



Service Bulletin

American Honda Motor Co., Inc.

SAFETY RECALL

2025 CMX1100 Rebel • 2025 CRF1100 Africa Twin • 2025 NT1100 (Police) • 2024-2025 XL750 Transalp SEALING BOLT OIL LEAK

(This bulletin has been revised to provide parts and repair procedures for all affected models.)

BACKGROUND

Honda is launching a **SAFETY RECALL** on **CERTAIN 2025 CMX1100 Rebel (manual shift only), 2025 CRF1100 Africa Twin, 2025 NT1100 (Police), and 2024-2025 XL750 Transalp motorcycles** to replace the sealing bolt. Due to a manufacturing defect, the 22 mm sealing bolt was improperly machined, causing engine oil to leak past the bolt. If the motorcycle continues to operate with an oil leak, oil can splash onto the rear tire, resulting in a loss of traction and potentially increasing the risk of a crash or injury.

AFFECTED UNITS

As of May 27, 2025, you **MUST NOT SELL** any **AFFECTED NEW** or **USED** 2025 CMX1100 Rebel, 2025 CRF1100 Africa Twin, 2025 NT1100 (Police), and 2024-2025 XL750 Transalp motorcycles until it is repaired according to the upcoming Service Bulletin.

- To search for applicable recalls on a specific unit, you **MUST** use *Unit Information* on **iN**.
- To manage your affected new inventory, use your dealer *eResponsibility Report* on **iN**.

CUSTOMER NOTIFICATION

American Honda intends to mail customer letters to all owners of affected 2025 CMX1100 Rebel, 2025 CRF1100 Africa Twin, and 2025 NT1100 (Police), and 2024-2025 XL750 Transalp motorcycles in July 2025. Customers will be informed that their motorcycle may be affected by a safety related defect and will be advised to make an appointment with an authorized Honda dealer for repair.

PARTS INFORMATION

The sealing bolt kit must be ordered through the *Controlled Parts Order* process. An affected VIN will be required to order the kit listed below. Click the following link for instructions: [CONTROLLED PARTS ORDER PROCEDURE on page 22](#).

Part Name	Part Number	Qty.
Kit, Sealing Bolt	06900-MLL-305	1
The kit includes the following parts:		
Bolt - Sealing, 22 mm		1
Washer, Drain Plug (12 mm)*		1

* **Note:** The 12 mm drain plug washer included in the sealing bolt kit will not be used for this repair. Please discard this washer.

DEALER REPAIR RESPONSIBILITY

- Repairs must be performed by a qualified technician.
- Performing this repair exactly as shown in Repair Procedure instructions is critical for the remedy to be effective. Carefully follow all instructions.
- Service Management should inspect and confirm the repair.
- Dealer submission of a warranty claim affirms this repair was properly performed.

REPAIR PROCEDURE

Choose the appropriate repair procedure below:

- CMX1100 REBEL MODEL ([page 3](#))
- CRF1100 AFRICA TWIN MODEL ([page 8](#))
- NT1100 (Police) MODEL ([page 14](#))
- XL750 TRANSALP MODEL ([page 19](#))

Refer to the appropriate service manual if you need additional information or assistance.

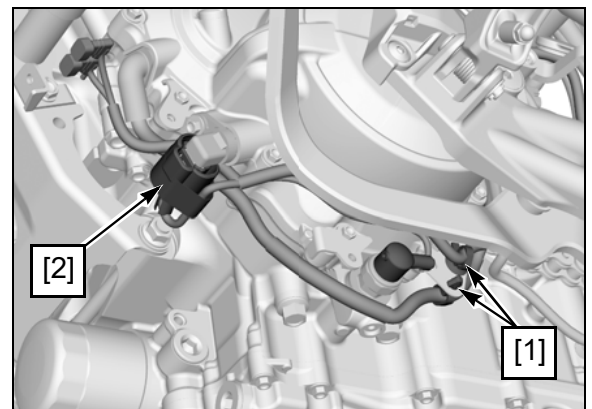
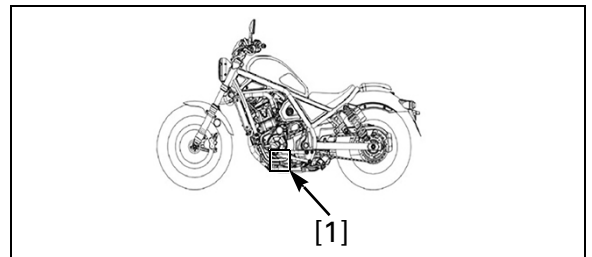
NOTE: Be careful not to scratch any parts.

CMX1100 MODEL

This safety recall repair only applies to CMX1100 **manual shift models**. DCT models are **not** affected.

REMOVAL

1. Remove the two 5 x 13 mm pan screws [1] and left engine cover [2].
2. Locate the sealing bolt [1] and place an oil pan under the sealing bolt.
3. Remove the two clips [1]
4. Disconnect the CKP sensor 3P connector [2]

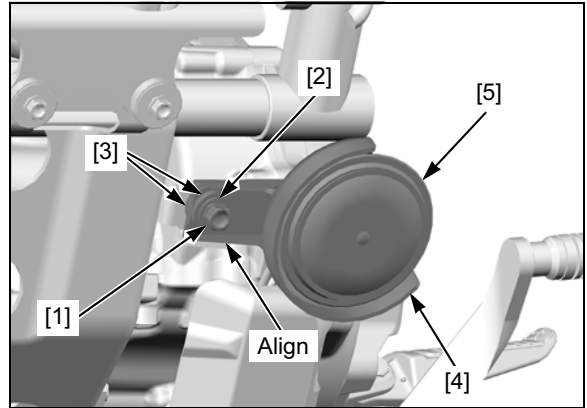


Multiple Model Sealing Bolt #1

Revised: July 2025

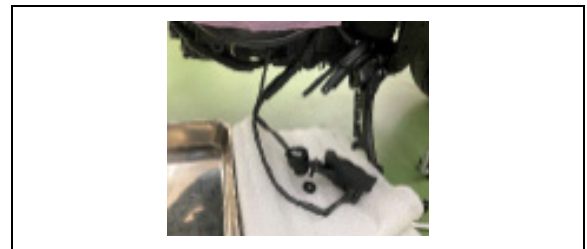
5. Remove the following:

- Mounting bolt [1]
- Collar [2]
- Two rubber mounts [3]



6. Remove the horn bracket and set it aside on a towel or other soft material.

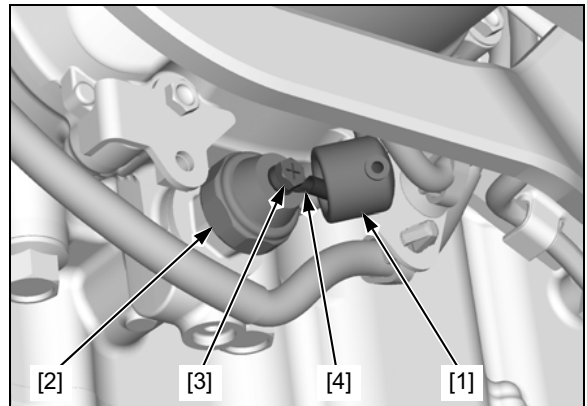
NOTE: Set the horn bracket aside in a position where it will not be exposed to leaking oil when removing the sealing bolt.



7. Remove the following:

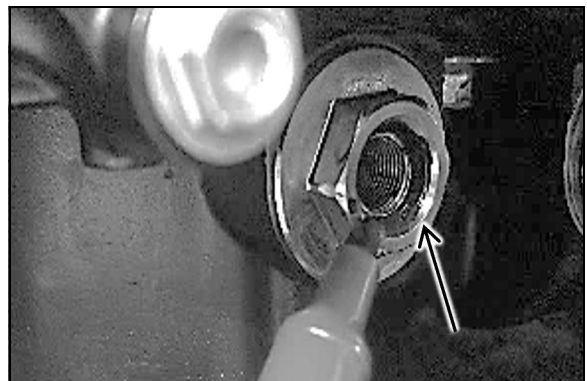
- Boot [1]
- EOP switch terminal bolt/washer [3]
- Engine sub harness terminal [4]
- EOP switch [2]

8. Remove the sealant adhering to the threads of the EOP switch.



9. Remove the sealing bolt [1].

NOTE: Put a pen or paint mark on the removed sealing bolt to avoid mixing it up with the new part.



