



## All Models

### Brake and Clutch System Maintenance Tips

The Honda on-road motorcycle maintenance schedule indicates that the brake/clutch fluid should be replaced every two years or 12,000 miles, whichever comes first. As the summer riding season approaches, some customers will bring their vehicles into your dealership for brake/clutch system service.

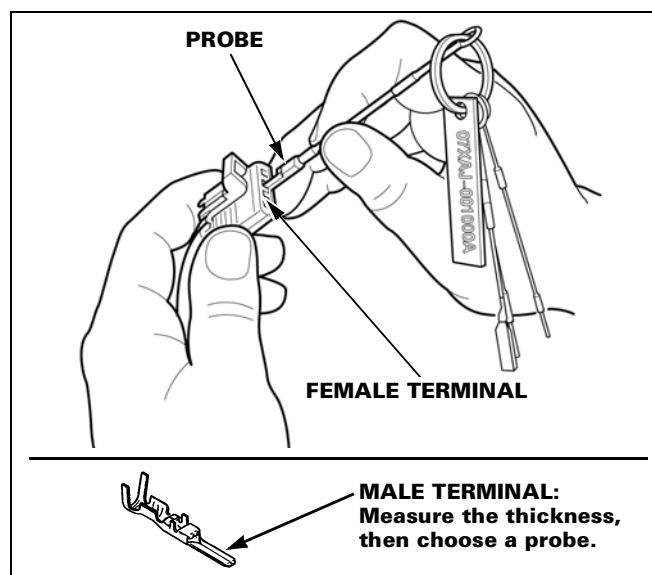
When flushing and cleaning a brake or clutch system it is extremely important not to allow any solvent or brake cleaner into a master cylinder, brake fluid reservoir or any other internal brake/clutch system component. While it may be tempting to clean the last bits of crud from the inside of a brake fluid reservoir with a shot of contact/brake cleaner, don't do it as this stuff can cause the internal rubber parts within the system to swell, inviting all sorts of brake or clutch trouble. Brake cleaner should only be used to clean external parts such as brake pad pins, retainer clips, pad springs and rotors.

When flushing/cleaning any hydraulic system, make sure to remove the old fluid out of the top of the system (reservoir) with a vacuum bleeder. Use only a clean paper towel to mop up any residual crud. As noted in Honda Service Manuals, make sure that you clean any internal brake/clutch system components (pistons, seals, reservoirs, etc.) only with clean brake fluid of the recommended type.

### Carefully Check Electrical Connector Pin Fit

When checking electrical terminal pin fit, inadvertently using a too thick or too thin terminal probe can lead to a false reading. If too thick of a probe is used it will not only give you a false "good"

(tight) reading, but may also damage the female terminal you are measuring. Conversely, using too thin of a probe will give you a false "bad" (loose) reading leading to unnecessary parts replacement.



To avoid false readings, measure the thickness of the male pin of the connector being tested and use a probe from the pin fit tool set that matches exactly. Width is not quite as important as long as the probe fits inside the female terminal.

### Resources

STN #11 - Wire Terminal Supplies and Repair Procedures

**P/N 07XMJ-001000A** Terminal Inspection Tool Set

**P/N 07AMZ-MCAA100** Terminal Inspection Tool (GL1800 Seat Heater Control Unit Connector)

## On-Road

### 2014 VFR800F/FD

### Set-Up Tip

After the inner visor installation (Set-Up Instructions, page 9) you may have trouble with a gap

appearing between the inner visor and the front inner cowl as shown. The problem is that the tab on the front inner cowl did not fully engage the slot on the inner visor. The trick to getting them to engage is inserting a plastic pry bar between the meter panel and the inner visor and carefully levering the inner visor out, against the front inner cowl as shown.

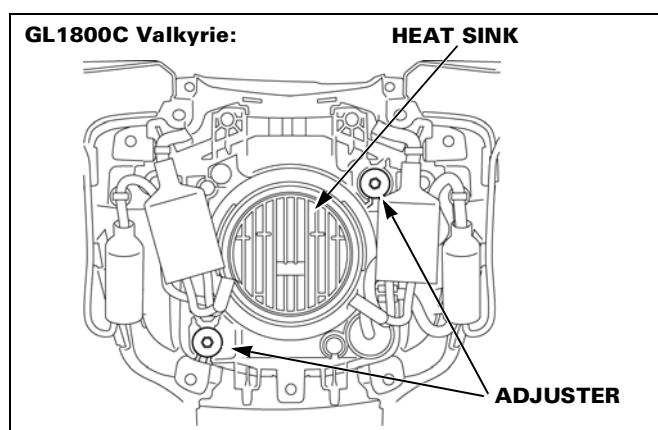


The plastic pry bar is available in packs of 10 from the Honda Tool & Equipment program.

**Model: SILTRIMTL10 (10 pack)**

## LED Headlight Precautions

Honda has adopted LED headlight technology for several new models and the trend is expected to continue. During servicing and headlight aiming on LED headlight equipped vehicles, pay particular attention to the finned heat sink on the back side of the headlight as these become very hot during normal operation.



It is recommended that gloves be worn during headlight adjustments to prevent burns to your

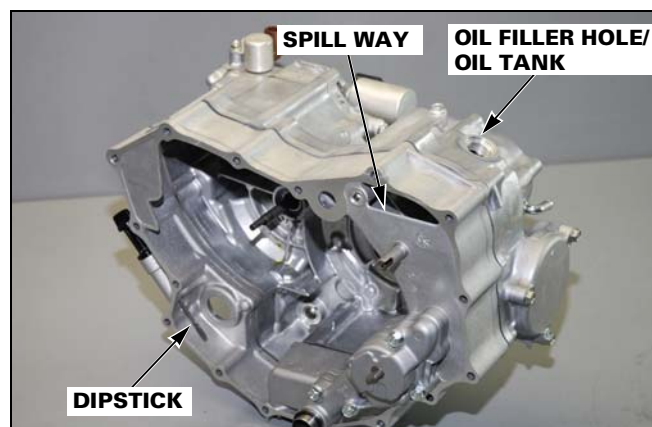
hands. Also, make sure that airflow to these components is not blocked by any accessories or road debris.

## ATV and SxS Vehicles

### TRX420FA/FPA/FA1/FA2

## Oil Changing Tip

The TRX420FA utilizes a semi-dry sump oiling system where the oil tank is integrated into the crankcase. Because of this feature, when refilling the oil tank it appears that oil will come out of the filler hole before anything shows up on the dipstick. This is a normal condition as the oil needs to fill up to the top portion of the oil tank before it flows over the spill way and then down into the front crankcase cover where the dipstick is located.



The best way to refill the oil on this machine is to pre-measure the amount of oil and slowly pour it into the engine. Once filled, run the engine for three to five minutes, turn it off and then check the oil level after waiting two or three minutes for the level to settle. Use the following volume specs, and the oil level should be spot-on.

### Engine Oil Capacity:

3.6 qt after draining

3.8 qt after draining/filter change



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