HONDA P50
OWNER'S MANUAL

FOREWORD

We are very pleased to introduce an entirely new concept in motorcycling, the " P-50 ".

Here is a lightweight embodying the same quality workmanship and high engineering techniques as the bigger brothers which are the World's most popular.

The P-50 is so simple to operate and striking in design that it's truly a family motorcycle.

Should there be any questions concerning this machine, contact your local P-50 dealer, who is always happy to see you, and he will help you keep your Honda in tip-top condition.

Thank you for putting your faith in a Honda product.

FEATURES

This moped that delivers outstanding economy and high performance.

The operation has been made simple by the elimination of the gear change and incorporating an automatic clutch.

So easy to ride that no motorcycle riding experience is necessary, so simple and safe to operate that everyone in the family can ride it.

Quiet in operation and smartly designed. The ideal transportation for commuting to school, for shopping or just for pleasure.

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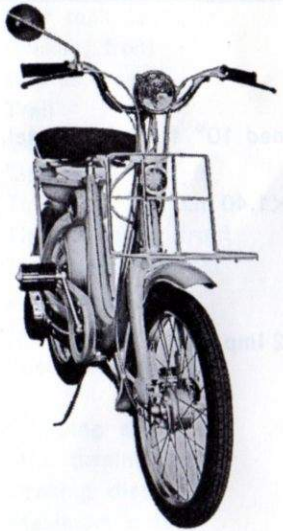


TECHNICAL DATA

● ENGINE

Cylinder arrangement	Single cylinder, inclined 10° from horizontal.
Valve and cam arrangement	OHV and OHC
Bore and Stroke	42 × 35.6 mm. (1.65 × 1.40 in.)
Compression ratio	9.0 : 1
Displacement	49 cc. (2.99 cu in)
Type of carburetor	DPS13CA
Oil Capacity	0.7 lit (1.5 US Pt., 1.2 Imp. Pt.)
Lubrication	Wet sump

● FRAME

Suspension, front	Spring, bottom link
Fuel tank capacity	2.5 lit (0.7 US Gal., 0.6 Imp. Gal.)
Brakes, front	Internal expansion
Brakes, rear	External compresion
Trail	40 mm. (1.58 in.)
Caster	66°
Tire size, front	2.00–17
Tire size, rear	2.25–17
Tire pressure, front	1.3 kg (19 lb/sq in)
Tire pressure, rear	1.9 kg (27 lb/sq in)

● PERFORMANCE

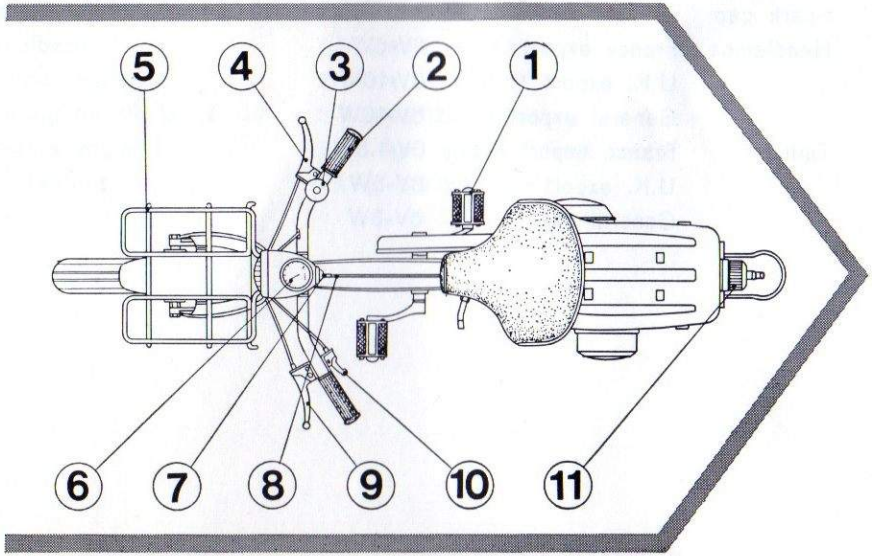
Max. speed	40 kph (25 mph)
Fuel consumption	90 km/lit at 25 kph (212 mi/US gal, 254 mi/Imp gal at 16 mph)
Climbing ability	5°10′
Min. turning radius	1300 mm. (51.2 in.)
Braking distance	5.2 m. at 30 kph (17.1 ft. at 19 mph)
Maximum output	1.42 PS/4,500 rpm
Maximum torque	0.325 kg-m (2.37 ft.-lb.)/2,000 rpm

● DIMENSIONS

Overall length	1,670 mm. (65.7 in.)
Overall width	620 mm. (24.4 in.)
Overall height	1,020 mm. (40.2 in.)
Wheelbase	1,070 mm. (42.4 in.)
Ground clearance	110 mm. (4.3 in.)
Steering handle length	570 mm. (22.4 in.)
Steering angle	75° right and left from center
Curb weight	45 kg (99 lb.)