10. Wipe off the engine oil from the threaded area of the case.
11. Wipe off the coating material from the seating surface where the bolt was tightened.

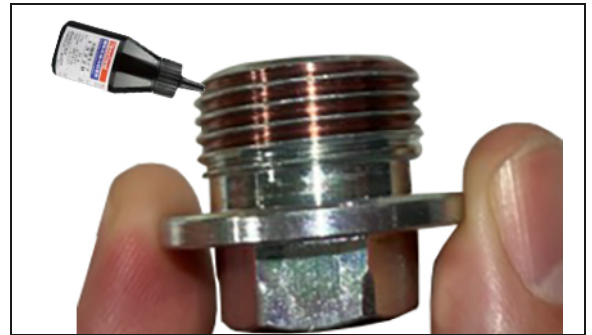
NOTE: Use a clean cloth for wiping and ensure that no foreign objects enter the engine.



INSTALLATION

1. Apply HondaLock 2HT around the entire circumference of the threads on the new sealing bolt.

NOTE: Make sure that the HondaLock 2HT does not adhere to areas other than the threads.



2. Install and tighten the sealing bolt. **Do not** install the 12 mm washer that is provided in the sealing bolt kit (see the Note in [PARTS INFORMATION](#) on page 1).

TORQUE:

Sealing bolt: 59 N·m (6.0 kgf·m, 44 lbf·ft)

3. Apply Hondabond HT to the EOP switch threads.

NOTE: Make sure that the sealant does not adhere to the oil hole of the EOP switch.



4. Install the following:

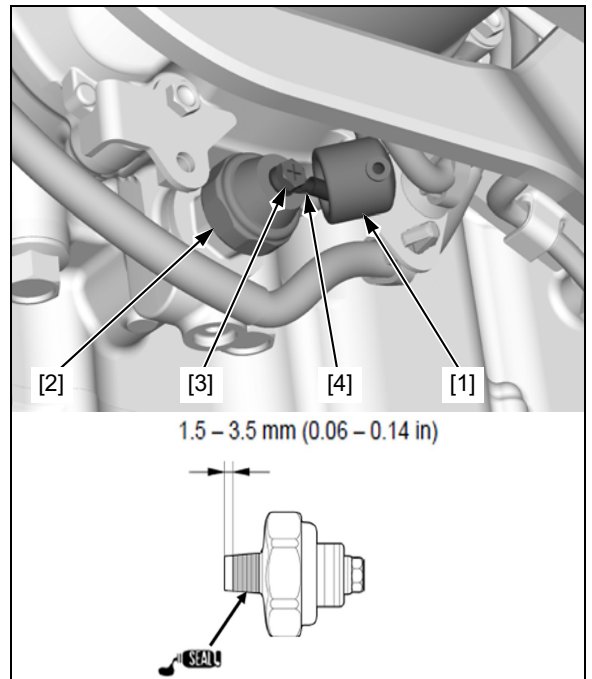
- EOP switch [2]
- Engine sub harness terminal [4]
- EOP switch terminal bolt/washer [3]
- Boot [1]

TORQUE:

EOP switch: 12 N·m (1.2 kgf·m, 9 lbf·ft)

EOP switch terminal bolt/washer: 2 N·m (0.2 kgf·m, 1.5 lbf·ft)

NOTE: Route the wire properly.



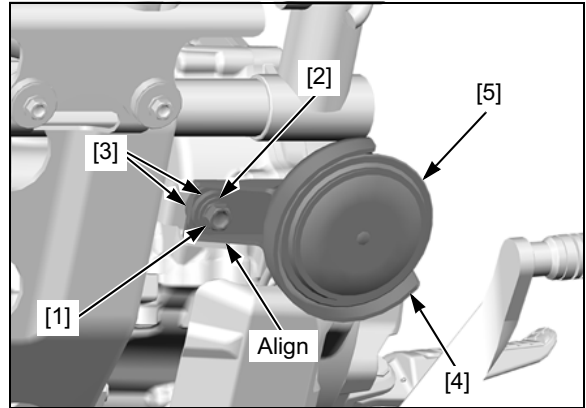
Multiple Model Sealing Bolt #1

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5. Reinstall the following:

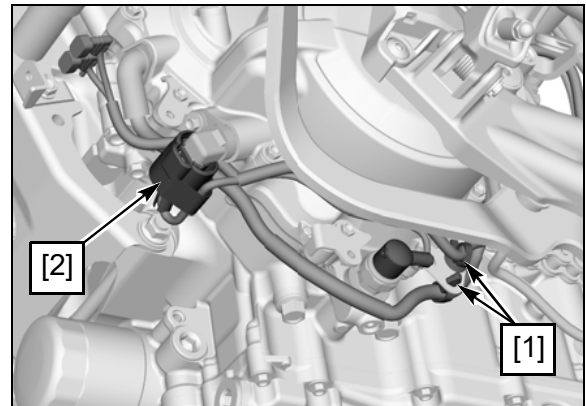
- Two rubber mounts [3]
- Collar [2]
- Mounting bolt [1]

NOTE: When tightening the mounting bolt, align the stay end of the heat guard cover with the tab of the horn stay.



6. Connect the CKP sensor 3P connector [2].

7. Install the two clips [1].



8. Remove the oil filler cap [1], and refill the crankcase with the recommended oil in an amount equivalent to the quantity that leaked.

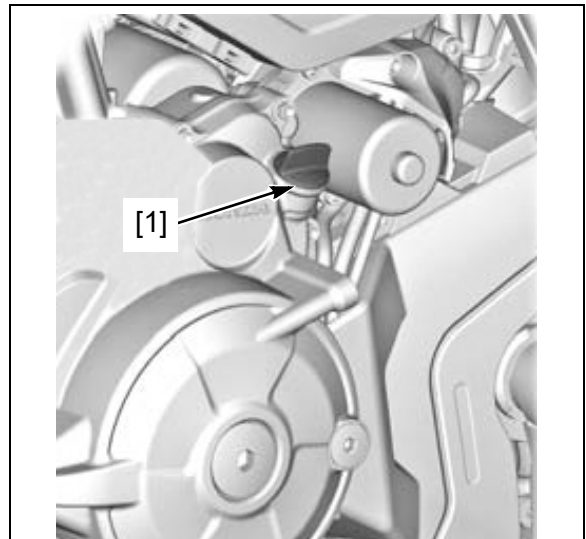
NOTE: Do not reuse the leaked oil, as it may contain residue from thread-locking agents.

RECOMMENDED ENGINE OIL:

Pro Honda GN4 4-stroke oil or equivalent motorcycle oil API service classification: SJ or Higher JASO T903 standard: MA Viscosity: SAE 10W-30

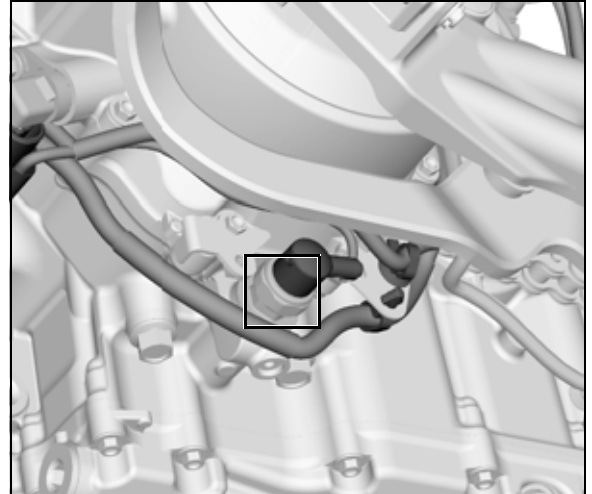
9. Apply engine oil to the O-ring.

