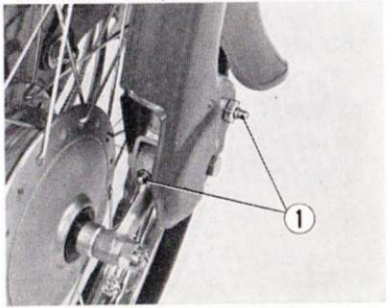
NOTE:

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.

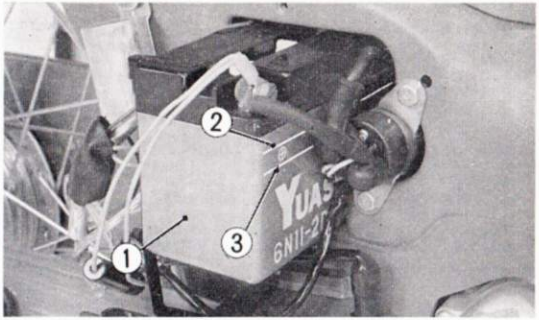
• GREASING

Grease will prevent the wear of the friction components, assisting in the extention of the service life of the motorcycle. It is recommended that the greasing be performed every 5,000 km (3,000 miles).

Greasing points are shown in the figure.



① Grease nipples



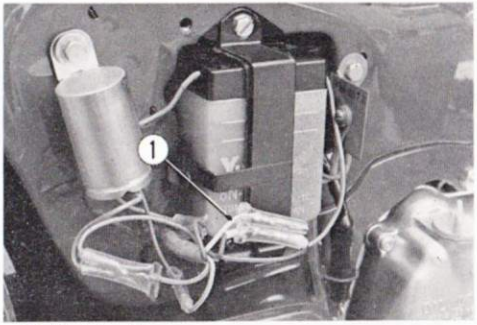
① Battery
② Upper level line
③ Lower level line

• BATTERY INSPECTION

If the battery is used with insufficient electrolyte, it may result in sulfation and finally become damaged, therefore, the proper maintenance is very important.

These batteries (**6V-4AH** for model C70 and **6V-11AH** for model C70M) are located within the frame center. To check it, remove the right side cover and battery clamp.

The level of the electrolyte is visible without removing the battery make sure that the levels of each cell are within the upper ② and lower level lines ③. If any is low, add battery water (distilled water) to bring the level up to the upper line.

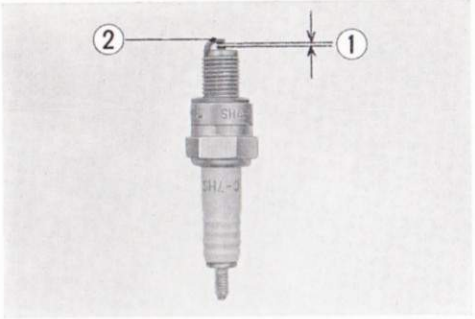


① Pink lead

Also if you drive C70 motorcycle for night time mainly, you had better transfer the green rectifier lead from the green lead obtaining normal charging rate to the pink lead ① to increase high charging rate.

NOTE :

1. **Add only distilled water to the battery, never use tap water.**
2. **When replacing the battery into the compartment, make sure that the vent tube of the battery is properly attached to and not pinched or blocked.**
3. **If unusual high rate of battery electrolyte loss is experienced, consult your Honda dealer for check of the trouble.**



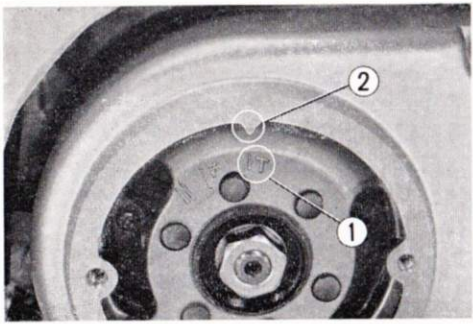
① Spark plug gap ② Negative electrode

• SPARK PLUG INSPECTION

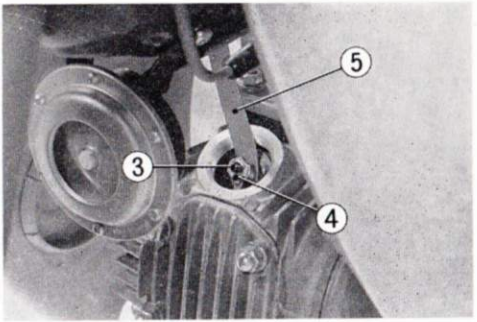
NGK C-7 HS is used on these models. Servicing of the spark plug is as follows.

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 **0.6~0.7 mm (0.024~0.028 in)** 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: 1. Do not attempt to dry or remove soot from the spark plug by burning.
2. Do not use improper heat range spark plug.



① "T" mark
② Timing index mark



③ Adjusting screw
④ Adjusting screw lock nut
⑤ Feeler gauge

• VALVE TAPPET CLEARANCE ADJUSTMENT

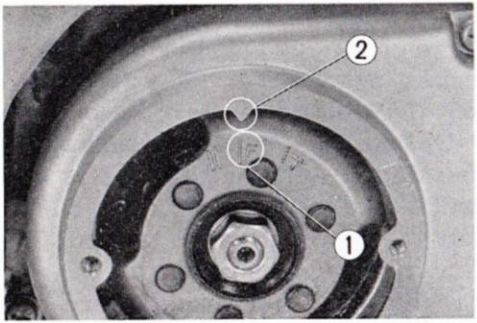
Excessive valve tappet clearance will cause tappet noise, and negative clearance will cause the valve damage and low power.