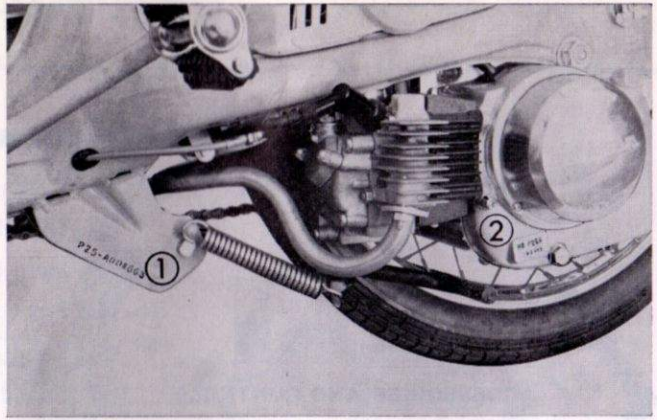
● ELECTRICAL

Ignition		Flywheel magneto
Spark plug type		C-6HB
Spark gap		0.6～0.7 mm (0.024～0.028 in.)
Headlamp:	France export	6V-6W
	U.K. export	6V-10W
	General export	6V-10W
Taillamp:	France export	6V-1.8W
	U.K. export	6V-5W
	General export	6V-3W



ACCESSORIES AND CONTROLS

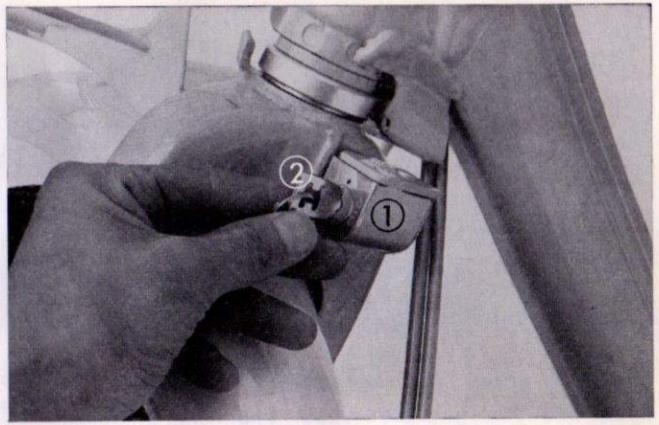
① Cycling pedal
② Throttle grip
③ Horn button or bell
④ Front brake lever
⑤ Front carrier rack
⑥ Speedometer-headlamp unit
⑦ Light switch
⑧ Choke knob
⑨ Rear brake lever
⑩ Decompression lever
⑪ Tail/stop lamp



① **Frame No.**
② **Engine No.**

LOCATION OF MODEL IDENTIFICATION NUMBERS

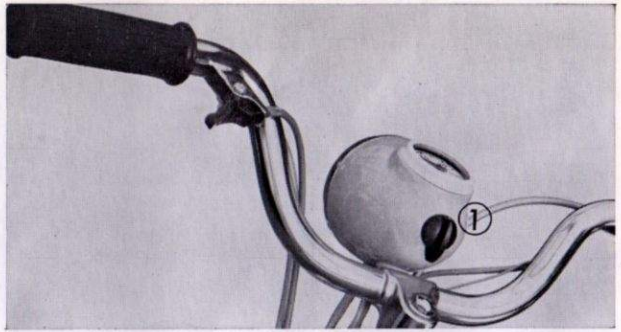
The frame number is stamped on the left stand bracket under the frame. Engine number is on a placard attached to left side of the crankcase. When ordering spare or replacement parts, or when making inquiries concerning your motorcycle, always state the frame and engine numbers.



① **Handle lock**
② **Key**

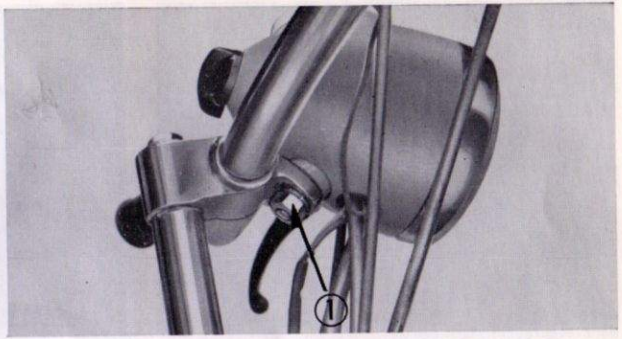
KEYS

You are provided with 2 keys for the steering handle lock. If the keys are lost, contact your dealer, he has two spare keys, when all the four keys are lost, the lock will have to be replaced. To lock the steering handle, insert the key into the lock, turn the handle approximately 45° to the left so that the lock bolt and the engaging hole coincide and then turn the key 180°.



① **Lamp control switch**

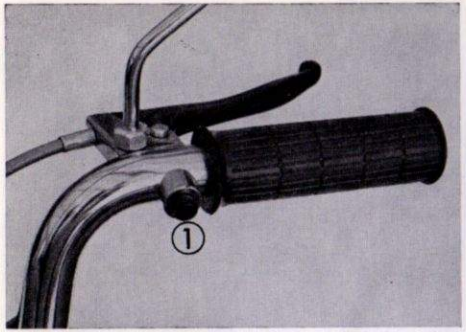
LAMP SWITCH The two position ON-OFF lamp control switch is located on the speedometer/headlamp unit. Rotate the switch counter clockwise to turn on. The lamps, however, will only come on while the engine is running since the electrical power is generated by the flywheel generator.