10. Install the oil filler cap [1].



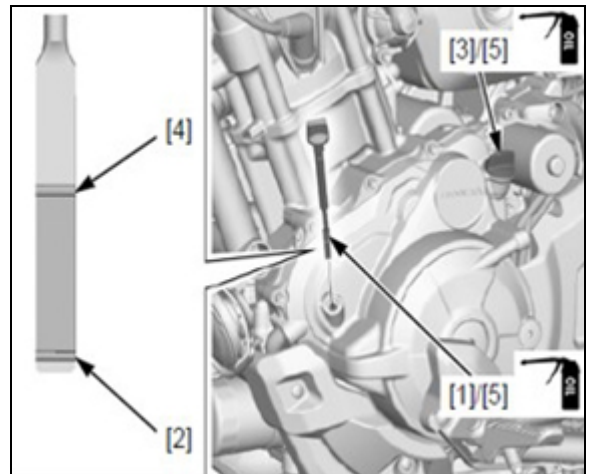
11. Perform the following steps **three hours** after installing the sealing bolt (this allows the thread sealant to cure):
 - a. Start the engine and let it idle for 3 ~ 5 minutes.
 - b. Perform a throttle snap once up to 5,000 rpm.
 - c. Stop the engine and wait 3 minutes.
 - d. Visually inspect and use a cloth to check for any oil leaks from the sealing bolt.

NOTE: Be careful to avoid burns during the inspection.



12. Remove the dipstick [1] and wipe it clean.
13. Place the vehicle on a level surface, and support it in an upright position.
14. Insert the dipstick until it seats, but do not screw it in.
15. Check that the oil level is between the upper level line [4] and lower level line [2] on the dipstick.
16. If the level is below the lower level line, remove the oil filler cap [3] and fill the crankcase with the recommended oil up to the upper level line.

NOTE: Do not reuse the leaked oil, as it may contain residue from thread-locking agents.

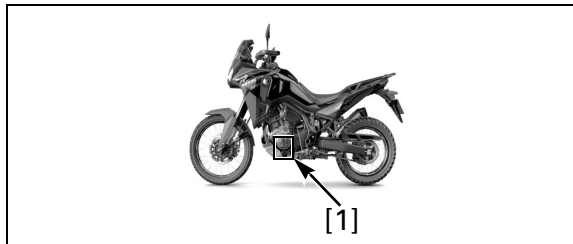


17. Apply engine oil to the O-rings.
18. Install the oil filler cap and dipstick.
19. Install the left engine cover [2] and the two 5 x 13 mm pan screws [1].



CRF1100 AFRICA TWIN MODEL REMOVAL

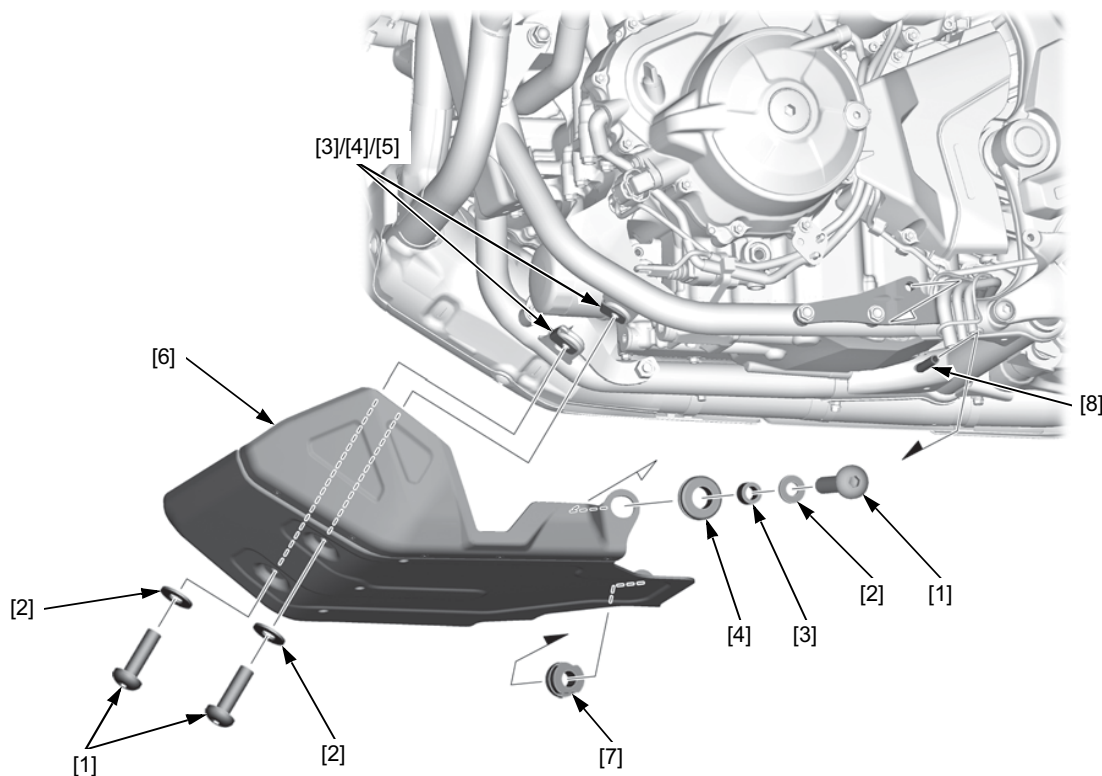
1. Locate the sealing bolt [1] and place an oil pan under the sealing bolt.



2. Remove the following:

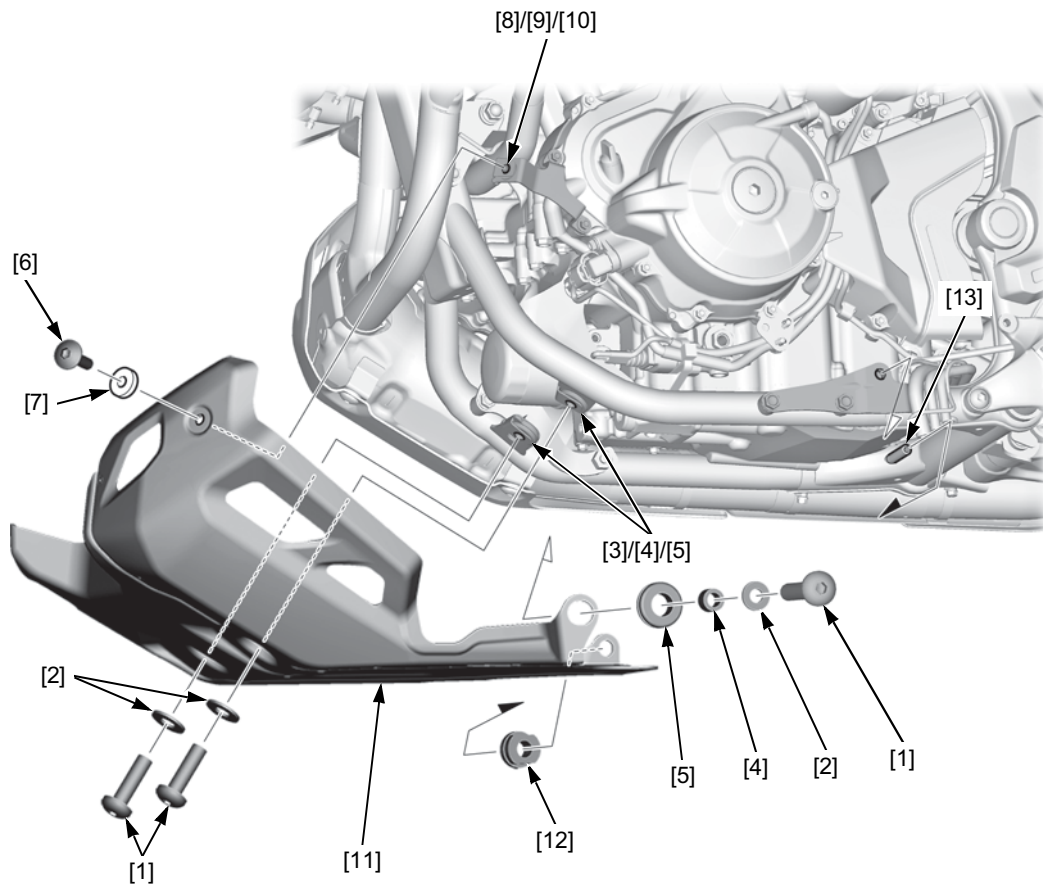
A/A3 TYPES

- Skid plate bolts A [1]
- Washers [2]
- Collars [3]
- Grommets A [4]
- Clip nuts [5]
- Skid plate [6]
- Grommets B [7]



