



INTRODUCTION

This addendum contains information for the 1981 CB900C. Refer to the base shop manual for service procedures and data not included in this addendum.

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1. GENERAL INFORMATION

New specifications for the 1981 CB900C are listed below. See page 1-2, 1-3, and 1-4 for all other specifications and torque values.

SPECIFICATIONS

ITEM					
DIMENSIONS	Overall height	1,165 mm (45.9 in)			
	Wheelbase	1,585 mm (62.4 in)			
	Foot peg height	325 mm (12.8 in)			
	Ground clearance	140 mm (5.5 in)			
FRAME	Front brake, lining swept area	Double disc brake 1,200 cm ² (186.0 sq in)			
	Rear brake, lining swept area	Single disc brake 653 cm ² (101.2 sq in)			
	Fuel capacity	16.5 liters (4.4 US gal, 3.6 Imp gal)			
	Fuel reserve capacity	3.0 liters (0.79 US gal, 0.60 Imp gal)			
	Caster angle	61°30'			
	Trail	114 mm (4.1 in)			
	Front fork oil capacity	290 ± 2.5 cc (9.8 ± 0.08 ozs)			
ELECTRICAL	Full advance	38.5° BTDC at 3,200 rpm			
	Spark plug				
	[] : Canada model USA optional	For cold climate below 5°C (41°F)	Standard		
		NGK	ND	NGK	ND
		D8EA [DR8ES-L]	X24ES-U [X24ESR-U]	D9EA [DR8ES]	X27ES-U [X27ESR-U]
	Fuse/Main fuse	15A/30A			

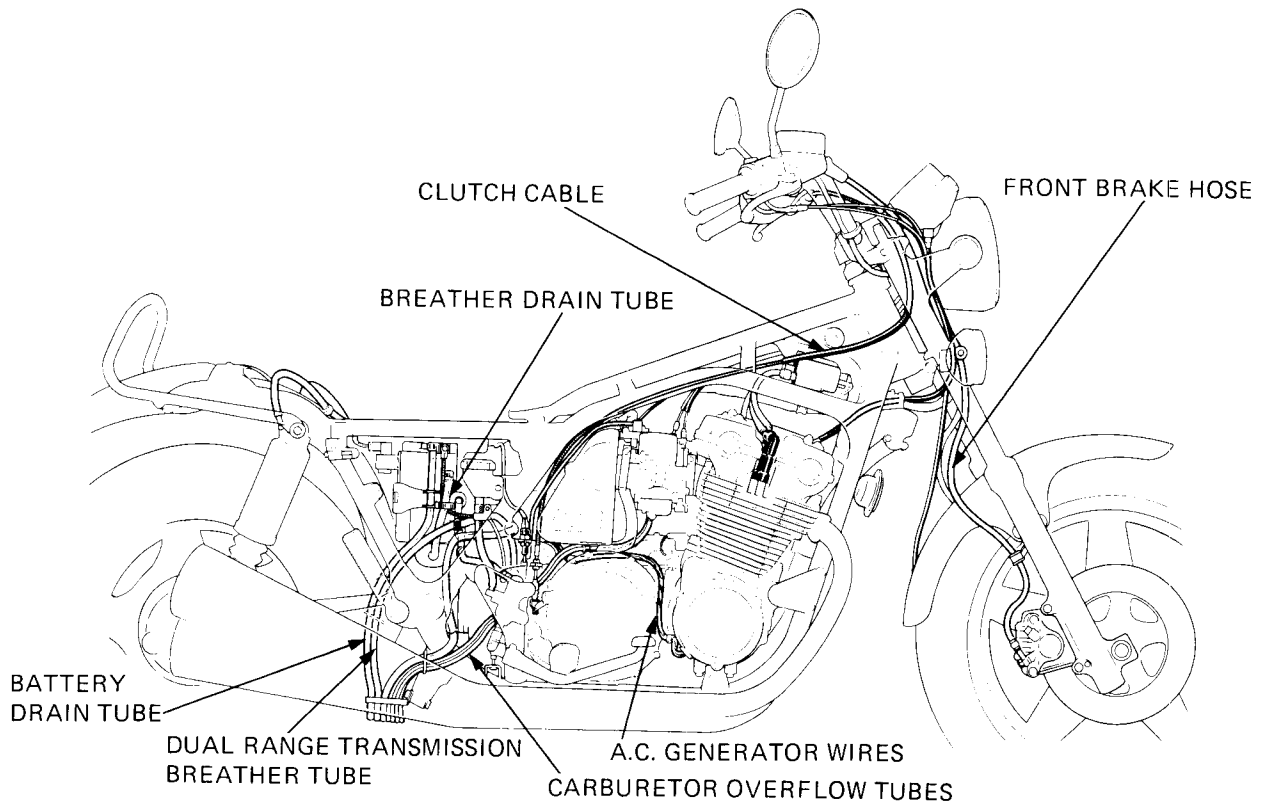
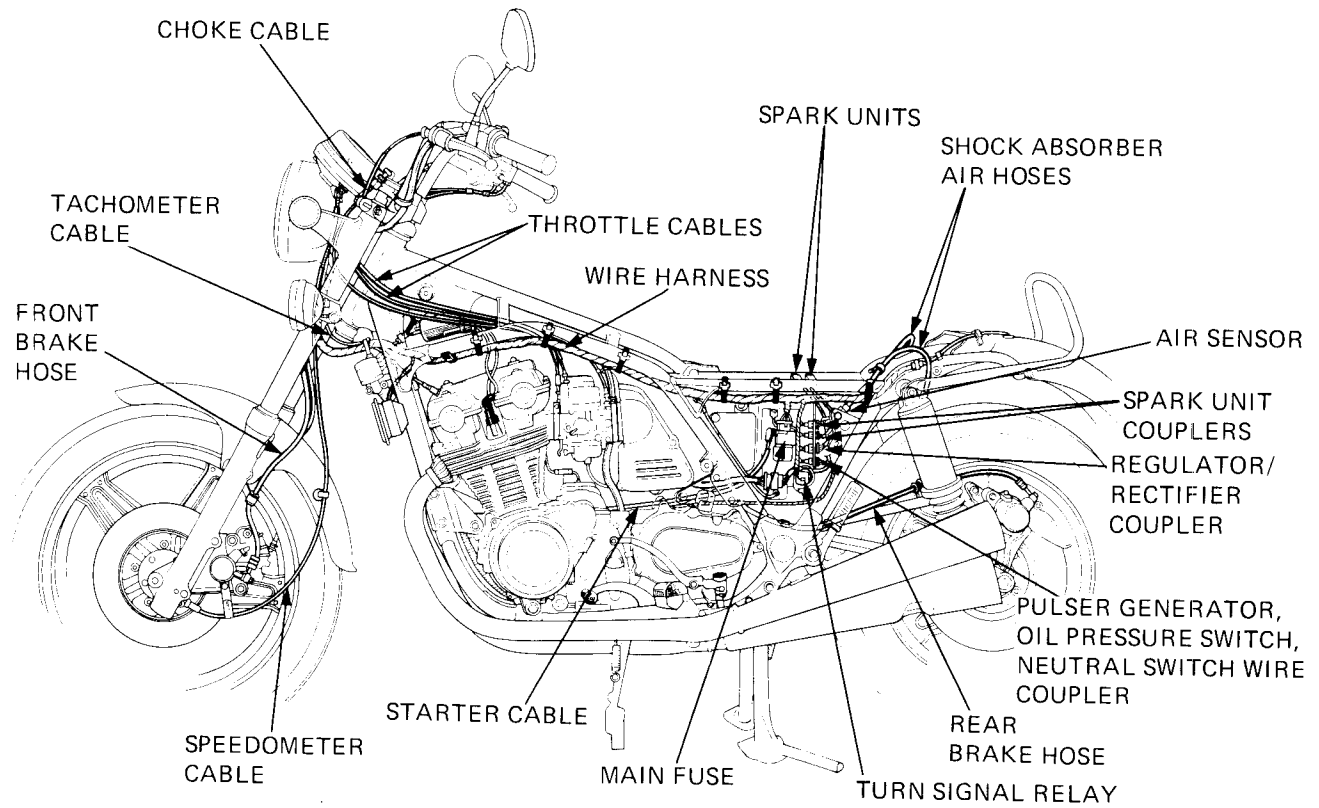
TORQUE VALUES