Therefore, the valve tappet clearance should be maintained properly.

1. The valve tappet clearance must be checked when the engine is cold. Remove the point cover (left crankcase cover for C70) and tappet adjusting hole caps.

2. Rotate the dynamo rotor setting bolt (Flywheel for C70) counterclockwise until the "T" mark ① on the dynamo rotor lines up with the timing index mark ②. 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 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 tappet are free, it is an indication that the valves are closed 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 **(0.05 mm** or **0.002 in)** feeler gauge between the adjusting screw and the valve stem.

If it is necessary to make an adjustment, loosen the adjusting screw lock nut ④ and turn the adjusting screw ③ 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.

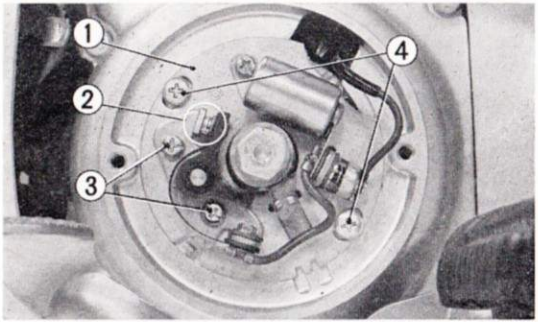


① "F" mark
② Timing index mark

• IGNITION TIMING ADJUSTMENT

Adjustment for both contact breaker point gap and ignition timing are required to maintain satisfactory engine performance.

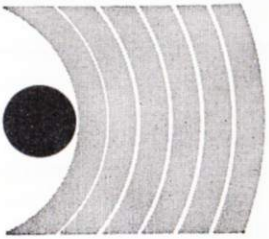
1. Remove the point cover. (Left crankcase cover for C70)
2. Rotate the dynamo rotor (Flywheel for C70) counterclockwise to find the point where the breaker point gap is at maximum and check if the gap is correct using a feeler gauge.

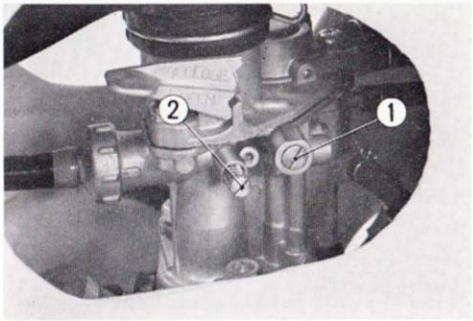


① Contact breaker base plate
② Contact breaker points
③ Contact breaker arm locking screw
④ Base plate locking screw

3. The standard gap ② is **0.3~0.4 mm (0.012~0.016 in)**.
4. When adjustment is necessary, loosen the contact breaker arm locking screws ③ and move the breaker base in either clockwise or counterclockwise direction to obtain the standard point gap setting.
5. After completing the breaker point gap adjustment, the recheck of the ignition timing becomes necessary. The igition timing adjustment for C70M can be made by the following manners. Turn the dynamo rotor counter clockwise and align F mark ① to timing index mark ② (refer to page 42). The ignition timing is correct if the contact breaker point starts opening.

6. 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 at 1300 $\pm$ 100 rpm.





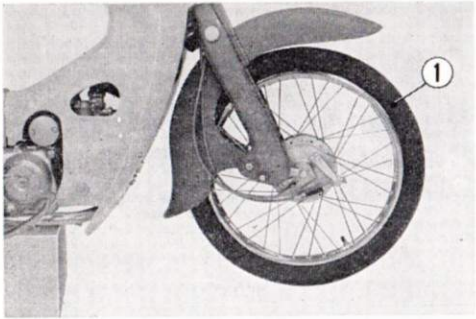
① Air screw ② Throttle stop screw

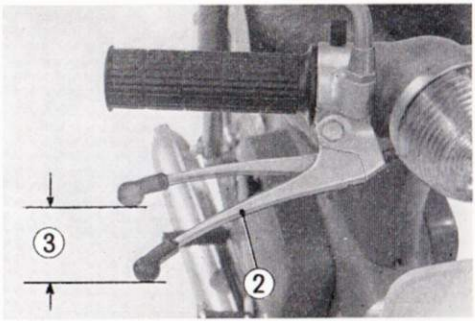
• CARBURETOR ADJUSTMENT

Perform the carburetor adjustment periodically at every 5000 km or 3000 miles.

1. After the engine is warmed up, adjust the carburetor. Set the idle speed to **1300±100** rpm. with the throttle stop screw ②.
2. Manipulate the air screw ① to obtain the maximum engine speed. (The standard air screw setting is between **1** to **1·1/4** for C70M and **1·1/8** to **1·3/8** for C70 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 system or valves, determine the cause of the trouble before attempting to correct the condition by adjusting the carburetor.





① Front wheel ② Front brake lever ③ Free play

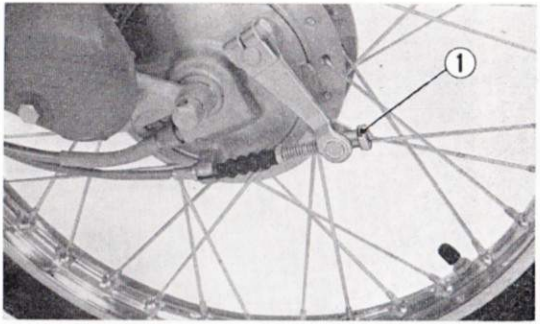
• FRONT AND REAR BRAKE ADJUSTMENT

Brakes are items of personal safety and should always be maintained in proper adjustment.