A4/AL4 TYPES

- Skid plate bolts A [1]
- Washers A [2]
- Clip nuts A [3]
- Collars A [4]
- Grommets A [5]
- Skid plate bolts B [6]
- Washer B [7]
- Clip nut B [8]
- Collar B [9]
- Grommet B [10]
- Skid plate [11]
- Grommet C [12]



Multiple Model Sealing Bolt #1

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3. Remove the following:

- Boot [1]
- EOP switch terminal bolt/washer [2]
- Engine sub harness terminal [3]
- EOP switch [4]

4. Remove the sealant adhering to the threads of the EOP switch.

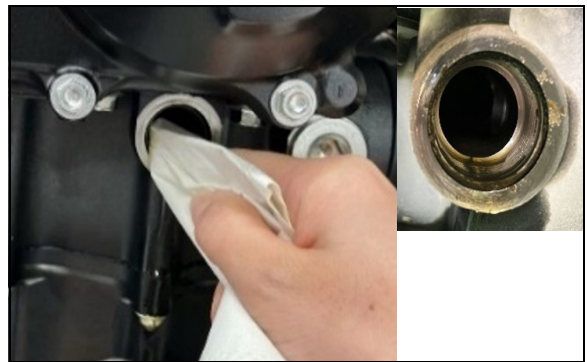
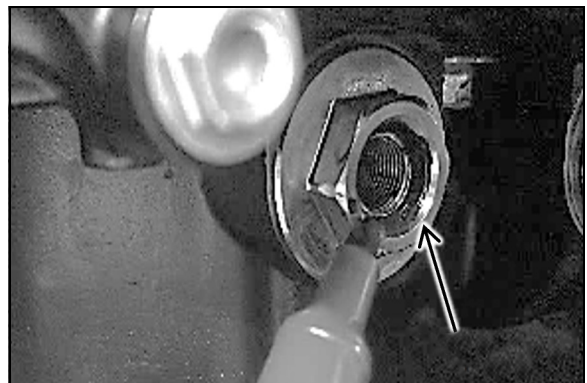
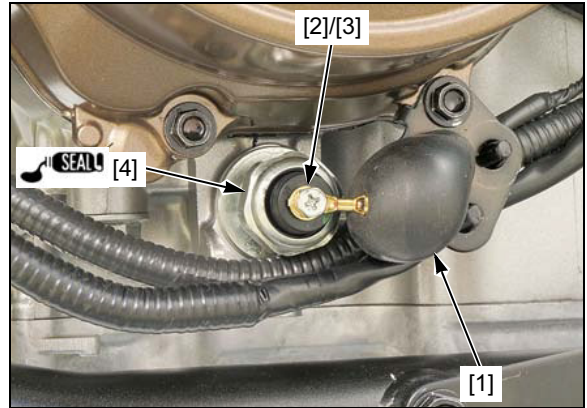
5. Remove the sealing bolt.

6. Wipe off the engine oil from the threaded area of the case.

7. Wipe off the coating material from the seating surface where the bolt was tightened.

NOTE: Put a pen or paint mark on the removed sealing bolt to avoid mixing it up with the new part.

NOTE: Use a clean cloth for wiping and ensure that no foreign objects enter the engine.



INSTALLATION

1. Apply HondaLock 2HT around the entire circumference of the threads on the new sealing bolt.

NOTE: Make sure that the HondaLock 2HT does not adhere to areas other than the threads.



2. Install and tighten the sealing bolt. **Do not** install the 12 mm washer that is provided in the sealing bolt kit (see the Note in [PARTS INFORMATION](#) on page 1).

TORQUE:

Sealing bolt: 59 N·m (6.0 kgf·m, 44 lbf·ft)

3. Apply Hondabond HT to the EOP switch threads.
NOTE: Make sure that the sealant does not adhere to the oil hole of the EOP switch.



4. Install the following:

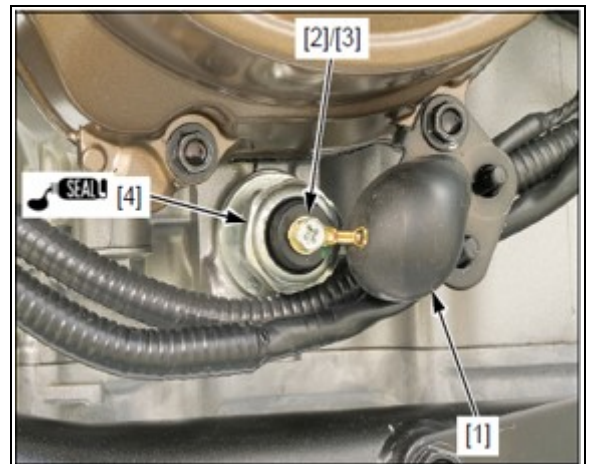
- EOP switch [4]
- Engine sub harness terminal [3]
- EOP switch terminal bolt/washer [2]
- Boot [1]

TORQUE:

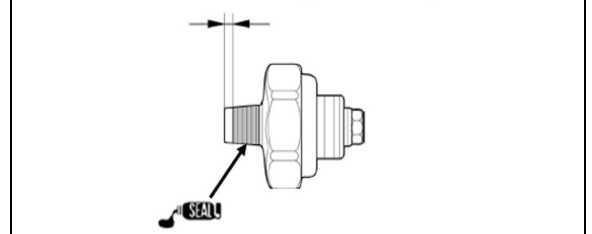
EOP switch: 12 N·m (1.2 kgf·m, 9 lbf·ft)

EOP switch terminal bolt/washer: 2 N·m (0.2 kgf·m, 1.5 lbf·ft)

NOTE: Route the wire properly.



1.5 – 3.5 mm (0.06 – 0.14 in)



Multiple Model Sealing Bolt #1
Revised: July 2025

A/A3 TYPES

Reinstall the skid plate [6] by installing the following:

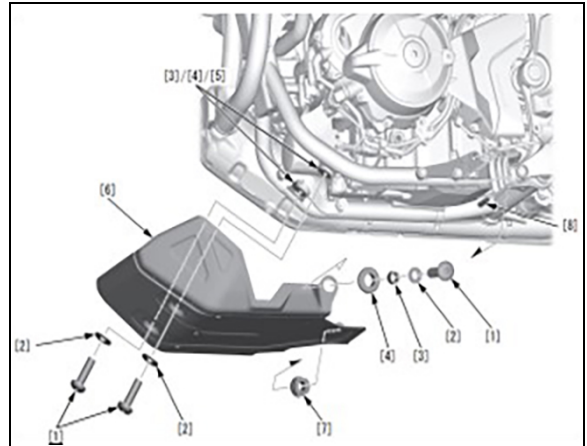
- Grommets B [7]

NOTE: Align the grommet B of the skid plate with the boss [8] of the frame.

- Clip nuts [5]
- Grommets A [4]
- Collars [3]
- Washers [2]
- Skid plate bolts A [1]

TORQUE:

Skid plate bolt A: 26.0 N·m (2.7 kgf·m, 19 lbf·ft)



A4/AL4:

Reinstall the skid plate [11] by installing the following:

- Grommet C [12]

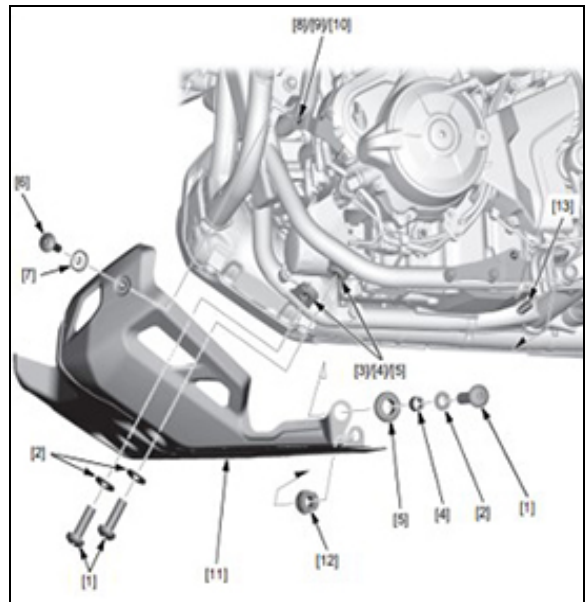
NOTE: Align the grommet C of the skid plate with the boss [13] of the frame.