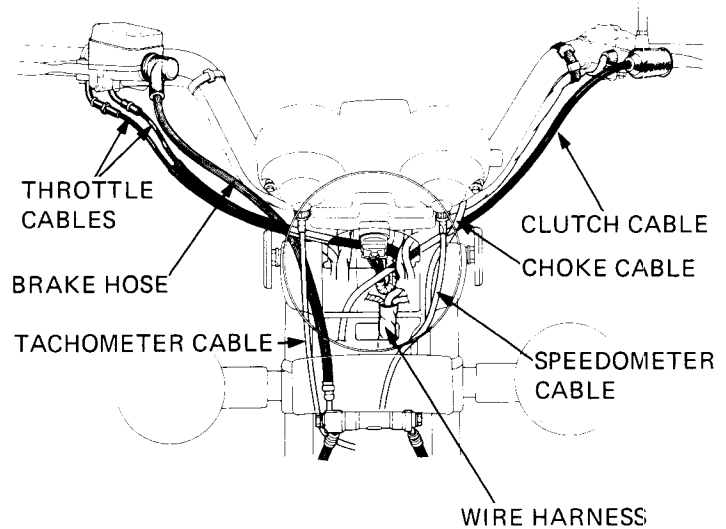
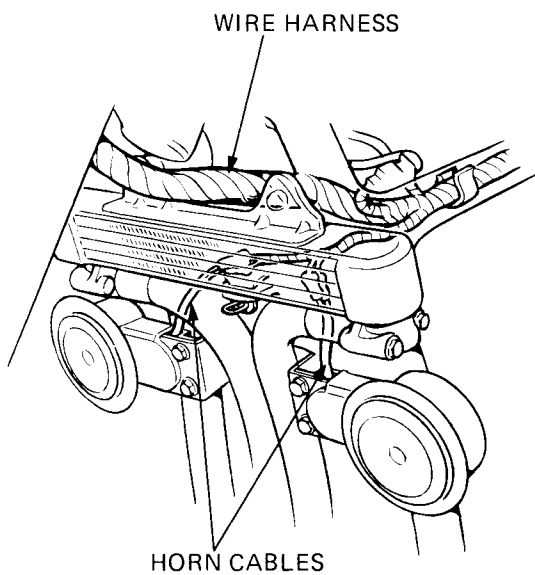
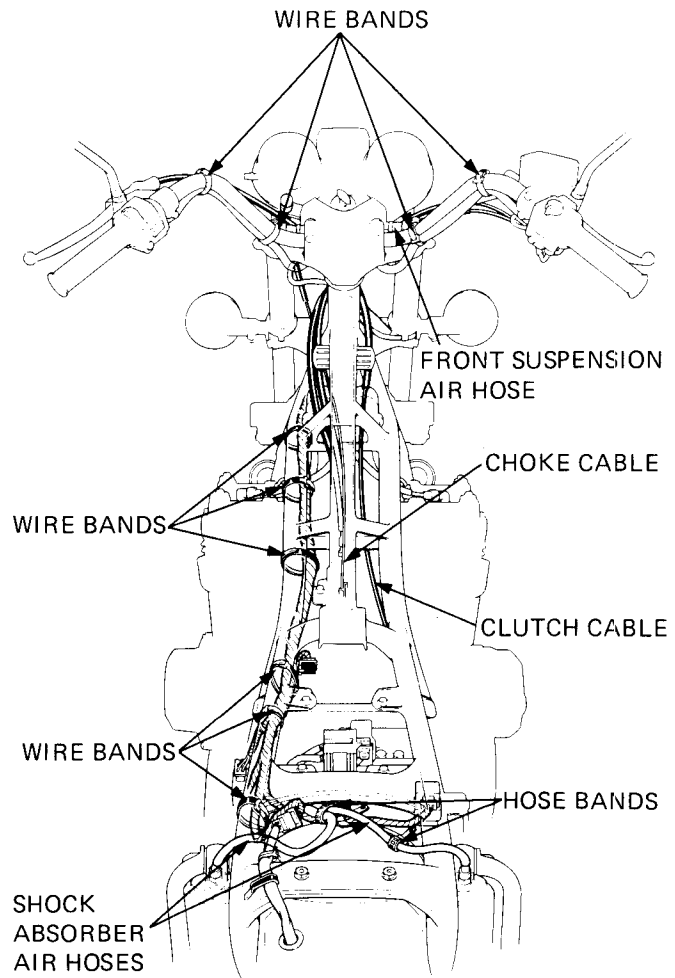
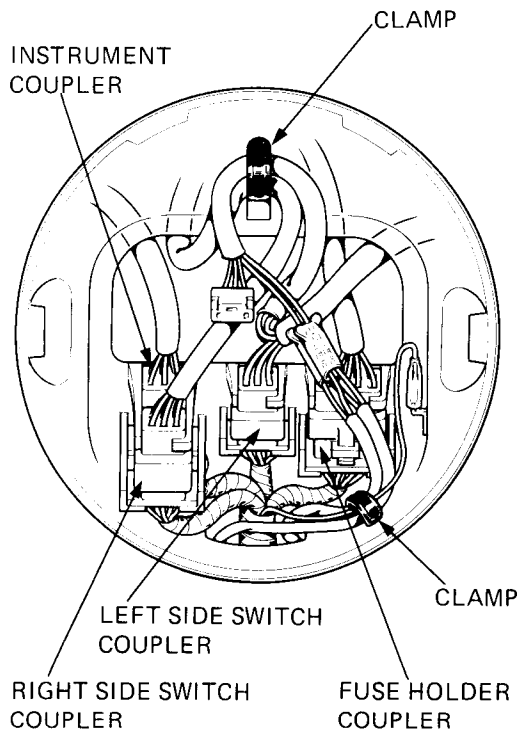
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Item	Q'ty	Thread Dia (mm)	Torque kg-m (ft-lb)
Front axle	1	12	5.5-6.5 (40-47)
Front axle holding nut	1	8	1.5-2.5 (11-18)



