



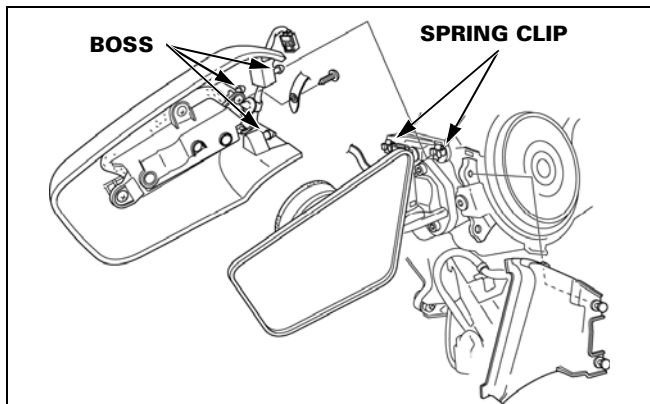
On-Road

CTX1300

Mirror Cover Installation

The mirror cover on the CTX1300 is designed to pop off its base in the case of an impact, similar to the mirror covers on ST1300 and GL1800. The CTX mirror cover, however, is particularly tricky to re-install after it's been knocked loose. Here's the trick:

Verify that the spring clips in the mirror base are OK and that all three bosses on the cover are intact. Place the rear bottom boss into its corresponding spring clip and snap it into place. Next, align the rear top and front bosses with their corresponding spring clips and then snap the rear top boss into place, followed by the front boss. The mirror is adjusted by simply pushing on the mirror glass only.



NC700JD (NM4)

Closing the Rear Utility Box Covers

When closing the rear utility box door on the NM4, remember that there are two latches (front and rear) and both must be fully closed in order to

remove the key from the lock lever. If either latch is not fully secured, the lock lever will not lay flush with the top of the utility box and the key cannot be removed. The key to getting both latches fully secured is to simply push on the utility box door with two hands at the positions shown. The lock lever will then lay flush and the key can be removed easily. Be sure to educate your customer if it seems they are having trouble locking the rear utility boxes.



Scooters with Under-Seat Storage

Broken Parts Below the Storage Compartment

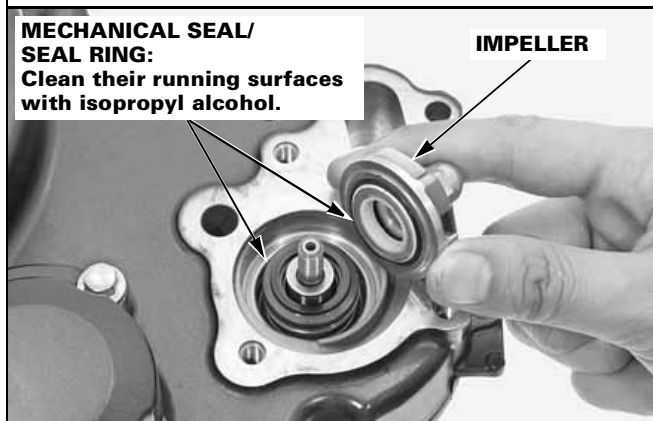
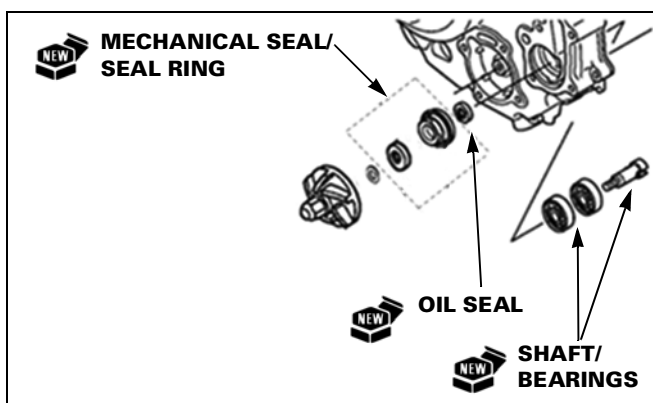
Some customers have overloaded their under-seat storage compartments with bulky items or poorly positioned helmets. Then, when the seat is forced closed, the bottom of the compartment can bulge to the point of contacting vital fuel system components below. If you encounter damaged components or a distorted storage compartment, refer the customer to their Owner's Manual for the correct loading capacity information and helmet storage. Honda scooters have a provision for helmet storage outside the under-seat compartment.