① **Lamp body retaining nut**

HEADLAMP FOCUS The headlamp is adjustable for beam focus by loosening the lamp body retaining nut and positioning the lamp to the required position. After repositioning retighten nut.

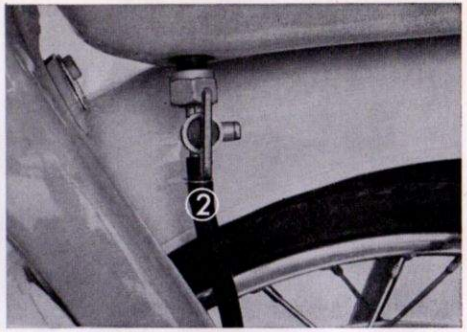
Note :
The headlamp bulb is a single filament type made to comply with regulations. The lamp beam should be deflected slightly downward.



① Horn button

HORN BUTTON

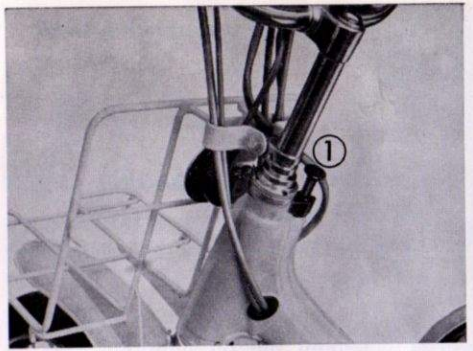
The horn button is located inboard of the right handle grip and can be operated by the thumb without releasing the throttle grip. The horn is also powered by the flywheel generator and, therefore, is operateable only while engine is running.



② Fuel cock

FUEL COCK

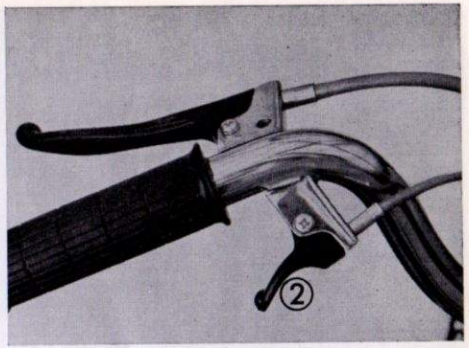
The ON-OFF is located at the bottom of the fuel tank on the left side. The cock handle in the horizontal position shuts off the fuel flow from the tank to the carburetor and in the vertical position, the fuel is turned on. Always turn off the fuel cock when parked.



① Choke knob

CHOKE KNOB

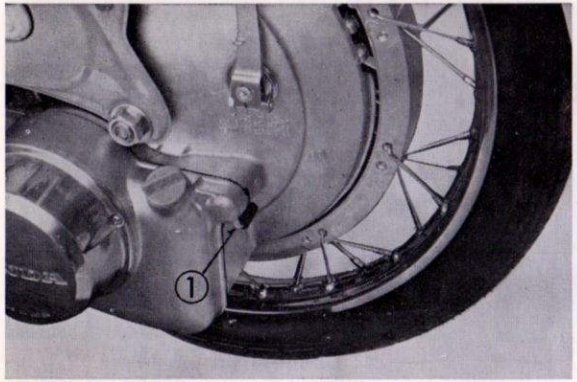
Located behind the steering head where it is easily accessible. Raise the knob to choke the carburetor. Use only when starting cold engine.



② Decompression lever

DECOMPRESSION LEVER

It is located inboard of the left handle grip and is operated by the thumb. The lever is used to decompress the cylinder to facilitate cranking of the engine for starting and also to stop the engine.



① **Clutch disengaging lever**

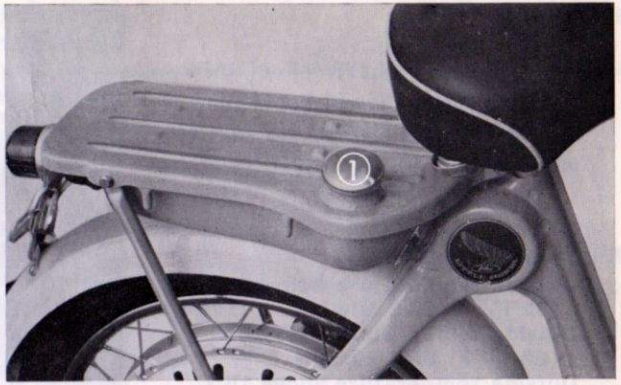
CLUTCH DISENGAGING LEVER

The lever is used to disengage the engine from the driving unit and is located at the rear of the engine on the left side, just behind the oil filler cap. It is always kept in the lowered or the ON position except when bicycling, to free the load. Disengage by raising the lever to the OFF position.

Caution: The lever should only be changed with the engine stopped or else damage to the gears may result.

CYCLING PEDAL

The pedal is used for cycling to start the engine and also to assist the engine when climbing a steep grade.