CABLE & HARNESS ROUTING







MAINTENANCE SCHEDULE

Perform the PRE-RIDE INSPECTION in the Owner's Manual at each scheduled maintenance period.

I : INSPECT AND CLEAN, ADJUST, LUBRICATE, OR REPLACE IF NECESSARY.

C : CLEAN

R : REPLACE

A : ADJUST

L : LUBRICATE

ITEM	FREQUENCY	WHICHEVER COMES FIRST → ↓	ODOMETER READING (NOTE 3)								Refer to
			EVERY	600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	24,000 mi (38,400 km)	
EMISSION RELATED ITEMS	* FUEL LINES			I	I	I	I	I	I	I	Page 3-3
	* THROTTLE OPERATION		I	I	I	I	I	I	I	I	Page 3-3
	* CARBURETOR-CHOKE			I	I	I	I	I	I	I	Page 3-4
	AIR CLEANER	NOTE 1		C	R	C	R	C	R	C	Page 3-4
	CRANKCASE BREATHER	NOTE 2		C	C	C	C	C	C	C	Page 3-5
	SPARK PLUGS			R	R	R	R	R	R	R	Page 3-5
	* VALVE CLEARANCE		I	I	I	I	I	I	I	I	Page 3-6
	ENGINE OIL	YEAR	R	R	R	R	R	R	R	R	Page 2-3
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	R	R	Page 2-3
	* CAM CHAIN TENSION		A	A	A	A	A	A	A	A	Page 24-6
	* CARBURETOR-SYNCHRONIZE		I	I	I	I	I	I	I	I	Page 3-10
	* CARBURETOR-IDLE SPEED		I	I	I	I	I	I	I	I	Page 3-11
	NON-EMISSION RELATED ITEMS	* DRIVE SHAFT JOINT				L		L		L	
DUAL RANGE TRANSMISSION OIL					I		I		R		Page 2-9
FINAL DRIVE OIL					I		I		R		Page 2-12
BATTERY		MONTH	I	I	I	I	I	I	I	I	Page 3-14
BRAKE FLUID		MONTH 2 YEARS* R	I	I	I	*R	I	I	*R	I	Page 3-14
BRAKE PAD WEAR				I	I	I	I	I	I	I	Page 3-15
BRAKE SYSTEM			I	I	I	I	I	I	I	I	Page 24-7
* BRAKE LIGHT SWITCH			I	I	I	I	I	I	I	I	Page 3-16
* HEADLIGHT AIM			I	I	I	I	I	I	I	I	Page 3-16
CLUTCH			I	I	I	I	I	I	I	I	Page 3-17
SIDE STAND				I	I	I	I	I	I	I	Page 3-18
* SUSPENSION			I	I	I	I	I	I	I	I	Page 3-19
* NUTS, BOLTS, FASTENERS			I	I	I	I	I	I	I	I	Page 3-20
** WHEELS		I	I	I	I	I	I	I	I	Page 3-20	
** STEERING HEAD BEARING		I								Page 3-21	

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED.

** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

NOTES : 1. SERVICE MORE FREQUENTLY WHEN RIDING IN DUSTY AREAS.

2. SERVICE MORE FREQUENTLY WHEN RIDING IN RAIN OR AT FULL THROTTLE. (U.S.A. ONLY)

3. FOR HIGHER ODOMETER READINGS, REPEAT AT THE FREQUENCY INTERVAL ESTABLISHED HERE.



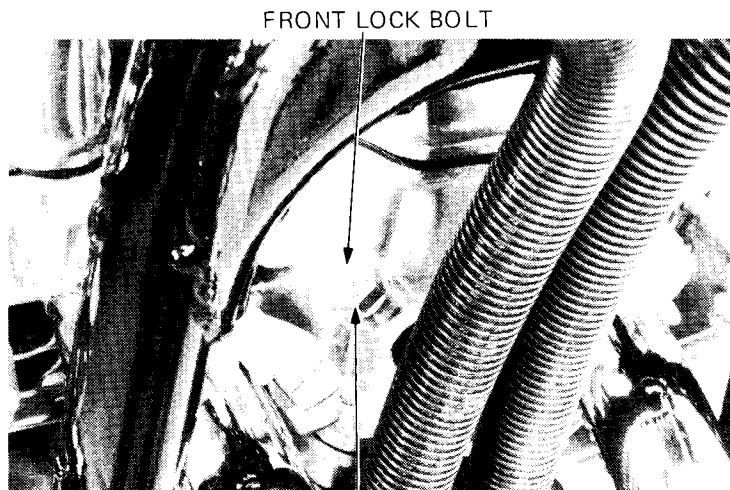
2. INSPECTION AND ADJUSTMENT

CAM CHAIN TENSION

NOTE

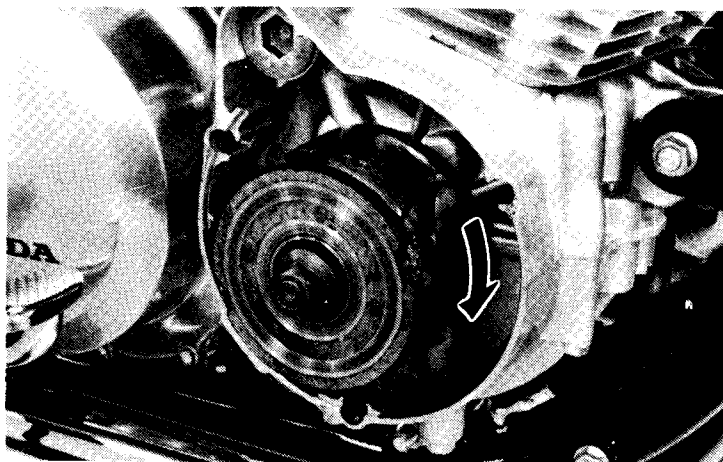
Adjust cam chain tension while the engine is cold.

Remove the A.C. generator cover.
 Loosen the front cam chain tensioner lock nut and bolt.
 Tighten the bolt while rotating the crankshaft clockwise.
 Tighten the lock nut.

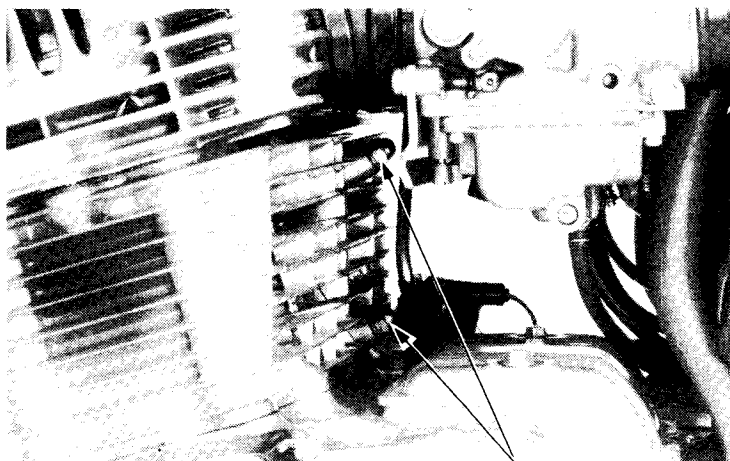


FRONT LOCK BOLT

FRONT LOCK NUT



Loosen both top and bottom lock nuts on the rear cam chain tensioner.
 Tighten the lock nuts while rotating the crankshaft clockwise.
 When the tensioner front lock bolt and rear lock nuts are loosened, the tensioners will provide the correct tension.



REAR LOCK NUTS



BRAKE SYSTEM

Check that there is no deterioration, damage or leaks in brake lines or fittings.

