CB1000 #2
December 2025

Service Bulletin

American Honda Motor Co., Inc.

SAFETY RECALL

2025 CB1000SP
ENGINE OIL CONSUMPTION

(This bulletin has been revised to include initial inspection information.)

NEW

BACKGROUND

Honda has issued a **SAFETY RECALL** on **ALL 2025 CB1000SP** motorcycles for an engine oil consumption concern. If the engine oil level is not checked frequently enough, the oil level may drop below the minimum required level. If the motorcycle continues to operate with a low engine oil level, the engine could seize, causing the rear wheel to lock up and/or engine oil to contact the exhaust system, increasing the risk of a crash, injury, or fire.

IMPORTANT: This Safety Recall must be completed in two phases. The information provided in this service bulletin covers the first phase for only affected USED dealer inventory and in-service customer units. NEW dealer inventory should remain on hold.

NEW

This first phase consists of an initial engine oil inspection and the steps required by the customer and dealer for checking the engine oil level **every 300 miles** until phase two of this Safety Recall is issued. Information on phase two of this Safety Recall is expected in August 2026, and will be provided in a forthcoming service bulletin. Dealers will be notified by ***iN*** message.

AFFECTED UNITS

As of December 12, 2025, you **MUST NOT SELL ANY NEW or USED** 2025 CB1000SP motorcycle until it is repaired according to a forthcoming 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 motorcycles in February 2026. Customers will be informed that their motorcycle is affected by this safety-related defect and to make an appointment with an authorized Honda dealer to have their motorcycle oil level routinely inspected by the dealer. If the dealer has determined engine damage upon inspection, the dealer will repair the motorcycle as necessary.

PARTS AVAILABILITY

For the initial oil inspection, order the following parts using normal parts ordering procedures.

Part Description	Part Number	Quantity
OIL, ENGINE, Pro Honda GN4 10W-30 QUART	08C35-A131M02	3
WASHER, PLUG, DRAIN 12 mm	94109-12000	1

FLOORING SUPPORT

American Honda will issue a prepaid flooring credit for six months for all new, unregistered CB1000SP motorcycles in dealer inventory. This Service Bulletin will be updated with the relevant Sales Bulletin details when the credit details are fixed.

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.

WARRANTY CLAIM INFORMATION

After completing this initial *Service Bulletin* inspection, submit one warranty claim per unit with the applicable template number.

During every subsequent 300-mile engine oil level recheck (after the initial inspection was completed), dealers should file a **KT6B** warranty claim. Complete an additional **KT6B** claim for all subsequent oil level checks.

If an affected unit failed the inspection and had copper metal debris in the oil, contact TechLine for warranty claim filing assistance.

YEAR	MODEL	TEMPLATE	FLAT RATE
2025	CB1000SP	Engine Oil Inspection & Oil Refill **KT6A**	0.6 hr
		Engine Oil Level Check (every 300 mi.) **KT6B**	0.3 hr

Note:

- The KT6B claim includes reimbursement for 200 cc of engine oil.

DEALER SUPPORT

TECHNICAL QUESTIONS

If you have any technical questions relating to this update procedure, please contact:
Motorcycle TechLine Online:

iN > Service > TechLine > TechLine Connect

WARRANTY QUESTIONS

If you have any warranty administration questions relating to warranty claim templates, and claim filing procedures, please contact:

Motorcycle Warranty Online:

iN > Service > Warranty & HondaCare > Warranty Connect Filing

Or call (800) 421-1900, option 7

RECALL REPAIR IDENTIFICATION

Because this Safety Recall will be completed in two phases for each affected unit and there can be more than one claim filed, it is important to know how to identify what has been completed so far.