FRONT BRAKE

1. Raise the front wheel ① off the ground by placing a support block under the engine, spin the front wheel by hand and measure the amount of the front brake lever free play untill the wheel starts to take hold.

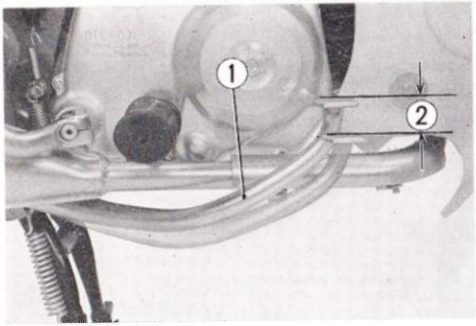
   The lever free play ③ is **20~30 mm (0.8~1.2 in)** at the end of the brake lever and if the actual measurement exceeds the range, adjust the brake.



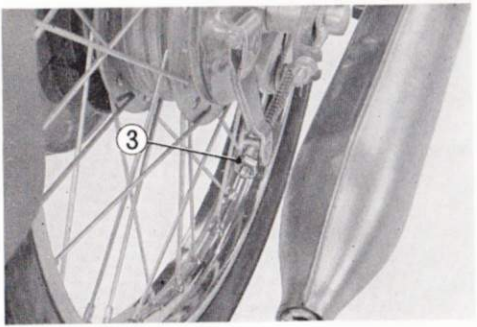
① Front brake adjusting nut

2. If adjustment is necessary, turning the front brake adjusting nut ① in the clockwise direction will decrease the free play.

NOTE: Make sure that the cut-out on the adjusting nut is seated on the brake arm pin after the final adjustment has been made.



① Rear brake pedal ② Free play



③ Rear brake adjusting nut

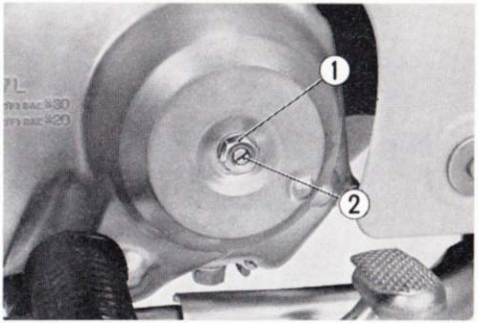
REAR BRAKE

1. Raise the rear wheel off the ground placing motorcycle on the stand and check the free play of the rear brake pedal before the brake starts to take hold.

   Normal free play ② is **20~30 mm (0.8~1.2 in)** for the brake pedal. If adjustment is required, make the adjustment with the adjusting nut ③ in the same manner as for the front brake.

• CLUTCH ADJUSTMENT

Honda model C 70 and C 70 M incorporate an automatic centrifugal clutch. Perform the clutch adjustment by the following procedure.

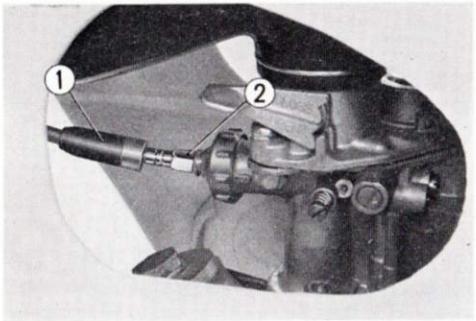


① Clutch adjuster lock nut
② Clutch adjuster screw

1. Clutch must be adjusted with the engine shut off. Loosen the clutch adjuster lock nut ①.
2. Turn the adjuster screw clockwise about one turn ; do not turn excessively.
3. Next, slowly turn the adjuster screw ② counterclockwise and stop when the screw starts to turn heavy.
4. From this position, back off the adjuster in the clockwise direction 1/8 to 1/4 turn, and then tighten the clutch adjuster lock nut.

Check to make sure that the clutch operates properly after adjustment.

a. The engine should start easily with the kick starter without the clutch slipping.
b. When changing gear, the clutch operation should be smooth and light, especially when shifting down in gear to the neutral position.

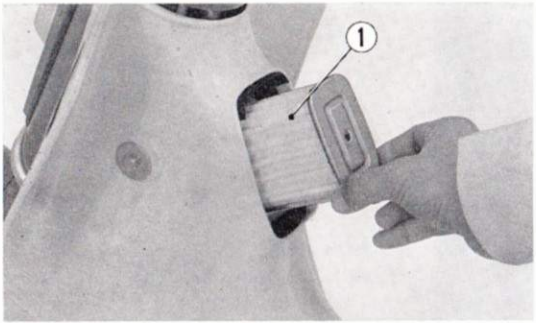


① Rubber sleeve
② Throttle cable adjuster

• THROTTLE CABLE ADJUSTMENT

Normal throttle grip free play at the grip is 10°. To adjust the play in the throttle cable system, slide back the rubber sleeve at the carburetor end of the throttle cable and make the adjustment with the adjuster.

After completing the adjustment, slide the rubber sleeve completely over the end of the cable to prevent the entry of water into the carburetor.