REAR BRAKE PEDAL HEIGHT

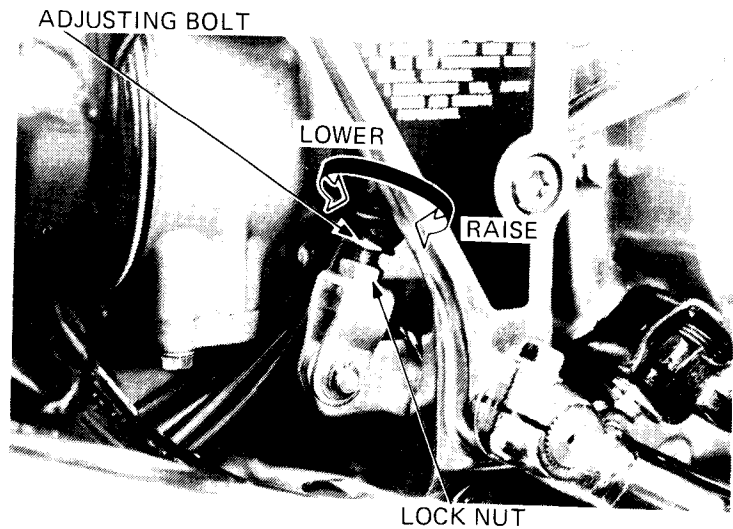
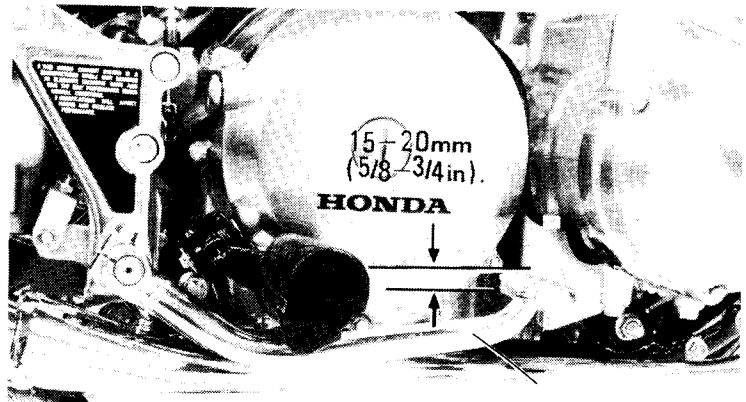
Adjust the pedal height so that the distance between the pedal and upper face of the footpeg is correct.

CAUTION:

Improper brake pedal height adjustment can cause brake drag.

PEDAL HEIGHT: 15–20 mm
(5/8–3/4 in)

Adjust as follows;
Loosen the adjusting bolt lock nut.
Turn the adjusting bolt until the correct pedal height is obtained.
Tighten the lock nut securely.
After adjusting pedal height, adjust the brake light switch (See page 3-16).





3. FUEL SYSTEM

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- The carburetors are equipped with a fuel line diaphragm. After carburetor overhaul, it is necessary to crank the engine for 2-3 seconds, three times with the throttle fully closed to fill the float chambers.
- Refer to section 4 for carburetor adjustments.
- The pilot screws are factory pre-set and should not be removed unless the carburetor is overhauled.