① **Fuel filler cap**

FUEL FILLER

Remove the cap by turning counter clockwise 90°. The tank has a capacity of 2.5 liters (0.7 US gal., 0.6 Imp gal).

CARRIER

The front shopping carrier should be limited to **5 kg (11 lbs).** The rear luggage carrier can hold up to **25 kg (55 lbs)**

SPEEDOMETER-HEADLAMP UNIT

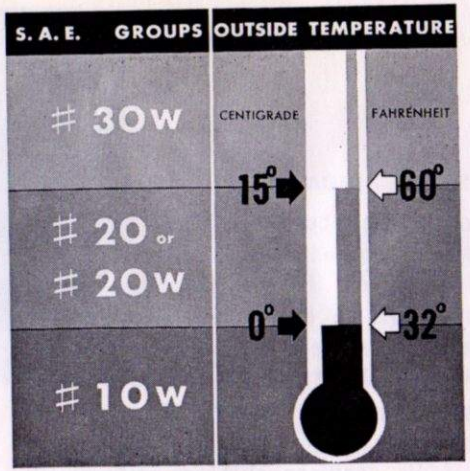
The speedometer is available in either kilometer or mile indication, depending upon the unit of measurement desired.

ENGINE OIL

Use only good quality oil of API service classification in the MS-DG or DM (heavy duty) grades or its equivalent.

Recommended viscosity

Outside temperature below 0°C (32°F) SAE 10w
Outside temperature 0 to 15°C (32-60°F) SAE 20/20w
Outside temperature above 15°C (60°F) SAE 30



FUEL

Use regular grade gasoline.

Do not use gasoline mixed with oil.

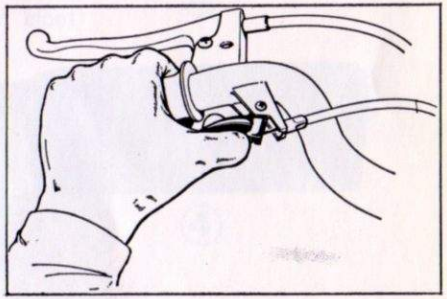
RIDING TIPS

This machine is safe and simple to ride, no previous experience is necessary.

STARTING THE ENGINE

Lower the motorcycle from the stand, hold down the decompression lever, mount and pedal to a speed of approximately 5 kph (3 mph), open the throttle by turning the grip inward ¼ turn ; release the decompression lever and continue pedaling ; when the engine starts, gradually open the throttle.

Note : Make sure that the clutch disengaging lever is in the ON position and the fuel cock also ON, otherwise the engine will not start.



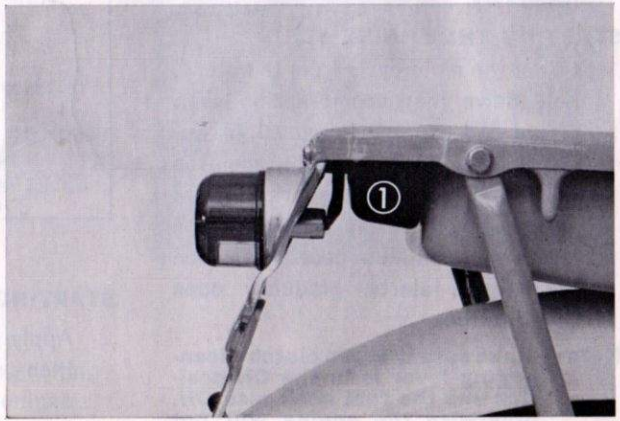
STARTING COLD ENGINE

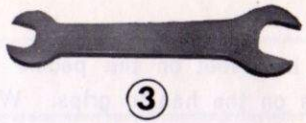
Apply full choke when starting and then return the choke when the engine warms up.

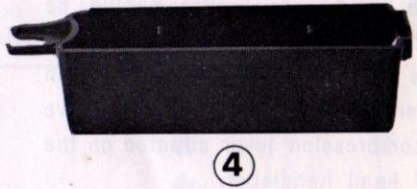
TOOL KIT

The tool kit is located under the rear luggage carrier behind the fuel tank and contains the following tools (refer to next page).

① **Tool kit Container**







① **Spark plug-front axle nut wrench with screwdriver handle**

② **Double end crosspoint-common tip screwdriver**

③ **10×14 mm double open end wrench**

④ **Tool kit container**

RIDING

Rest both feet on the pedals and hands on the handle grips. When slowing down or stopping, both front and rear brakes should be applied together.

The engine can be stopped in an emergency by operating the valve decompression lever situated on the left hand handlebar.

CLIMBING A STEEP GRADE

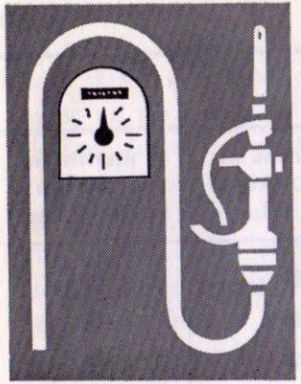
When climbing a steep grade, the engine may be assisted by pedaling.