① Air cleaner element

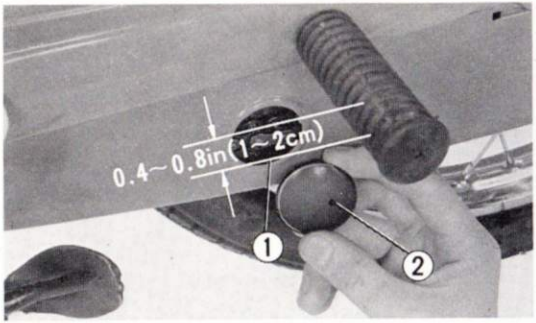
• SERVICING THE AIR CLEANER

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

The air cleaner is a removable element type for easy cleaning.

Remove the air cleaner cover by loosening air cleaner cover nut.

Tap the element lightly and apply compressed air from the inside of the air cleaner element ①.



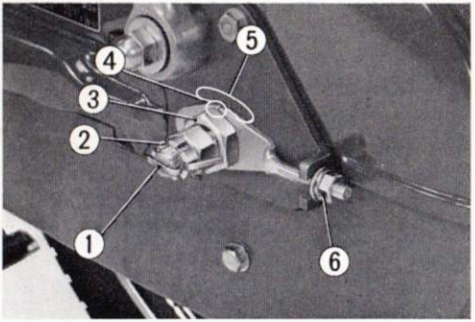
① Drive chain
② Chain case peep hole cap

• DRIVE CHAIN ADJUSTMENT

The tension of the drive chain will have considerable effect on the transmission of power from the engine to the rear wheel and also on the life of the chain itself. Therefore, the chain should always be maintained at the proper tension, in other words, not too tight and not too loose. Whenever adjustment is made, lubricate the chain with engine oil.

1. The maximum amount of drive chain slack is measured by pressing against the chain at the drive chain peep hole.

   The standard slack should be **10~20 mm (0.4~0.8 in).**



① Cotter pin
② Rear axle nut
③ Rear axle sleeve nut
④ Index mark
⑤ Side scale
⑥ Adjusting nut

2. To adjust the chain slack, first remove the cotter pin ①, loosen the rear axle nut ② and rear axle sleeve nut ③.

   Turn the adjusting nut ⑥ clockwise to decrease chain tension.

   Align the index mark ④ on both chain adjusters to the same position on the both side scales ⑤ of the rear fork.

3. Make sure that the rear axle nut, sleeve nut and adjusting nuts are properly tightened.

• DRIVE CHAIN LUBRICATION

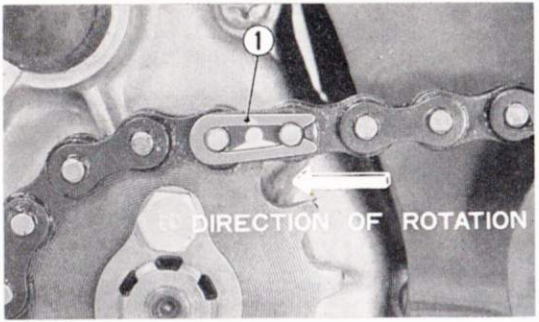
Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants.

Saturate each chain link joint so that the lubricant will penetrate the space between adjacent surfaces of link plates and rollers.

Removal and Cleaning:

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.



① Retaining clip

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 face the direction of forward wheel rotation.

The master link is the most critical part affecting the security of the drive chain. Master links 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.

6. Adjust the drive chain to the proper tension, following the instructions on page 52~53.

① Adjusting screw

• HEADLIGHT AND STOPLIGHT ADJUSTMENT

1. Headlight beam adjustment

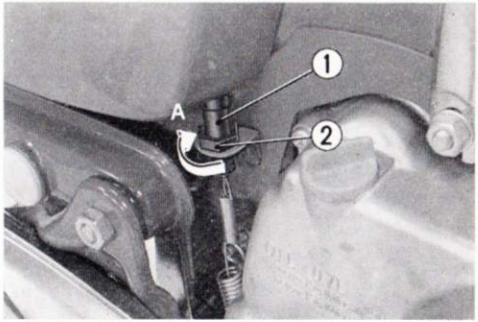
Headight beam can be adjusted vertically.

The vertical beam adjustment is made with the adjusting screw ① located at the bottom of the headlight rim.

Turning the adjusting screw in will focus the beam toward longer distance.

2. Stoplight switch adjustment

Turning the stoplight switch adjusting nut ② in the A direction will turn on the stoplight early.



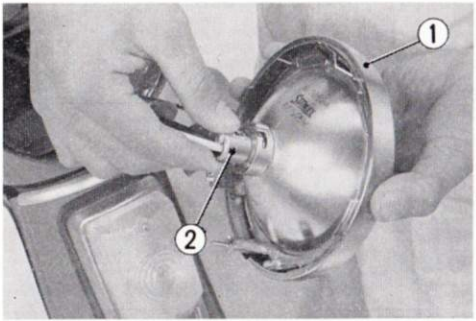
① Stoplight switch ② Adjusting nut

• REPLACING LIGHT BULBS

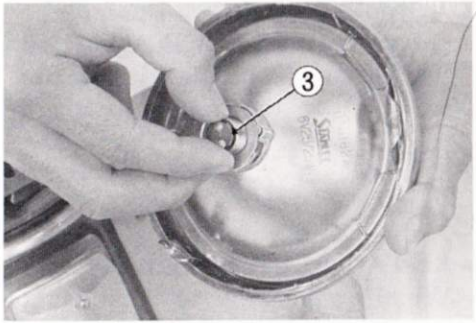
When exchanging the light bulbs, always replace the bulb with that of the specified type and rating. This is important to prevent the electrical lighting circuit from malfunctioning.