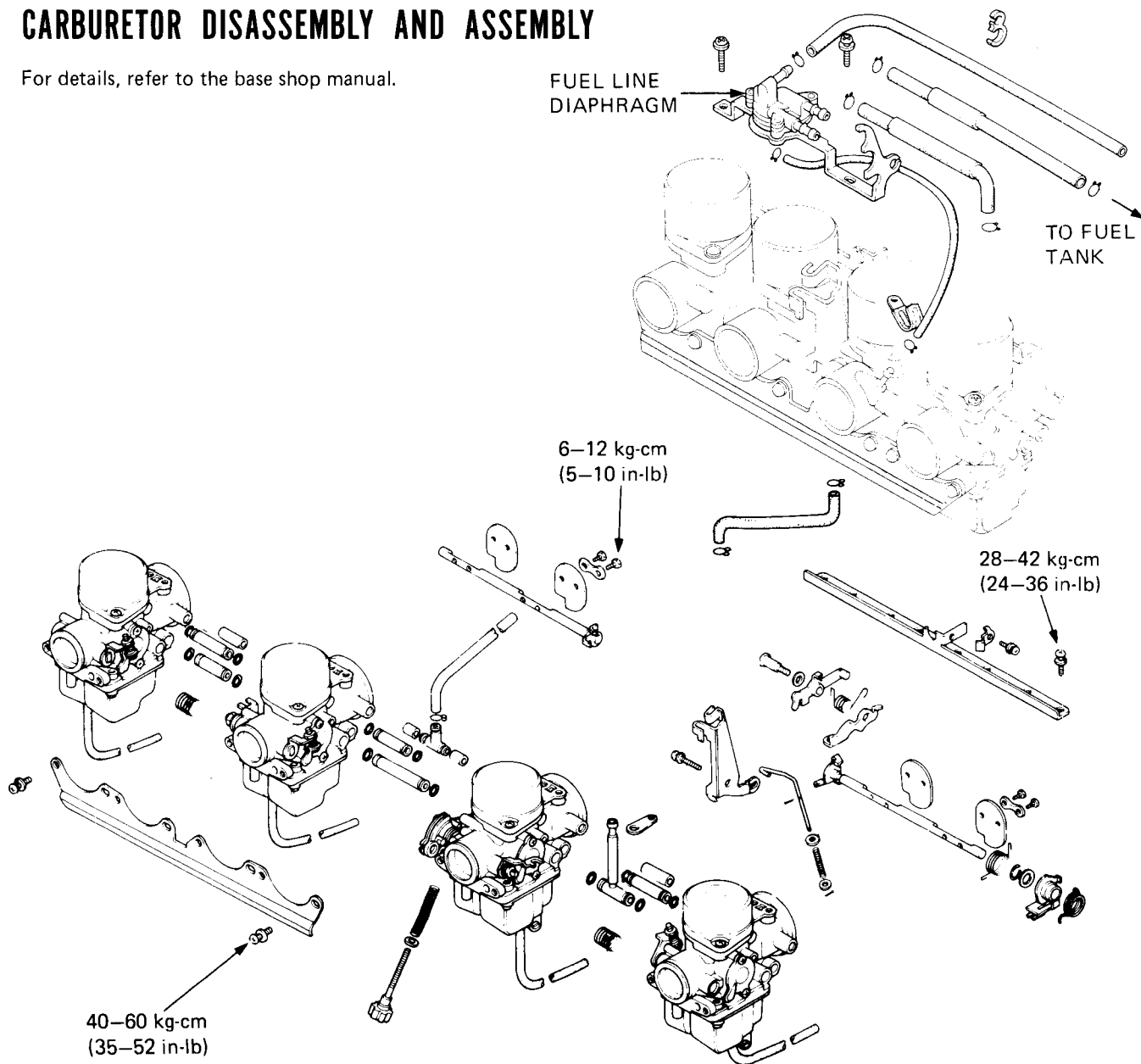
TROUBLESHOOTING

Fuel line diaphragm.

- Fuel not reaching carburetors
 1. Fuel line diaphragm vent tube clogged.
 2. Fuel line diaphragm vacuum tube clogged.
 3. Clogged fuel line diaphragm.
 4. Clogged fuel line diaphragm check valve.

CARBURETOR DISASSEMBLY AND ASSEMBLY

For details, refer to the base shop manual.





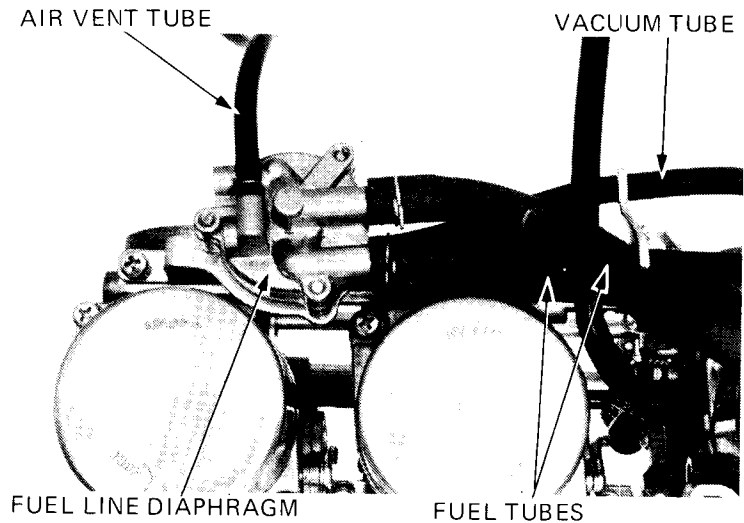
FUEL LINE DIAPHRAGM

REMOVAL

Turn the fuel valve off. Remove the seat and fuel tank.

Disconnect the fuel tube, vacuum tube and air vent tube.

Unscrew the screws attaching the fuel line diaphragm to the carburetors. Remove the fuel line diaphragm.



INSPECTION

Remove the fuel line diaphragm (see above).

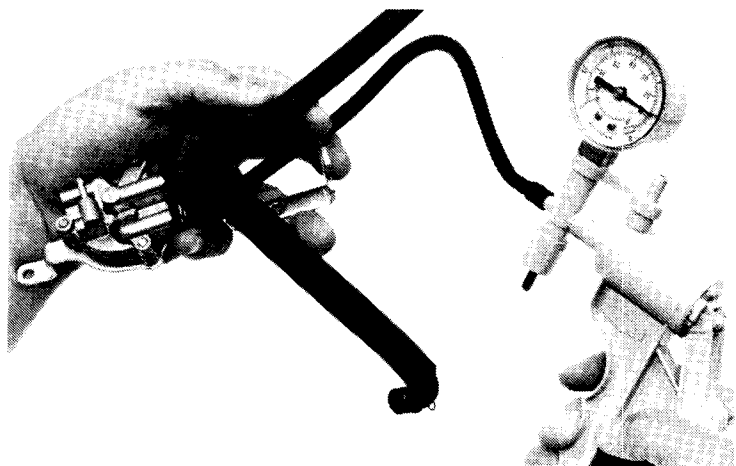
Disconnect the inlet fuel tube from the diaphragm, and connect a longer tube to the fuel tank.

Place a suitable drainage container under the outlet fuel tube.

Turn the fuel valve on. Fuel should not flow from the outlet tube.

Connect a vacuum gauge to the diaphragm vacuum outlet. Fuel should flow out from the outlet tubes when 10–20 mm Hg (0.4–0.8 in Hg) of vacuum is applied.

If the flow is restricted, replace the fuel line diaphragm.



INSTALLATION

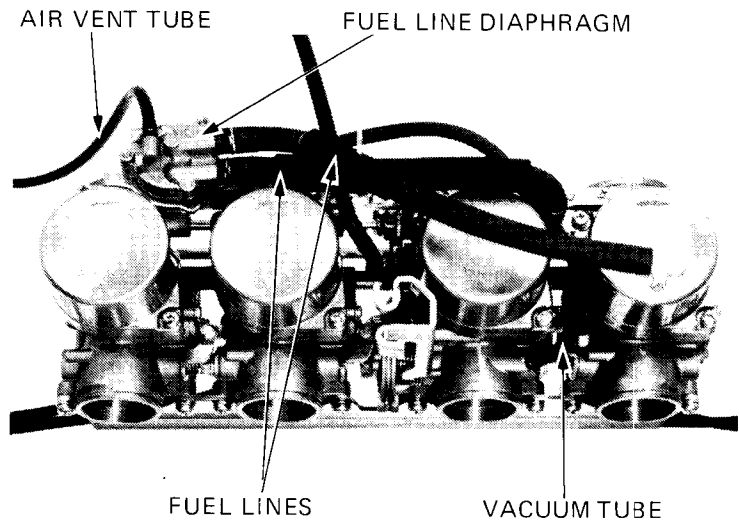
Installation of the fuel line diaphragm is the reverse of removal.