- Grommet B [10]
- Collar B [9]
- Clip nut B [8]
- Washer B [7]
- Skid plate bolts B [6]
- Grommets A [5]
- Collars A [4]
- Clip nuts A [3]
- Washers A [2]
- Skid plate bolts A [1]

TORQUE:

Skid plate bolt A: 26.0 N·m (2.7 kgf·m, 19 lbf·ft)

Skid plate bolt B: 12.0 N·m (1.2 kgf·m, 9 lbf·ft)



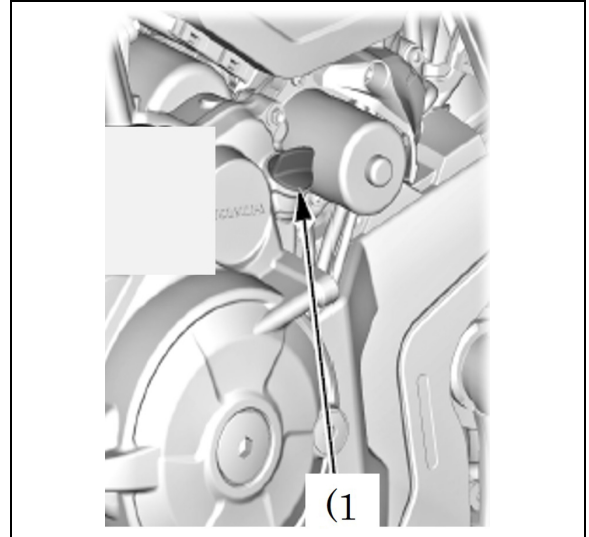
5. Remove the oil filler cap [1], and refill the crankcase with the recommended oil in an amount equivalent to the quantity that leaked.

NOTE: Do not reuse the leaked oil, as it may contain residue from thread-locking agents.

RECOMMENDED ENGINE OIL:

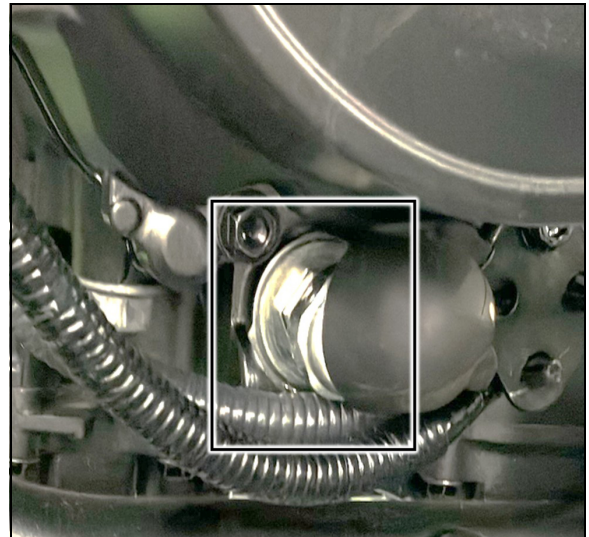
Pro Honda GN4 4-stroke oil or equivalent motorcycle oil API service classification: SJ or Higher JASO T903 standard: MA Viscosity: SAE 10W-30

6. Apply engine oil to the O-ring.
7. Install the oil filler cap [1].



8. Perform the following steps **three hours** after installing the sealing bolt (this allows the thread sealant to cure):
 - a. Start the engine and let it idle for 3 ~ 5 minutes.
 - b. Perform a throttle snap once up to 5,000 rpm.
 - c. Stop the engine and wait 3 minutes.
 - d. Visually inspect and use a cloth to check for any oil leaks from the sealing bolt.

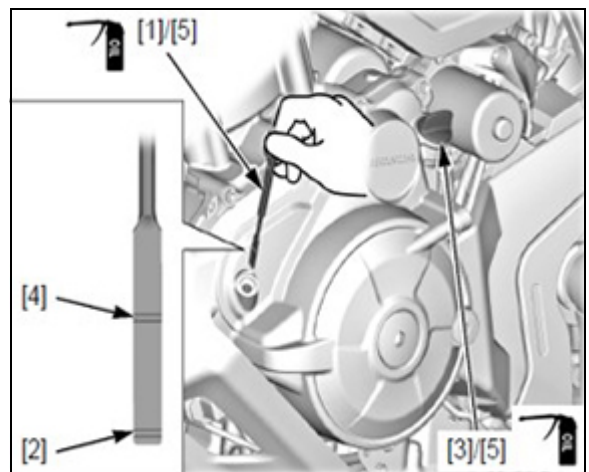
NOTE: Be careful to avoid burns during the inspection.



5. Remove the dipstick [1] and wipe it clean.
6. Place the vehicle on a level surface, and support it in an upright position.
7. Insert the dipstick until it seats, but do not screw it in.
8. Check that the oil level is between the upper level line [4] and lower level line [2] on the dipstick.
9. If the level is below the lower level line, remove the oil filler cap [3] and fill the crankcase with the recommended oil up to the upper level line.

NOTE: Do not reuse the leaked oil, as it may contain residue from thread-locking agents.

10. Apply engine oil to the O-rings.
11. Install the oil filler cap and dipstick.



Multiple Model Sealing Bolt #1
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NT1100 (POLICE) MODEL
REMOVAL

1. Locate the sealing bolt [1] and place an oil pan under the sealing bolt.

2. Remove the following:

- Socket bolt A [1]
- Socket bolts B [2]
- Socket bolt C [3]
- Washer A [4]
- Washers B [5]
- Grommet A [6]
- Grommet B [7]
- Collar A [8]
- Collars B [9]
- Collars C [10]

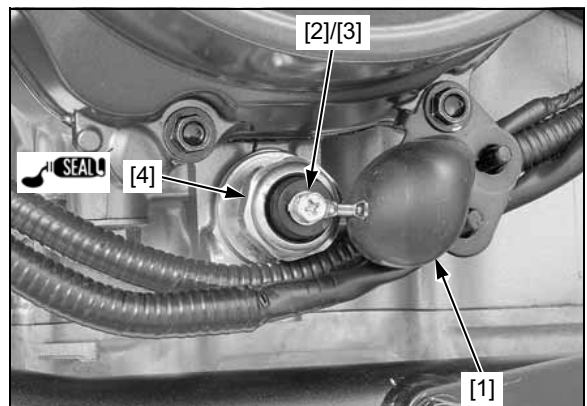
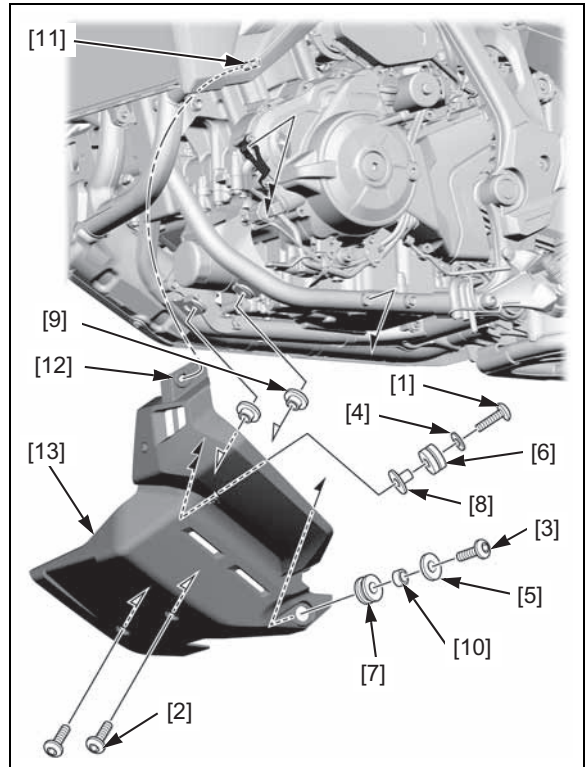
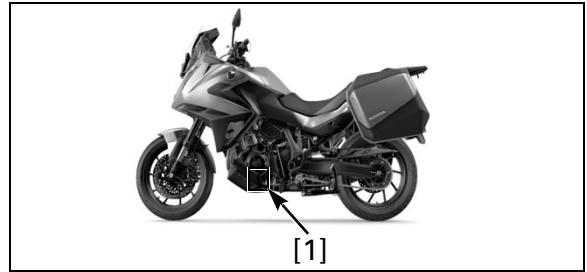
3. Release the boss [11] from the grommet [12].