The light bulbs are listed below.

Type	C 70	C 70 M	U.K. type
Headlight bulb	6 V-15/15 W	6 V-25/25 W	6 V-25/25 W
Position lamp bulb	6 V-5 W	6 V-5 W	6 V-5 W
Key lamp bulb	6 V-3 W	6 V-3 W	6 V-3 W
Tail/stoplight bulb	6 V-3/10 W	6 V-3/10 W	6 V-5/21 W
Turn signallight bulb	6 V-8 W	6 V-8 W	6 V-18 W



① Headlight rim ② Headlight socket



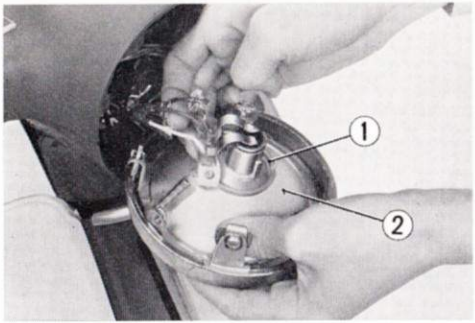
③ Headlight bulb

1. Headlight bulb replacement procedure.

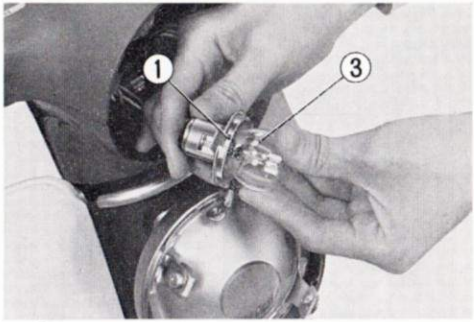
a. Loosen the cross screw at the bottom of the headlight and remove the headlight rim.

b. Remove the socket assembly by pushing down on the socket ② and twisting counterclockwise to unhook from the reflector.

c. Pull the bulb out ③ and replace.



① Headlight socket
② Reflector



③ Headlight bulb

(U.K. type)

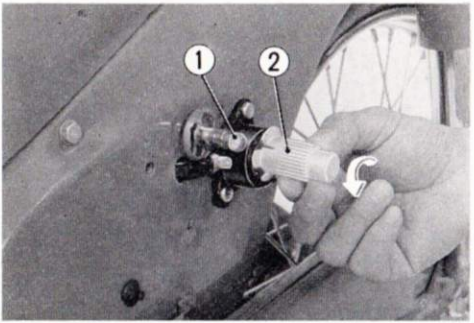
1. Loosen the mounting screws and remove the headlight rim.
2. Pull the headlight socket ① from the reflector ②.
3. Press the bulb ③ inward and twist toward the left to disengage the socket pin and then remove the bulb.

① Position lamp lens
② Position lamp bulb

2. Position lamp bulb replacement procedure

a. Loosen the cross screws mountion position lamp lens and remove the position lamp lens.

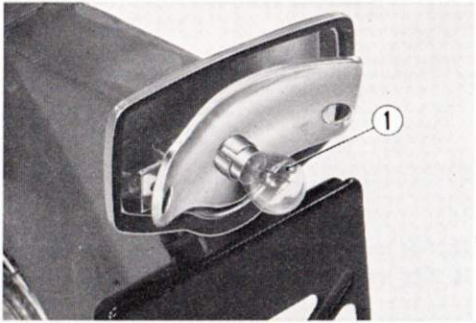
b. Twisting counterclockwise to unhook from the socket and pull the bulb out and replace.



① Key lamp bulb
② Key lamp lens

3. Key lamp bulb replacement procedure

a. First, take of the left side cover.
b Remove the key lamp lens by pressing lightly and twist to the left.
c Press the key lamp bulb ① inward and twist to the left, and the bulb can be removed.



① Tail/stoplight bulb

4. Tail/stoplight bulb replacement procedure

a. Remove the two screws retaining the tail/stoplight lens.

b. Press the bulb ① inward and twist to the left, and the bulb can be removed.

c. When installing the taillight lens, do not overtighten the screws as this may damage the lens.