NOTE

Check that air or gasoline is not leaking past the fuel tube joints or connections.

CARBURETOR TUBE ROUTING

Route the carburetor tubes as shown.





PILOT SCREW ADJUSTMENT

IDLE DROP PROCEDURE

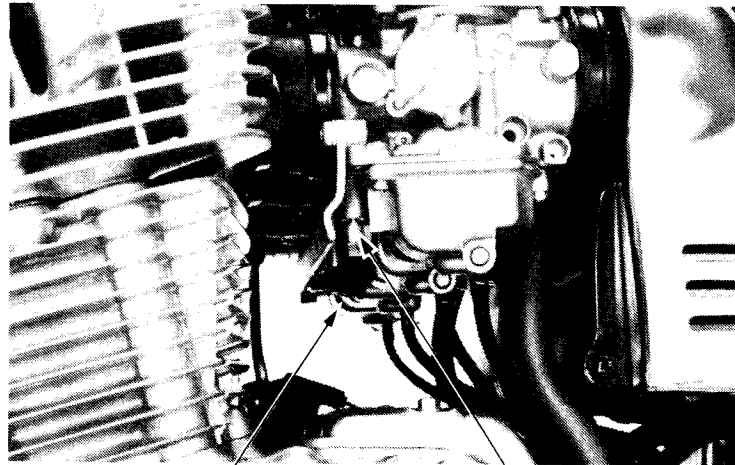
Adjust the pilot screws using the procedure on page 4-17.

Use 2 1/2 turns out for the pilot screw initial opening for the 1981 model.

After adjustment, cement the limiter cap over the pilot screw, using Loctite ® 601 or equivalent. The limiter cap should be placed against its stop, preventing further adjustment that would enrich the fuel mixture (limiter cap position permits clockwise rotation and prevents counterclockwise rotation).

NOTE

- Do not turn the pilot screws when installing the limiter caps.
- A pilot screw limiter cap must be installed. It prevents misadjustment that could cause poor performance and increase exhaust emissions.



THROTTLE STOP SCREW

PILOT SCREW WITH
LIMITER CAP



4. FRONT WHEEL/SUSPENSION

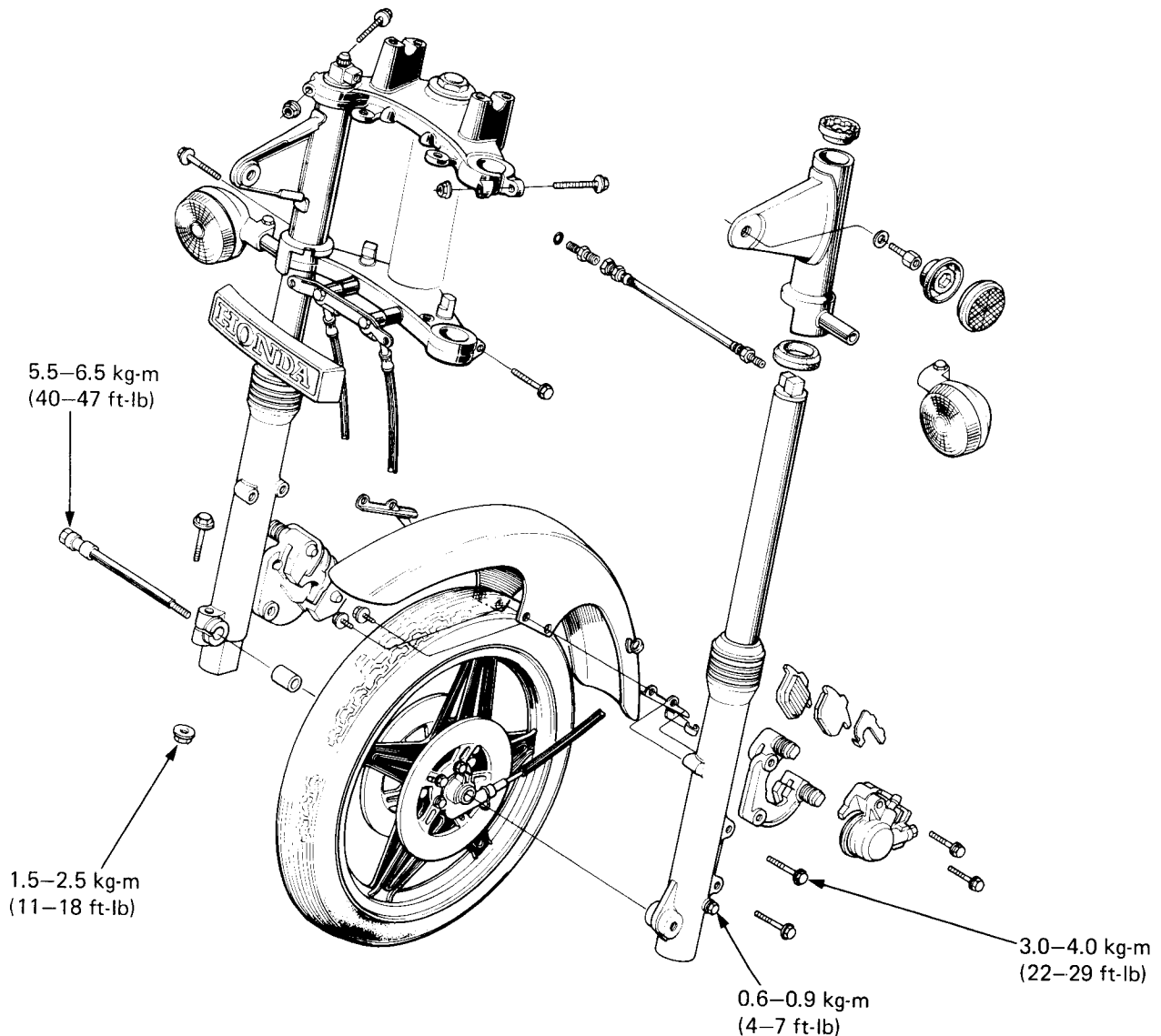
SERVICE INFORMATION

SPECIFICATIONS

	STANDARD	SERVICE LIMIT
Fork spring free length	585.1 mm (23.04 in)	573.4 mm (22.57 in)
Front fork fluid capacity	290 ± 2.5 cc (9.8 ± 0.08 oz)	—