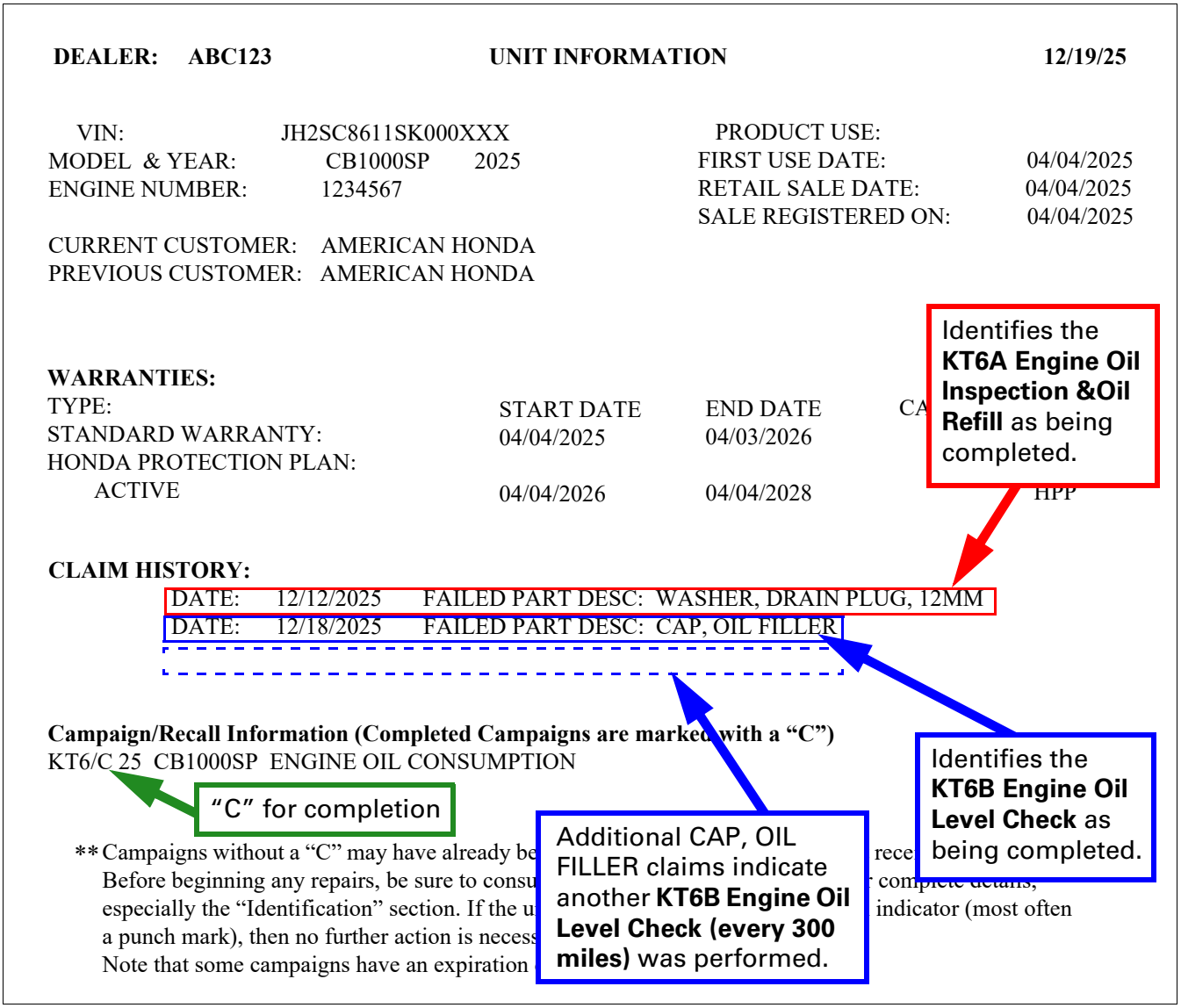
Before you begin the repair procedure, check the *Unit Information* on ***iN*** to verify the current status of the affected unit to identify if the unit has already been inspected or has received a 300-mile engine oil level check.

The warranty templates on page 2 can be identified in the *Unit Information* CLAIM HISTORY as:

KT6A will show as: Failed Part Desc: WASHER, DRAIN PLUG, 12MM

KT6B will show as: Failed Part Desc: CAP, OIL FILLER

Example:



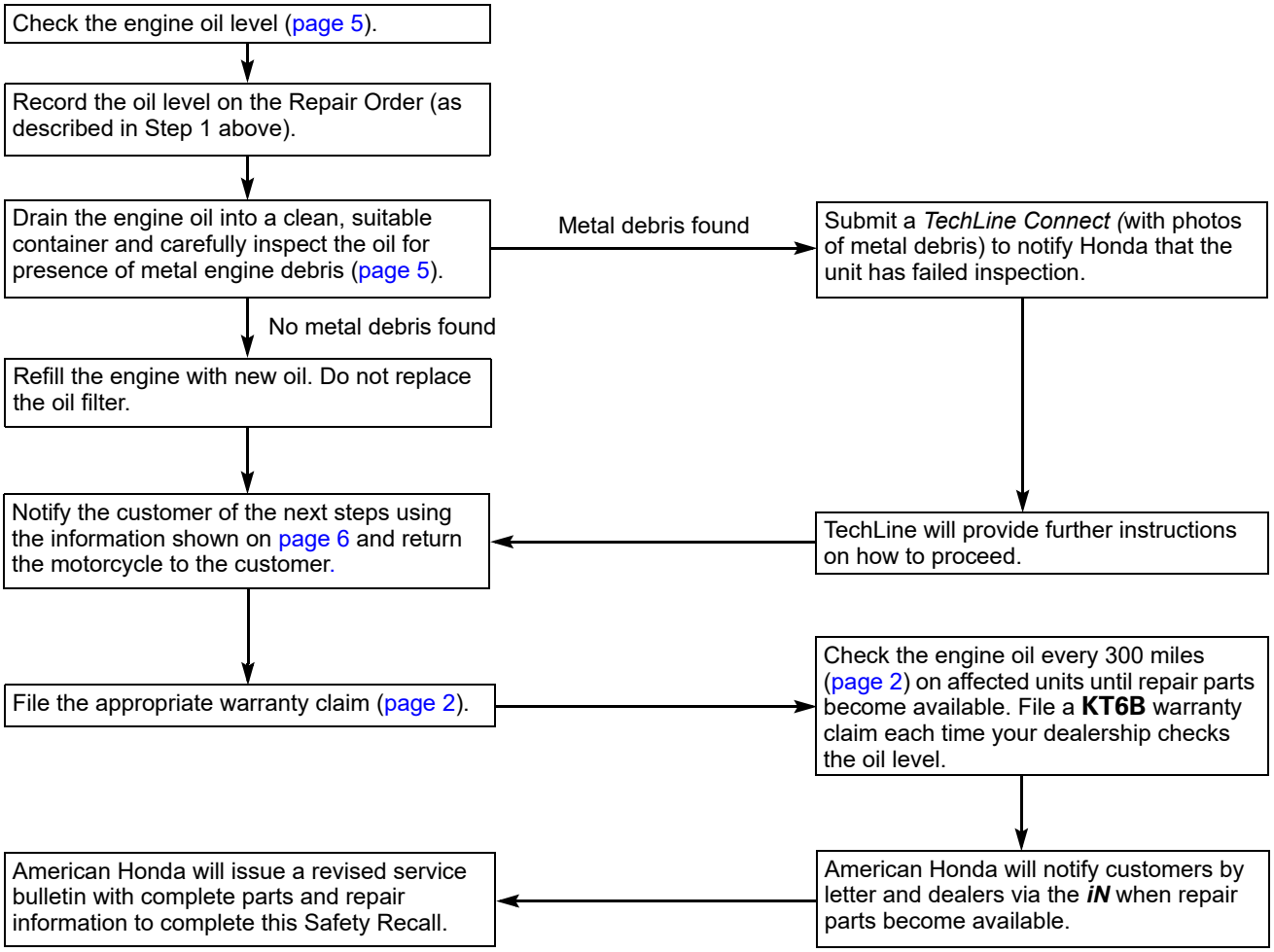
INSPECTION PROCECURE

It is recommended to read this entire procedure first so you know what is expected.

Complete the following Inspection on all affected USED dealer inventory and in-service customer units. Do not perform this inspection on NEW units in dealer inventory, they should remain on hold.

1. Check the engine oil level (page 5) and document on the repair order if the oil level was full, in between the upper and lower limits, or low (not visible on the dipstick).
2. Drain and inspect the engine oil for metal engine debris using the ENGINE OIL INSPECTION procedure (page 5). Do not remove or replace the oil filter.
3. Refer to the INSPECTION CONCLUSION on page 5 to determine the appropriate repair action based on your findings.
4. After completing the Inspection, refer to CUSTOMER NOTIFICATION on page 6 for information on how to inform the customer on the next steps that are required for this Safety Recall.
5. Proceed to WARRANTY CLAIM INFORMATION on page 5 and file the appropriate warranty template claim based on the results of the inspection.

INSPECTION OVERVIEW:



INITIAL ENGINE OIL LEVEL CHECK

Place the vehicle on its sidestand.

Start the engine and let it idle for 3 – 5 minutes.

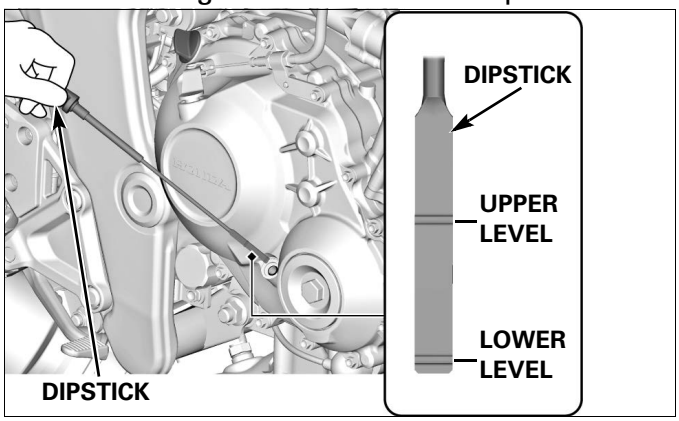
Stop the engine and wait 2 – 3 minutes.