• WHEEL REMOVAL

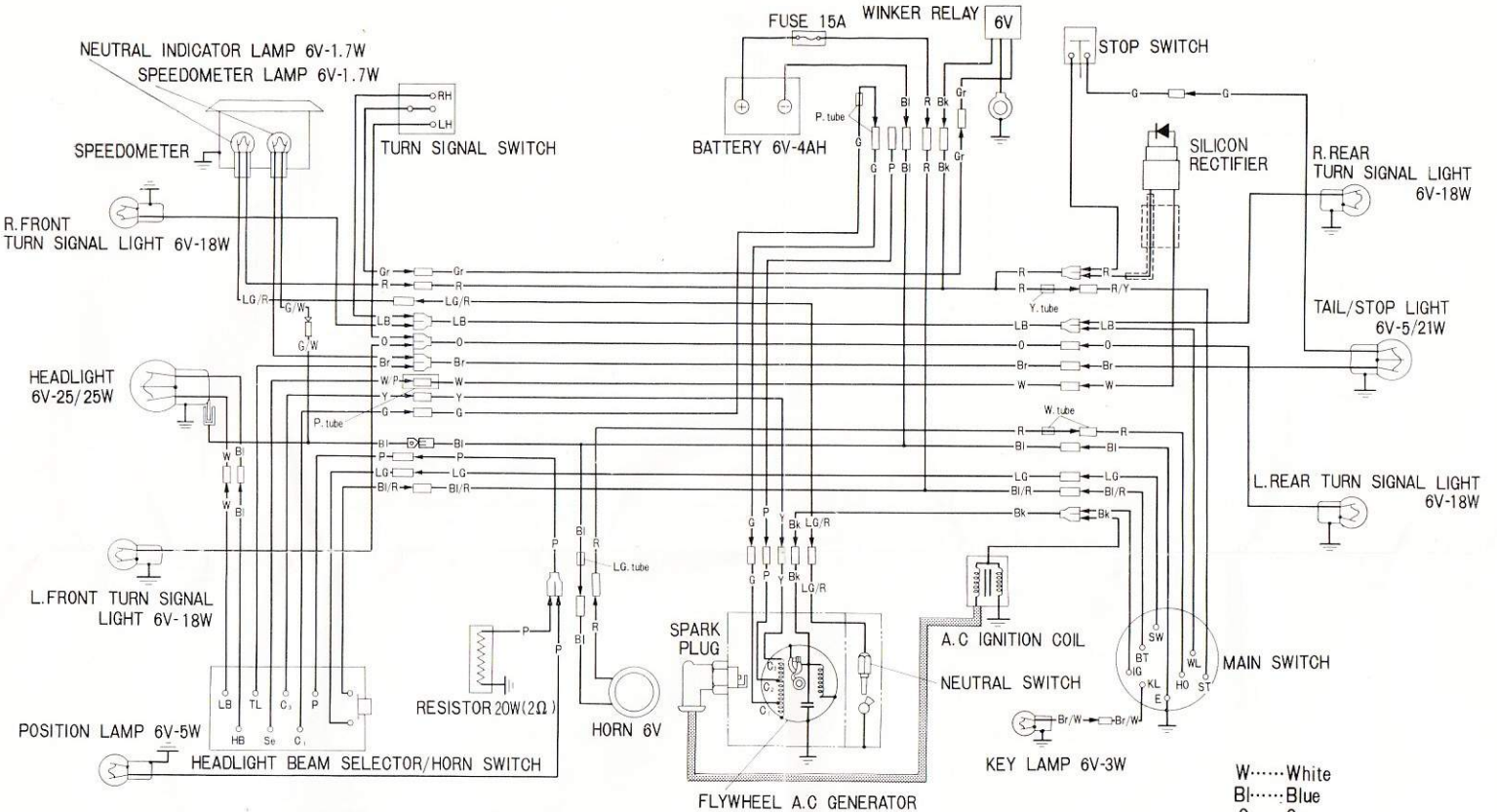
Removal of front and rear wheel is performed in the following manner.

1. Front wheel
   a. Raise the front wheel off the ground by placing a support under the engine.
   b. Remove speedometer cable and front brake cable from the front brake panel assembly.
   c. Remove the cotter pin and front axle nut.
   d. Pull out the front axle and the front wheel can be removed from the frame.
2. Rear wheel
   a. Remove the cotter pin, loosen the rear axle and sleeve nuts, drive chain adjusting nut and disconnect the drive chain at the joint clip.
   b. Remove the rear brake adjusting nut and remove the rear brake rod from the brake arm.
   c. Remove the rear torque arm bolt at the rear brake panel.
   d. Pull out the rear axle and the rear wheel can be removed from the frame.

NOTE: During reassembly, the drive chain joint should be installed in the way that the open end will face opposite to the direction of rotation. (refer to page 55).

MEMO

C 70 WIRING DIAGRAM (U. K. type)