MAINTENANCE

PERIODIC MAINTENANCE SCHEDULE

ITEMS \ INTERVALS	1/2 month or 250 km (160 miles)	2 months or 1,000 km (620 miles)	4 months or 2,000 km (1,250 miles)
Engine oil change	●	●	●
Adjust ignition timing	●	●	●
Adjust tappet clearance	●	●	●
Servicing air cleaner		●	
Greasing fork pivots, front		●	
Tighten nuts and bolts	●	●	●
Adjust brakes		●	

CAUTION: A more frequent engine oil change is recommended when operated under dusty condition.
Tire pressures should be checked weekly.



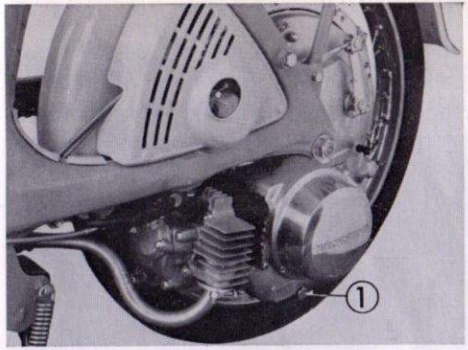
CHANGING ENGINE OIL

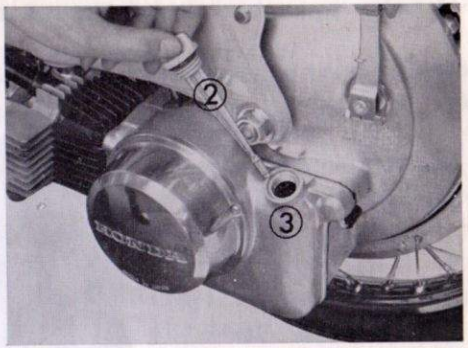
Remove the oil filler cap and then unscrew the drain plug located on the side of the crankcase adjacent to the engine number. Drain the oil into a suitable vessel, the crankcase holds 0.7 liter (1.5 U.S. pt., 1.2 Imp. pt.) of oil.

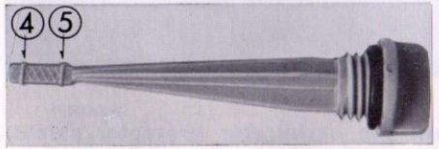
Note: Drain while the engine is warm.

Replace the drain plug, making sure that the gasket is in place and then tighten securely. Fill crankcase with new oil through the filler opening so that the oil level is at the upper level mark on the filler cap dipstick oil gauge. The oil level should be maintained between the upper and lower marks on the oil gauge and never be permitted to drop below the lower mark. When checking the oil, do not screw in the filler cap.

Note: See page 18 for recommended oil.



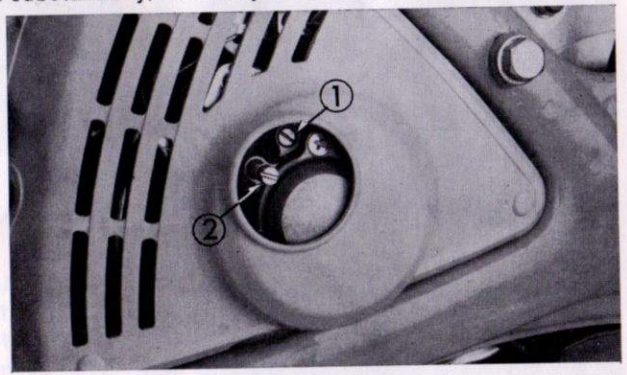




① **Drain plug**
② **Oil filler cap**
③ **Oil filler opening**
④ **Lower level**
⑤ **Upper level**

ADJUSTING THE CARBURETOR

With the engine running at idling speed, turn the air screw slowly back and forth to obtain the point of highest engine rpm. If the idling speed increases substantially, reduce by resetting the throttle stop screw.



① **Air screw**
② **Throttle stop screw**

Note: If it is necessary to remove the carburetor protector shield, lift up at the three corners and the shield will snap off.

◇ Make the carburetor adjustment after the engine has attained operating temperature.

◇ Malfunction of the engine during acceleration at high speed can also be caused by the ignition system or the valves, therefore, determine the cause of the trouble before attempting to adjust the carburetor.

◇ Foreign particles in the fuel often enter the carburetor and cause the malfunction of the engine by restricting fuel flow. Visit your Honda dealer and have your carburetor serviced every 3,000 km (1,860 miles).

CLEANING THE SPARK PLUG

Remove the spark plug with the plug wrench. Remove the carbon deposits with a stiff wire and clean the electrodes with a wire brush.

Note: Do not forget to install the gasket when reinstalling the plug.