Remove the dipstick and wipe it clean.

Place the vehicle on a level surface, and support it in an upright position. Do not use a rear stand as this will affect the oil level.

Insert the dipstick until it seats, but do not screw it in. Check that the oil level is between the upper level line and lower level line on the dipstick.

Record the engine oil level on the repair order.



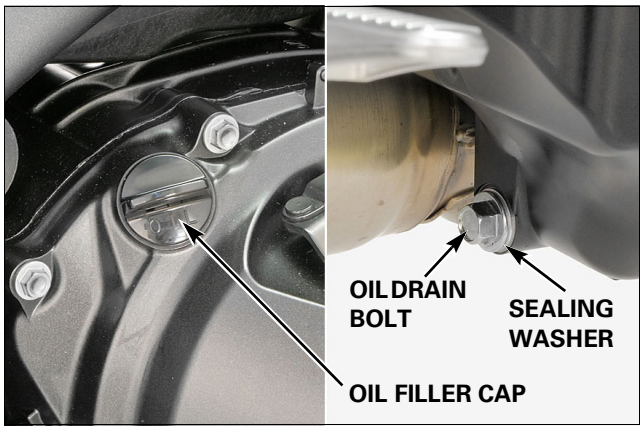
ENGINE OIL INSPECTION

With the engine warm and stopped, remove the oil filler cap.

Place a **clean**, suitable container that allows for clear and thorough inspection for metal particles under the engine to catch the engine oil.

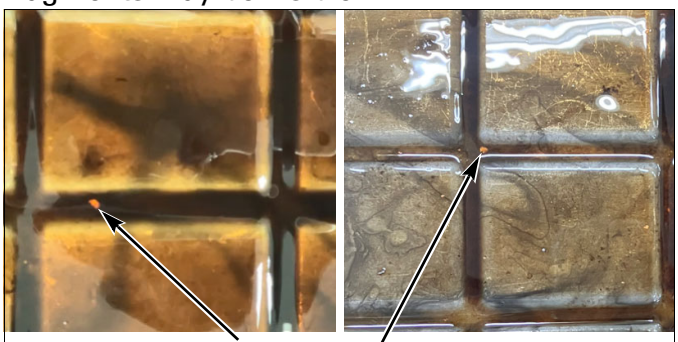
Remove the engine oil drain bolt and sealing washer. **Do not remove the oil filter.**

Drain the engine oil completely through a screen or filter and into the container.



Inspect the drained oil carefully for metal debris such as copper, iron, or aluminum fragments.

Pay close attention as metal particles can be very small and hard to see in certain lighting.If the unit has less than ~600 miles or has not had the 600-mile initial oil service completed, be aware that a certain amount of iron or aluminum fragments may be visible.

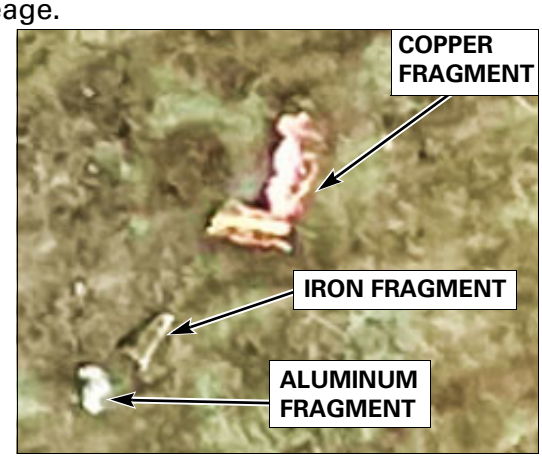


Examples of copper metal fragments shown.

If even a single fragment of copper is found, the engine fails the inspection. Copper is the base material for the connecting rod bearings and is a good indication that the engine has been run with a low oil level.

Iron and aluminum can be identified by having a gray color, and iron can be confirmed by using a magnet.

Finding small iron or aluminum particles is OK, which can occur during the normal engine break-in period, depending on the unit's mileage.



If you cannot easily confirm the presence of copper particles visually, filter the oil by pouring it through a clean paper shop towel or cloth rag, and then carefully inspect the towel/rag under good lighting for signs of metal.