CBR250R/RA and CRF250L

Leaking Water Pump

When these vehicles are new, a small amount of coolant leaking from the weep hole is normal during the break in period. If, however, there is still water (or oil) leaking from the weep hole by the time of first service, the water pump did not break in properly and should be rebuilt with the following new parts:

- Water pump shaft
- Bearings (2)
- Oil seal
- Mechanical seal/seal ring (Packaged together)



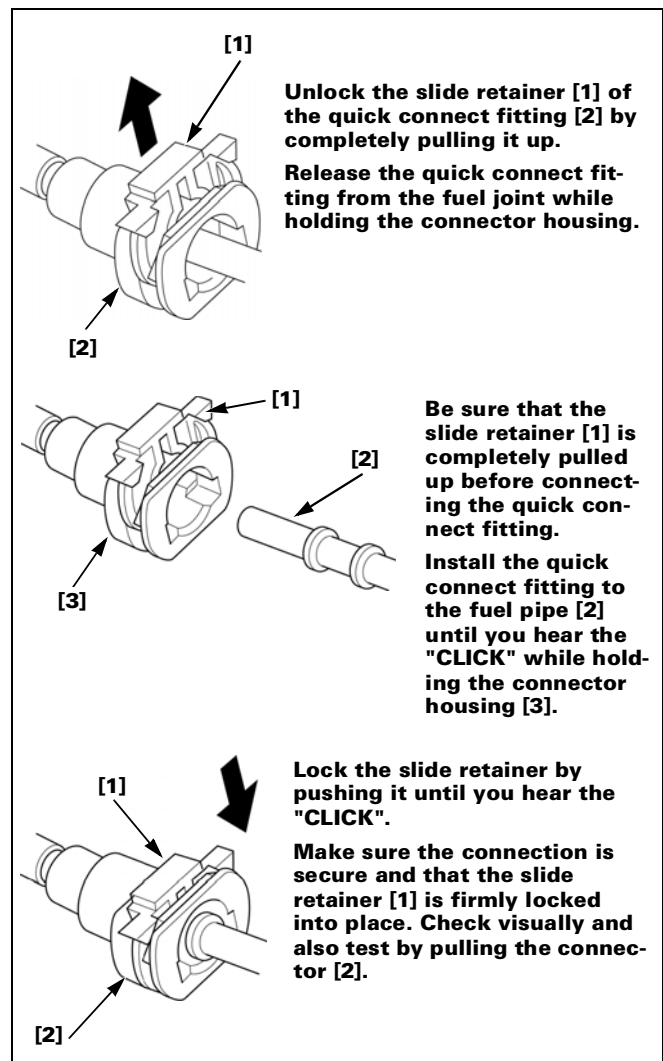
Replace the noted parts using the procedures in the Service Manual, however before installing them, thoroughly clean their running surfaces with isopropyl alcohol and a clean paper towel. This is especially important for the water pump shaft as it is packaged with a particularly chunky form of corrosion inhibitor that must be removed before installation. Make sure the seal ring is installed into the impeller with its white wear ring facing out as shown.

After '13 Fuel Injected Models

New Quick Connect Fitting

Many fuel injected models released after model year '13 have a new style fuel line quick connect fitting at the fuel injector and, with some exceptions, at the fuel pump as well. The advantages of the new style connector over the previous designs are that it does not require any tools to release it, and it does not require a new retainer or joint rubber every time the fuel lines are serviced.

Release and connect the new quick connect fitting are as follows:



NOTE: Always make sure to relieve the fuel pressure using the procedure in the Service Manual before removing the fuel line.



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