4. Remove the under cover [13].

5. Remove the following:

- Boot [1]
- EOP switch terminal bolt/washer [2]
- Engine sub harness terminal [3]
- EOP switch [4]

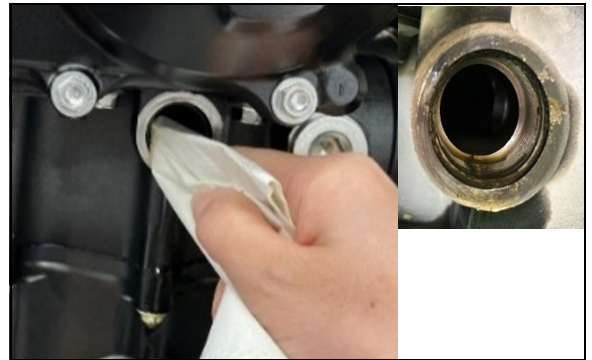
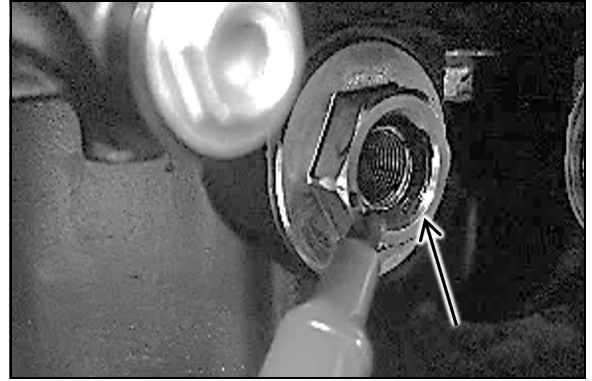
6. Remove the sealant adhering to the threads of the EOP switch.



7. Remove the sealing bolt.
8. Wipe off the engine oil from the threaded area of the case.
9. Wipe off the coating material from the seating surface where the bolt was tightened.

NOTE: Put a pen or paint mark on the removed sealing bolt to avoid mixing it up with the new part.

NOTE: Use a clean cloth for wiping and ensure that no foreign objects enter the engine.



INSTALLATION

1. Apply HondaLock 2HT around the entire circumference of the threads on the new sealing bolt.

NOTE: Make sure that the HondaLock 2HT does not adhere to areas other than the threads.



2. Install and tighten the sealing bolt. **Do not** install the 12 mm washer that is provided in the sealing bolt kit (see the Note in [PARTS INFORMATION](#) on page 1).

TORQUE:

Sealing bolt: 59 N·m (6.0 kgf·m, 44 lbf·ft)

3. Apply Hondabond HT to the EOP switch threads.
NOTE: Make sure that the sealant does not adhere to the oil hole of the EOP switch.



Multiple Model Sealing Bolt #1

Revised: July 2025

4. Install the following:

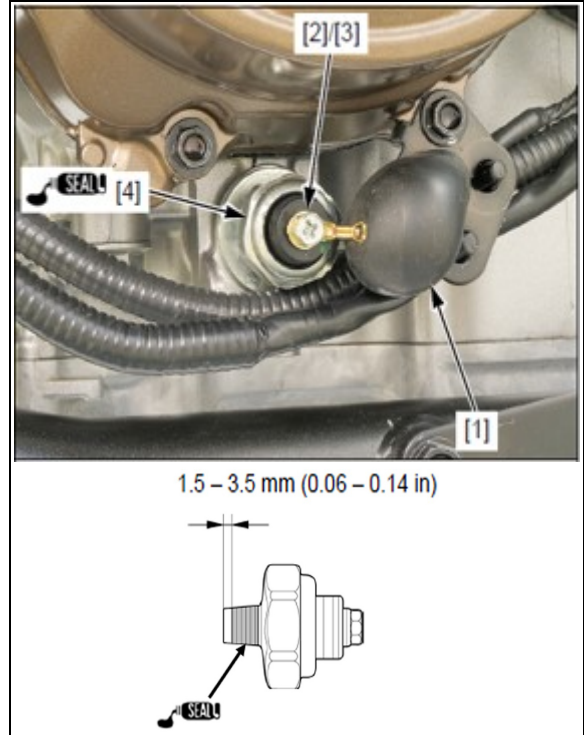
- EOP switch [4]
- Engine sub harness terminal [3]
- EOP switch terminal bolt/washer [2]
- Boot [1]

TORQUE:

EOP switch: 12 N·m (1.2 kgf·m, 9 lbf·ft)

EOP switch terminal bolt/washer: 2 N·m (0.2 kgf·m, 1.5 lbf·ft)

NOTE: Route the wire properly.



5. Remove the oil filler cap [1], and refill the crankcase with the recommended oil in an amount equivalent to the quantity that leaked.

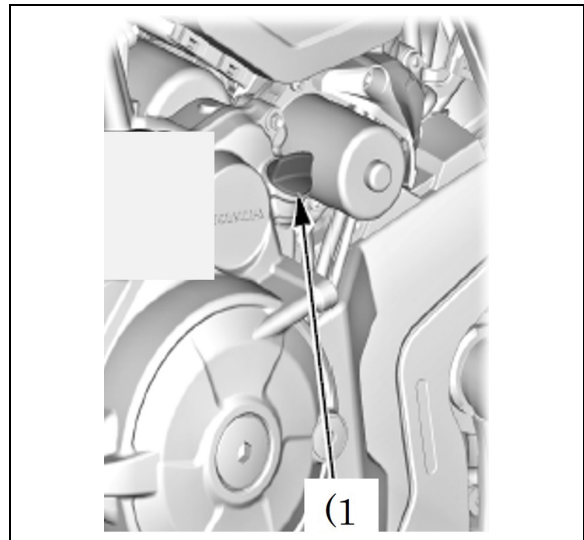
NOTE: Do not reuse the leaked oil, as it may contain residue from thread-locking agents.

RECOMMENDED ENGINE OIL:

Pro Honda GN4 4-stroke oil or equivalent motorcycle oil API service classification: SJ or Higher JASO T903 standard: MA Viscosity: SAE 10W-30

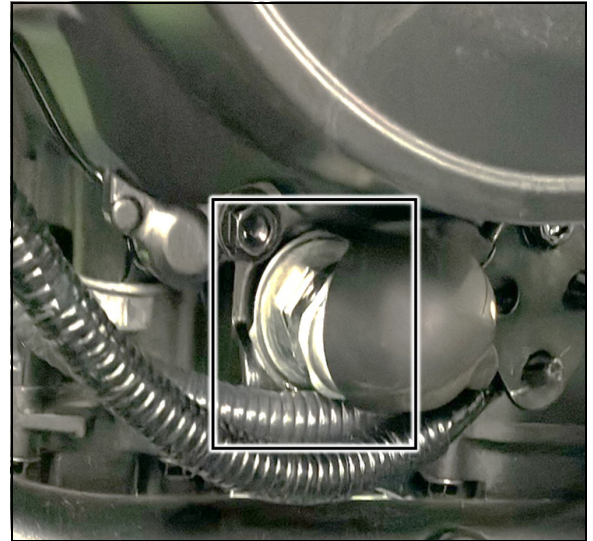
6. Apply engine oil to the O-ring.