HEADLIGHT BEAM SELECTOR SWITCHING ARRANGEMENT

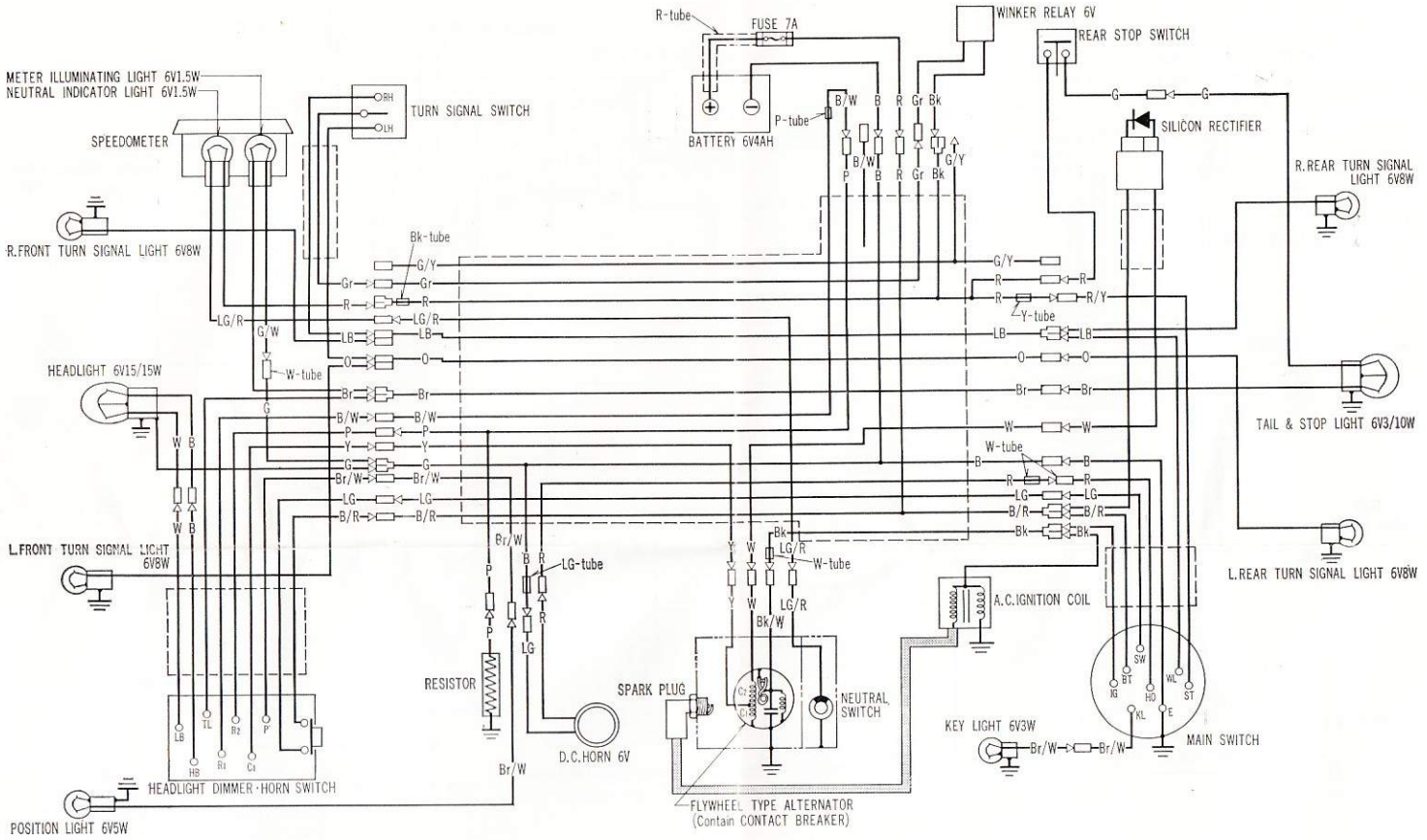
	HB	LB	TL	C_3	Se	P	C_1	
H	○	—	○	○	○			ON
P			○	○	○	○		
L		○	○	○	○			
					○	—	○	OFF

MAIN SWITCH ARRANGEMENT

	BT	ST	HO	SW	KL	WL	IG	E
OFF				○	○	○	○	○
ON	○	○	○	○				

W……White
Bl……Blue
O……Orange
Y……Yellow
Gr……Grey
Bk……Black
G……Green
R……Red
Br……Brown
P……Pink

C 70 WIRING DIAGRAM (General export type)



HEADLIGHT DIMMER SWITCH ARRANGEMENT

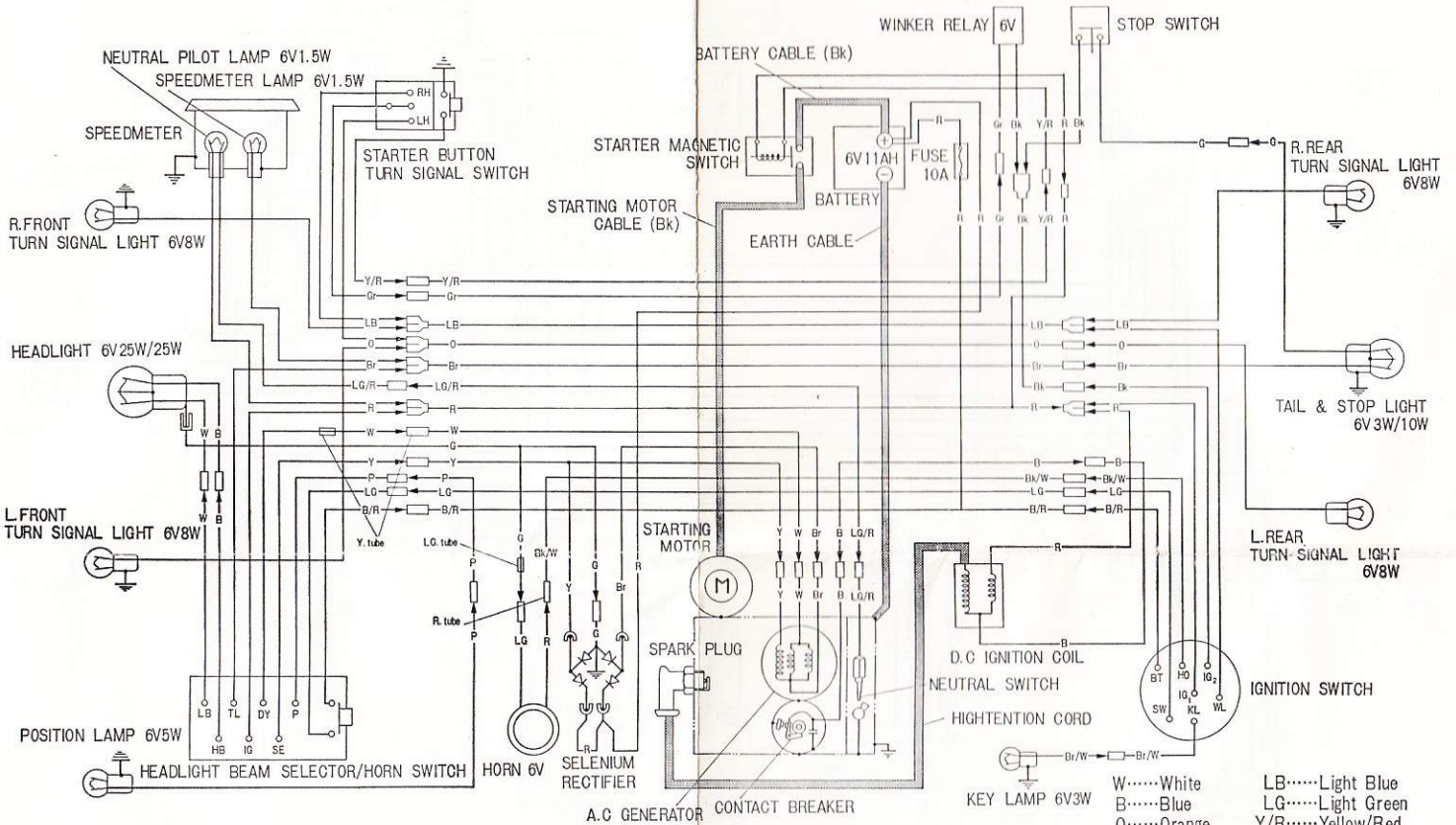
KNOB A	HB	LB	TL	P	C1	R1	R2	KNOB B
H	○		○		○			ON
P			○	○	○		○	
L		○	○		○			
					○	○		OFF
wire color	B	W	Br	Br/W	Y	B/W	P	