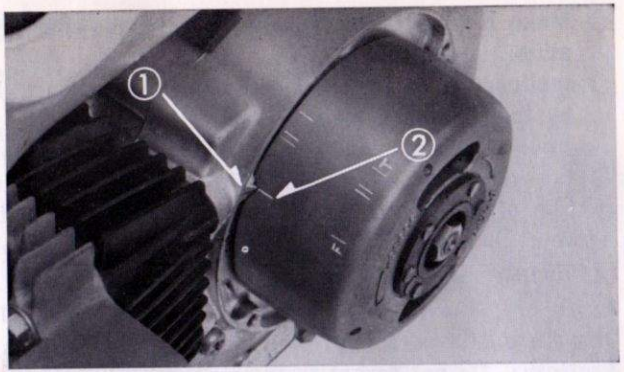
LUBRICATION

Chain

Lubricate the chain with engine oil, do not apply excessively so that the oil drips from the chain.

Pedals

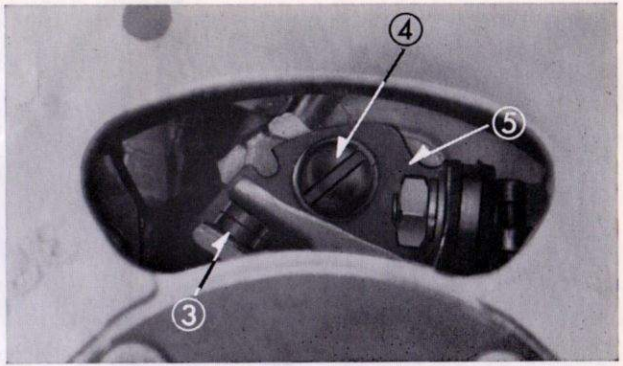
Apply engine oil to the pedal bearing from the inboard side of the pedal shaft by tilting the motorcycle and lubricate sufficiently to oil the outboard bearing.



① Line mark
② "F" mark

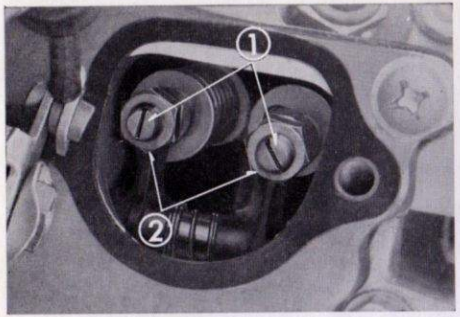
CONTACT BREAKER POINTS AND IGNITION TIMING

Remove the two flywheel cover fixing screws. Turn the flywheel by hand in an anticlockwise direction until the "F" mark on the outer periphery of the flywheel coincides with the line mark on the crankcase casting (this mark is situated adjacent to left hand to corner of the cylinder base.). With the flywheel in this position the points should be just opening (0.0015in.).

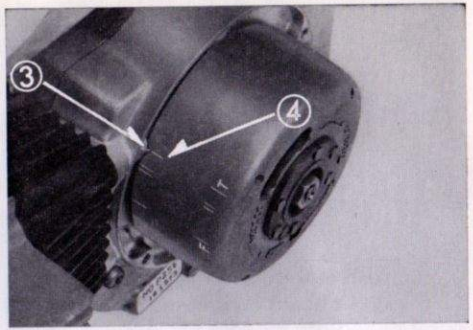


③ Breaker points
④ Contact breaker point screw
⑤ Breaker plate

The contacts are visible through the aperture in the flywheel and adjustment to the contact breaker gap is made by slightly loosening the fixed contact breaker point screw and moving the contact plate slightly with a screwdriver to the required setting. Afterwards tighten the screw and recheck the gap. The maximum contact breaker gap with the contact points in the fully open position is 0.012"–0.014".



① Adjusting screw ② Lock nut



③ Line mark ④ "T" mark

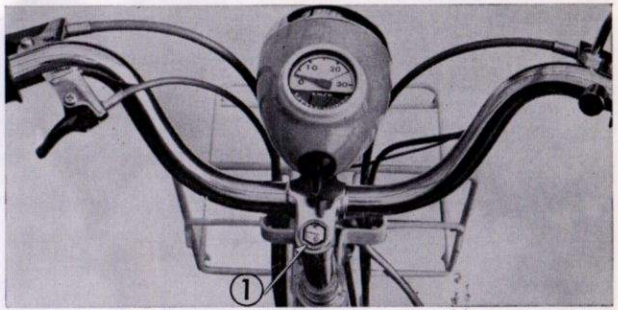
TAPPET ADJUSTMENT

Remove the valve tappet cover (2 dowels 10 mm stud bolts). Turn the flywheel by hand in an anticlockwise direction until the T mark on the flywheel lines up with the line mark on the crankcase and ascertain that both valves are closed. Check by rotating the flywheel slightly and assure that the valves are not opening. If they are, turn the flywheel one complete revolution.

The tappet clearance should be set at 0.05 mm (0.002") cold. Adjustment is made by using a 9 mm cranked ring spanner and small screwdriver.

ADJUSTING THE HANDLE HEIGHT

Loosen the locking bolt at the top of the steering handle, hold the front wheel from moving and turn the steering handle to the right and left while raising. Retighten the bolt after adjustment.