7. Install the oil filler cap [1].



8. Perform the following steps **three hours** after installing the sealing bolt (this allows the thread sealant to cure):
 - a. Start the engine and let it idle for 3 ~ 5 minutes.
 - b. Perform a throttle snap once up to 5,000 rpm.
 - c. Stop the engine and wait 3 minutes.
 - d. Visually inspect and use a cloth to check for any oil leaks from the sealing bolt.

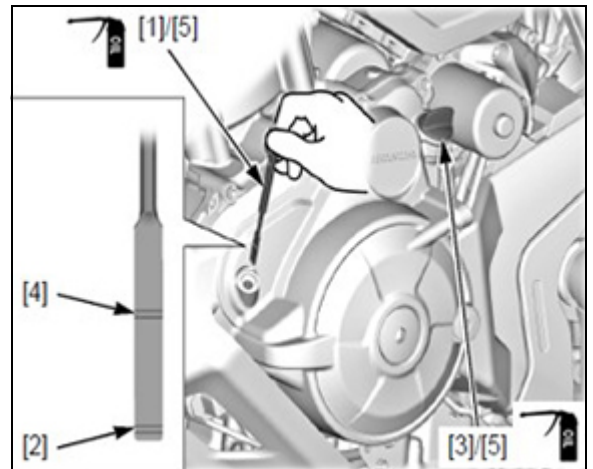
NOTE: Be careful to avoid burns during the inspection.



5. Remove the dipstick [1] and wipe it clean.
6. Place the vehicle on a level surface, and support it in an upright position.
7. Insert the dipstick until it seats, but do not screw it in.
8. Check that the oil level is between the upper level line [4] and lower level line [2] on the dipstick.
9. If the level is below the lower level line, remove the oil filler cap [3] and fill the crankcase with the recommended oil up to the upper level line.

NOTE: Do not reuse the leaked oil, as it may contain residue from thread-locking agents.

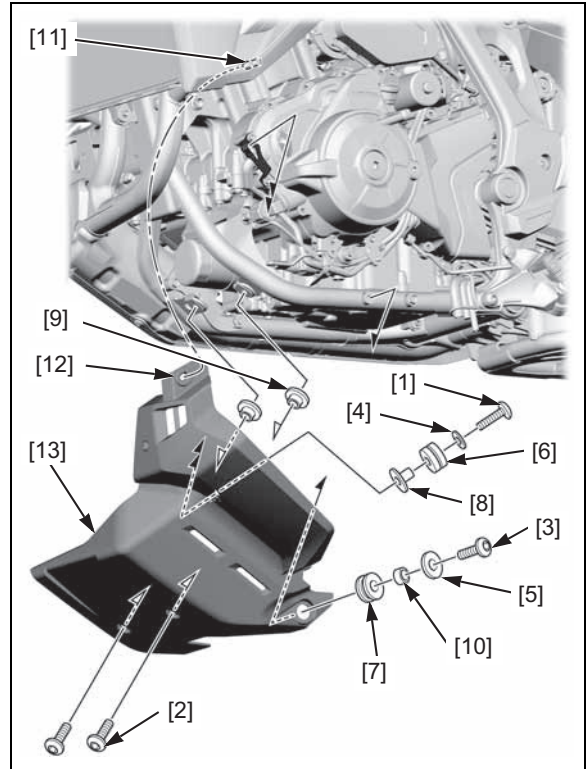
10. Apply engine oil to the O-rings.
11. Install the oil filler cap and dipstick.



Multiple Model Sealing Bolt #1
Revised: July 2025

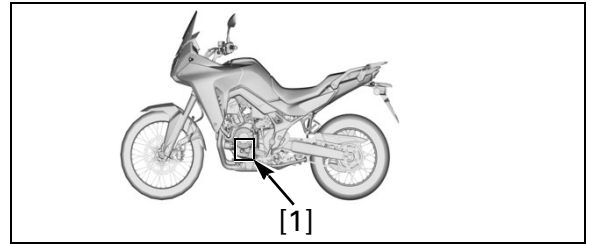
12. Install the under cover [13] with the following:

- Insert the boss [11] to the grommet [12].
- Collars C [10]
- Collars B [9]
- Collar A [8]
- Grommet B [7]
- Grommet A [6]
- Washers B [5]
- Washer A [4]
- Socket bolt C [3]
- Socket bolts B [2]
- Socket bolt A [1]

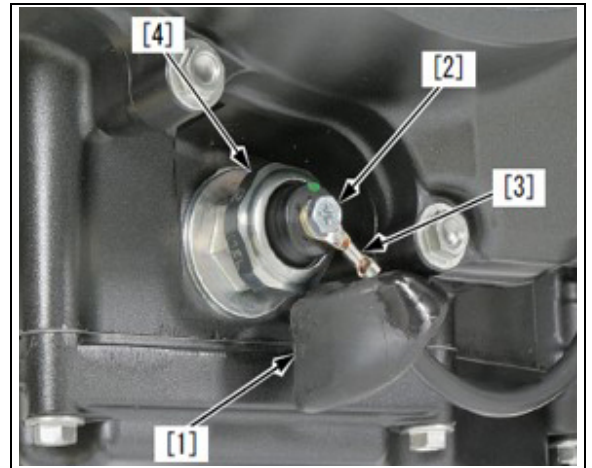


XL750 TRANSALP MODEL

1. Locate the sealing bolt [1] and place an oil pan under the sealing bolt.

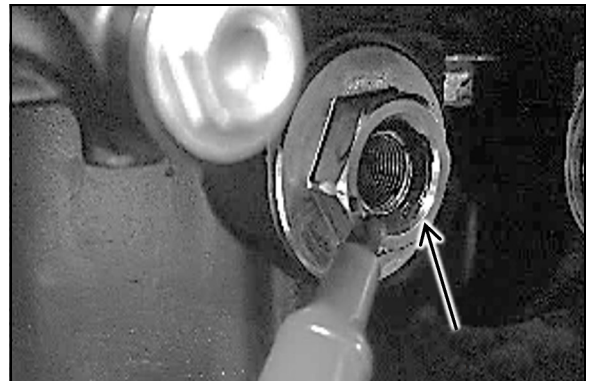


2. Remove the following:
 - Boot [1]
 - EOP switch terminal bolt/washer [2]
 - Engine sub harness terminal [3]
 - EOP switch [4]
3. Remove the sealant adhering to the threads of the EOP switch.

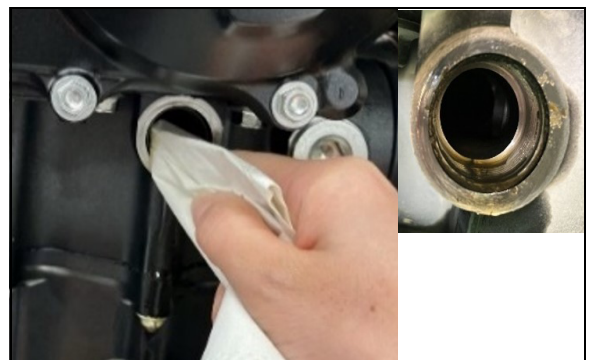


4. Remove the sealing bolt.

NOTE: Put a pen or paint mark on the removed sealing bolt to avoid mixing it up with the new part.
5. Wipe off the engine oil from the threaded area of the case.
6. Wipe off the coating material from the seating surface where the bolt was tightened.



NOTE: Use a clean cloth for wiping and ensure that no foreign objects enter the engine.



Multiple Model Sealing Bolt #1

Revised: July 2025

INSTALLATION

1. Apply HondaLock 2HT around the entire circumference of the threads on the new sealing bolt.

NOTE: Make sure that the HondaLock 2HT does not adhere to areas other than the threads.

2. Install and tighten the sealing bolt. **Do not** install the 12 mm washer that is provided in the sealing bolt kit (see the Note in [PARTS INFORMATION](#) on page 1).

TORQUE:

Sealing bolt: 59 N·m (6.0 kgf·m, 44 lbf·ft)

3. Apply Hondabond HT to the EOP switch threads.

NOTE: Make sure that the sealant does not adhere to the oil hole of the EOP switch.