MAIN SWITCH ARRANGEMENT

	BT	ST	HO	SW	KL	WL	IG	E
OFF				○	○	○	○	○
ON	○	○	○					
wire color	B/R	R/Y	R	LG	Br/W	LB	Bk	B

G·····Green
R·····Red
W·····White
Br·····Brown
Bk·····Black
LG·····Light Green
Y·····Yellow
B·····Blue
P·····Pink
O·····Orange
Gr·····Grey
LB·····Light Blue

C 70 M WIRING DIAGRAM



W……White
B……Blue
O……Orange
Y……Yellow
Gr……Grey
Bk……Black
G……Green
R……Red
Br……Brown
P……Pink
LB……Light Blue
LG……Light Green
Y/R……Yellow/Red
LG/R……Light Green/Red
B/R……Blue/Red
Bk/W……Black/White
Br/W……Brown/White
Y. tube……Yellow tube
LG. tube……Light Green tube
R. tube……Red tube
HCS……Headlight Control Switch

HEADLIGHT BEAM SELECTOR SWITCHING ARRANGEMENT

	P	HB	TL	LB	IG	DY	SE	HCS
L			○—○	○—○				ON
P	○		○—○	○—○	○	○—○		
H		○	○—○	○—○				
								OFF

IGNITION SWITCH ARRANGEMENT

	BT	IG_1	IG_2	HO	SW	KL	WL
OFF					○	○—○	
ON	○	○—○	○—○	○—○			

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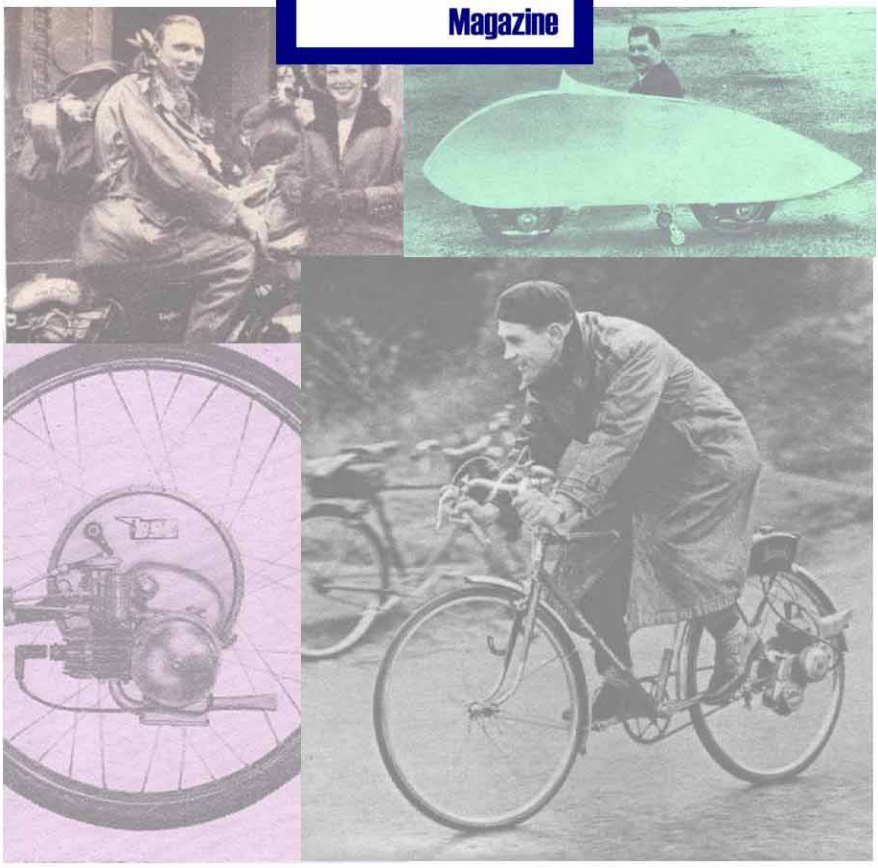

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