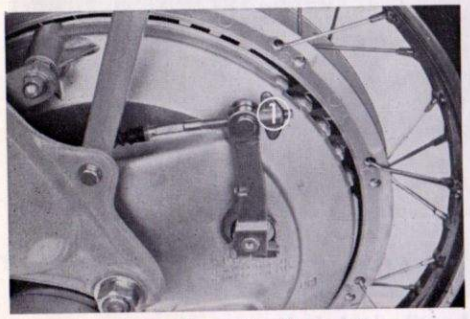
① Lock bolt

Caution: 1. Do not loosen the steering handle lock bolt more than two turns because the internal locking nut will drop off into the steering stem.

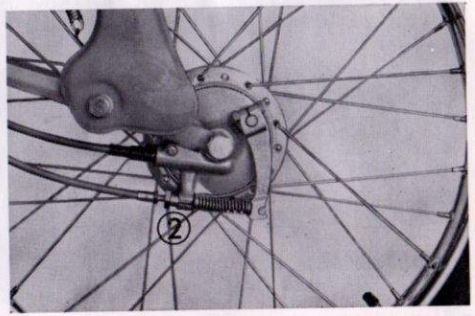
2. There are three height adjusting marks H, M and L on the steering handle stem, the adjustment should be made between the H and L marks.

ADJUSTING BRAKES

Both the front and rear brakes should have approximately 2 cm (0.8 in) of travel at the end of the brake levers before the brakes starts to take hold.

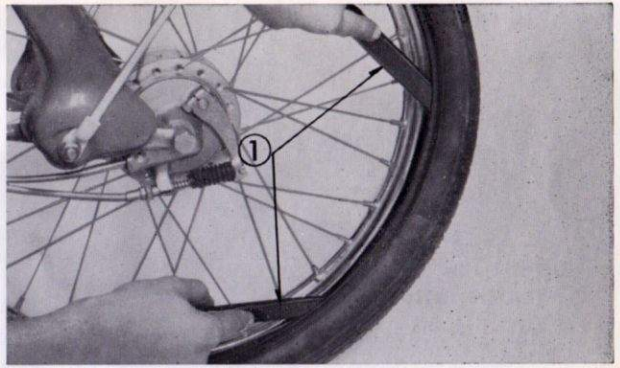


① **Rear brake adjusting nut**



② **Front brake adjusting nut**

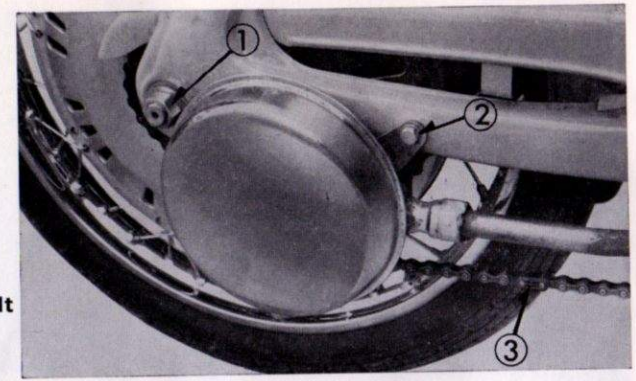
If adjustment is necessary, adjust the front brake by turning the adjusting nut at the lever end of the brake cable casing.
Adjust the rear brake by turning the wing nut at the lower end of the brake cable.



① **Tire lever**

TIRE PUNCTURE

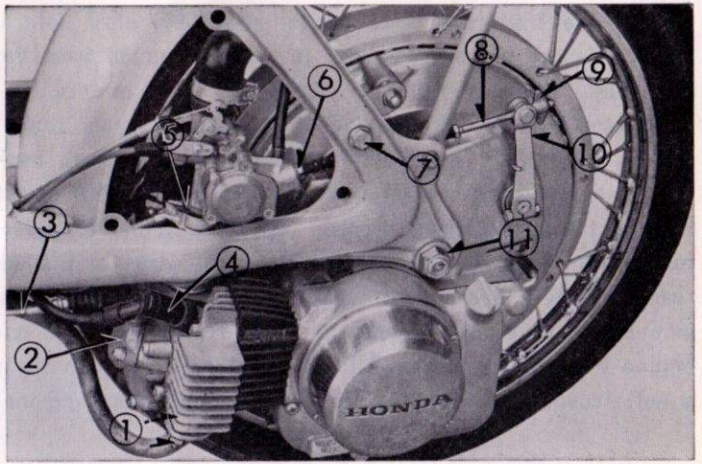
The repair of the tire is made in the same manner as for any bicycle tire with tube. It is recommended that ordinary puncture repair be made with the wheel installed, this method is the most quickest and simplest. Use the tire lever to get access to the tube.
Removal of the wheel is necessary when replacing the tire or tube.