4. Install the following:

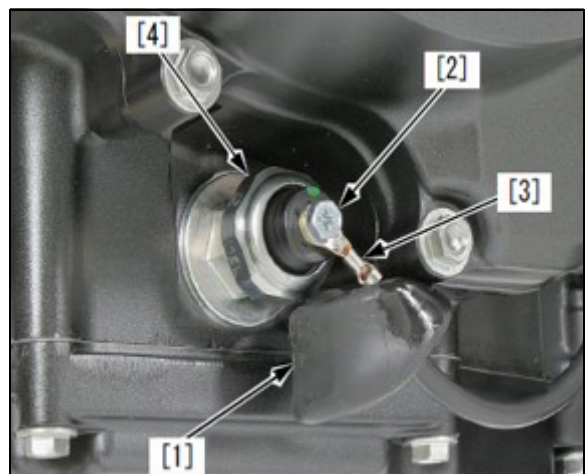
- EOP switch [4]
- Engine sub harness terminal [3]
- EOP switch terminal bolt/washer [2]
- Boot [1]

TORQUE:

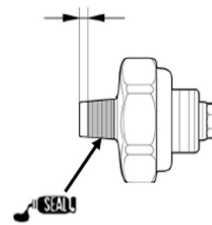
EOP switch: 12 N·m (1.2 kgf·m, 9 lbf·ft)

EOP switch terminal bolt/washer: 2 N·m (0.2 kgf·m, 1.5 lbf·ft)

NOTE: Route the wire properly.



1.5 – 3.5 mm (0.06 – 0.14 in)



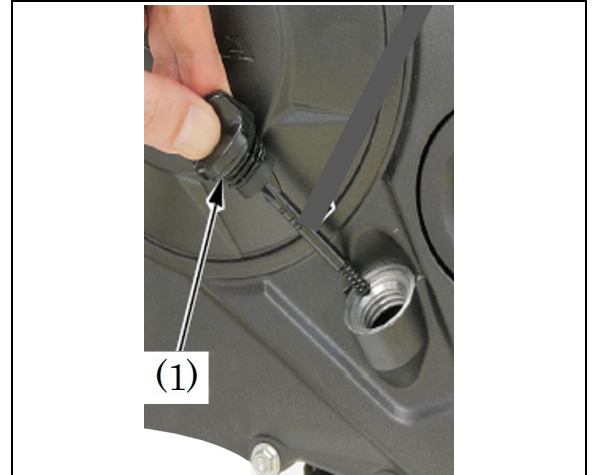
5. Remove the oil filler cap/dipstick [1], and refill the crankcase with the recommended oil in an amount equivalent to the quantity that leaked.

NOTE: Do not reuse the leaked oil, as it may contain residue from thread-locking agents.

RECOMMENDED ENGINE OIL:

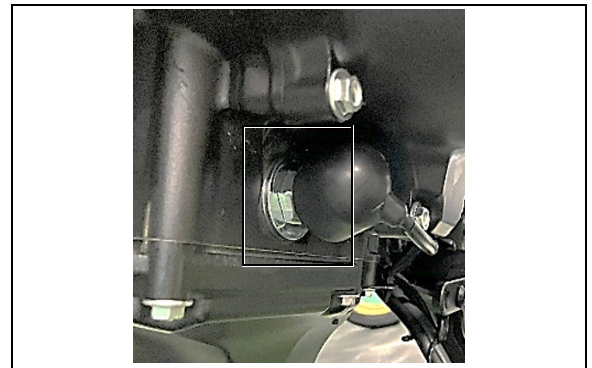
Pro Honda GN4 4-stroke oil or equivalent motorcycle oil API service classification: SJ or Higher JASO T903 standard: MA Viscosity: SAE 10W-30

6. Apply engine oil to the O-ring.
7. Install the oil filler cap/dipstick.



8. Perform the following steps **three hours** after installing the sealing bolt (this allows the thread sealant to cure):
 - a. Start the engine and let it idle for 3 ~ 5 minutes.
 - b. Perform a throttle snap once up to 5,000 rpm.
 - c. Stop the engine and wait 3 minutes.
 - d. Visually inspect and use a cloth to check for any oil leaks from the sealing bolt.

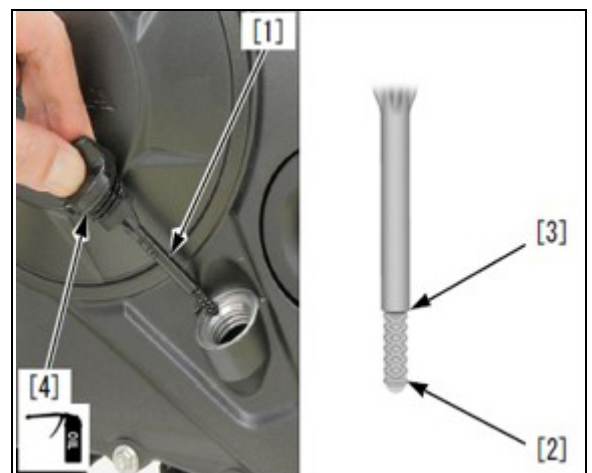
NOTE: Be careful to avoid burns during the inspection.



5. Remove the dipstick [1] and wipe it clean.
6. Place the vehicle on a level surface, and support it in an upright position.
7. Insert the dipstick until it seats, but do not screw it in.
8. Check that the oil level is between the upper level line [4] and lower level line [2] on the dipstick.
9. If the level is below the lower level line, remove the oil filler cap [3] and fill the crankcase with the recommended oil up to the upper level line.

NOTE: Do not reuse the leaked oil, as it may contain residue from thread-locking agents.

10. Apply engine oil to the O-rings.
11. Install the oil filler cap and dipstick.



CONTROLLED PARTS ORDER PROCEDURE

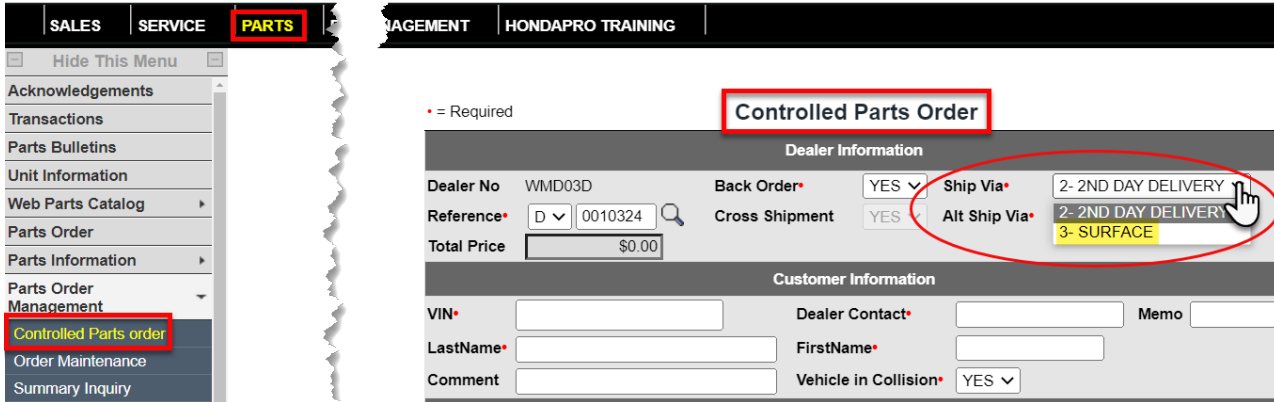
To order parts through the Controlled Parts Order process, follow the steps below:

1. From the **IN** home page go to:

Parts > Parts Order Management > Controlled Parts Order

Select the desired shipping method from the *Ship Via* drop down list.

NOTE: The default *Ship Via* is 2ND DAY DELIVERY, which will incur additional freight charges to the dealer. Normal freight charges apply if the order does not meet the pre-paid freight minimum.



2. Enter the required information: *VIN*, *Dealer Contact*, *Customer Name*, *Part Number* and *Quantity* (you may order only one (1) part per part number).
3. Set *Vehicle in Collision* and *Specification Label Request* to **NO**.
4. Click **Submit**.