Continue to the INSPECTION CONCLUSION on page 6.

INSPECTION CONCLUSION

If no **copper** metal debris is found in the drained engine oil, the unit has **PASSED** the inspection.

If only small iron or aluminum particles are found, the unit has **PASSED** the inspection.

Refill the engine with fresh engine oil following the steps below, and then go to Step 4 on page 4:

1. Clean the drain bolt and install a new sealing washer onto the drain bolt.
2. Install and tighten the drain bolt to the specified torque.

   TORQUE: 30 N·m (3.1 kgf·m, 22 lbf·ft)
3. Fill the crankcase with Pro Honda GN4 4-stroke 10W-30 engine oil.

   Oil Capacity After Draining:
   2.6 liter (2.7 US qt, 2.3 Imp qt)
4. Start the engine and check that there are no oil leaks.
5. Recheck the oil level and ensure it is filled to the UPPER LEVEL mark.

If any **copper** metal debris is found, the unit has **FAILED** the inspection.

You must submit a *Techline Connect* to notify Honda that damage has been found.

You must:

1. Indicate if the initial engine oil level was full, in between the upper and lower levels, or low (not visible on the dipstick).
2. Provide clear photos showing the copper metal debris found in the engine oil.

TechLine will provide you further instruction on how to proceed.

Refer to TECHLINE CONNECT - PHOTOGRAPH UPLOAD PROCEDURE on page 8 for detailed instructions.

CUSTOMER NOTIFICATION

Once the inspection has been completed, inform the customer of the next steps required for this Safety Recall.

Explain the following:

- An initial engine oil inspection on their motorcycle to check the health of the engine has been performed.
- This oil inspection does not count as an oil change and customers must continue following the *Maintenance Schedule.*
- If the unit has less than 600 miles on it or has not had the initial 600-mile oil change service completed yet, the customer must return to have the initial 600-mile oil change completed.
- Return to an authorized Honda Powersports dealer every 300 miles (500 km) to have the engine oil level rechecked, and if necessary, corrected.
- Once final Safety Recall information is available, customers must revisit an authorized Honda Powersports dealer one last time to have their unit repaired to satisfy this Safety Recall.
- The customer will receive a follow-up letter by mail from Honda to schedule an appointment to have their motorcycle repaired.

300-MILE ENGINE OIL LEVEL RECHECK

Perform this check every 300 miles after the initial engine oil inspection.

Place the vehicle on its sidestand.

Start the engine and let it idle for 3 – 5 minutes.

Stop the engine and wait 2 – 3 minutes.

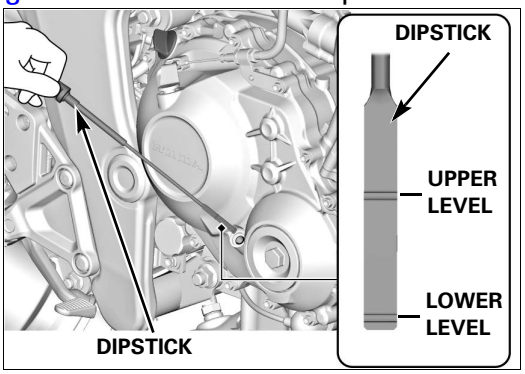
Remove the dipstick and wipe it clean.

Place the vehicle on a level surface, and support it in an upright position. Do not use a rear stand as this will affect the oil level.

Insert the dipstick until it seats, but do not screw it in.

Check the oil level and refill to the UPPER LEVEL, if necessary.

Refer to the WARRANTY CLAIM INFORMATION on page 2 and file a **KT6B** template claim.



TECHLINE CONNECT - PHOTOGRAPH UPLOAD PROCEDURE

To find TechLine Connect, log in to ***iN***, then follow the path below:
iN > Service > TechLine > TechLine > TechLine Connect

1. Complete all required fields shown.
2. Select *Photo/Video Request* in the Reason for Contact field.
3. Enter a detailed explanation of your findings in the TechLine Customer Complaint field.
   - Be sure to include what the engine oil level was during initial check.
   - Describe the size, color, and amount of metal found in the oil.
4. Submit photos showing a good representation of any copper metal debris found in the oil. Attach photos by clicking on *Upload Attachment(s).*

   Please use the motorcycle's full VIN in the image file name(s) before uploading.
   Example:
   JH2SC8611SK000XXX-Image 1.jpg
5. Honda will contact you within one (1) business day and provide additional directions on how to proceed based on the information and photos that were submitted.