① **Axle nut**
② **Muffler attaching bolt**
③ **Chain joint**

REMOVAL OF THE REAR WHEEL

When it is necessary to remove the rear wheel, ① first, disconnect the drive chain at the joint link using a pliers and unscrew the muffler attaching bolt from the frame. ② Disconnect the exhaust pipe from the cylinder head by unscrewing the two bolts at the pipe flange. ③ Pull off the spark plug cap, remove the

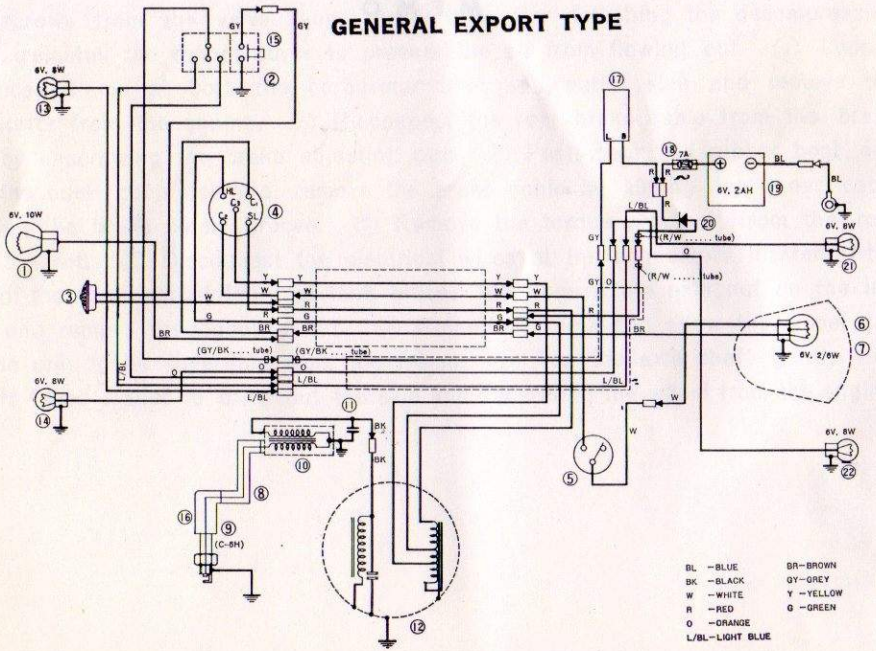


① **Nuts**
② **Tappet adjusting cover**
③ **Decompression cable**
④ **Spark plug cap**
⑤ **Carburetor hose clamp**
⑥ **Clamp**
⑦ **Bolt**
⑧ **Rear brake cable**
⑨ **Rear brake adjusting nut**
⑩ **Rear brake arm**
⑪ **Axle nut**

two screws from the valve tappet cover and after detaching the decompression cable, reinstall the tappet cover to prevent the oil from flowing out. ④ Loosen the hose clamp at both the carburetor inlet and outlet side and remove the carburetor from the engine. ⑤ Disconnect the rear brake cable from the brake arm by unscrewing the brake adjusting nut. ⑥ Push back the rubber boot and pull the outer cable forward, remove the brake cable by sliding the inner cable through the brake clamp groove. ⑦ Remove the torque arm bolt from the rear fork bracket. ⑧ Disconnect the electrical wires at the connectors located at the rear of the fork and at the fuel tank brace. ⑨ Loosen the axle nut on the left side and remove the opposite nut. ⑩ Raise the frame and allow the wheel and engine unit to be separated from the frame. ⑪ Tap the axle shaft gently with a soft faced mallet to drive out the axle and separating the wheel from the engine.

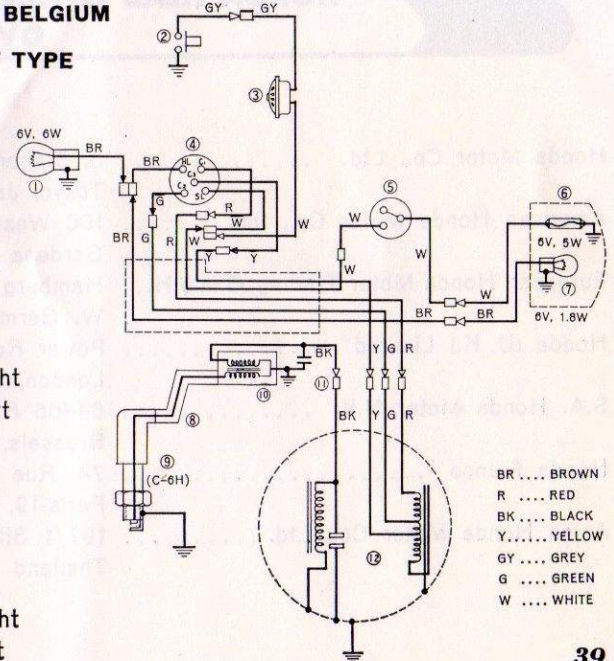
MEMO

GENERAL EXPORT TYPE



① Headlamp
② Horn switch
③ A.C. Horn
④ Lamp switch
⑤ Stoplamp switch
⑥ Stoplamp
⑦ Taillamp
⑧ High tension cable
⑨ Spark plug
⑩ A.C. Ignition coil
⑪ Capacitor
⑫ Flywheel A.C. generator w/Breaker
⑬ Turn signal lamp, front, right
⑭ Turn signal lamp, front, left
⑮ Turn signal switch
⑯ Noise suppression
⑰ Flasher relay
⑱ Fuse
⑲ Battery
⑳ Selenium rectifier
㉑ Turn signal lamp, rear, right
㉒ Turn signal lamp, rear, left

FRANCE & BELGIUM EXPORT TYPE



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