TORQUE VALUES

Front axle	5.5–6.5 kg-m (40–47 ft-lb)
Front axle pinch bolt	1.5–2.5 kg-m (11–18 ft-lb)
Caliper mounting bolts	3.0–4.0 kg-m (22–29 ft-lb)



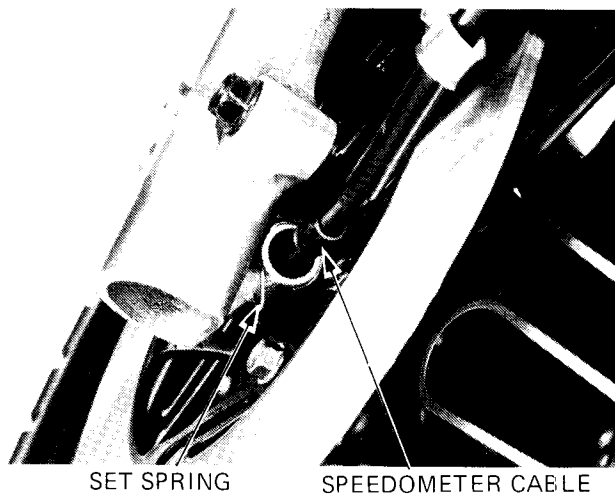


FRONT WHEEL

REMOVAL

Raise the front wheel off the ground by jacking up the engine.

Disconnect the speedometer cable by expanding the set spring.



SET SPRING

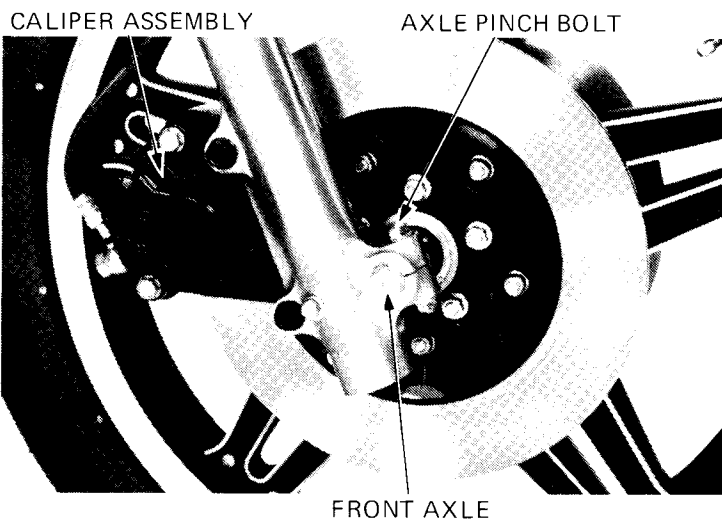
SPEEDOMETER CABLE

Remove the right or left side caliper assemblies by loosening the bolts.

NOTE

Do not operate the front brake lever after removing the front wheel. To do so will cause difficulty in fitting the brake disc between the brake pads.

Remove the front axle pinch bolt.
Remove the front axle and front wheel.



CALIPER ASSEMBLY

AXLE PINCH BOLT

FRONT AXLE

INSTALLATION

Install the wheel assembly by inserting the axle through the right fork leg and wheel hub. Screw the axle into the left fork leg.

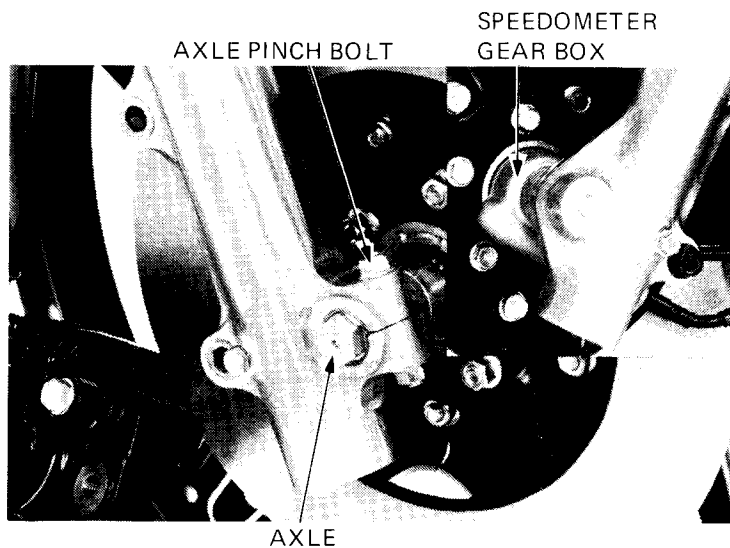
NOTE

Make sure the speedometer gear box is perpendicular to the left fork leg.

Tighten the axle to the specified torque.

Torque: 5.5–6.5 kg-m (40–47 ft-lb)

Install the axle pinch bolt and loosely tighten the nut.



AXLE PINCH BOLT

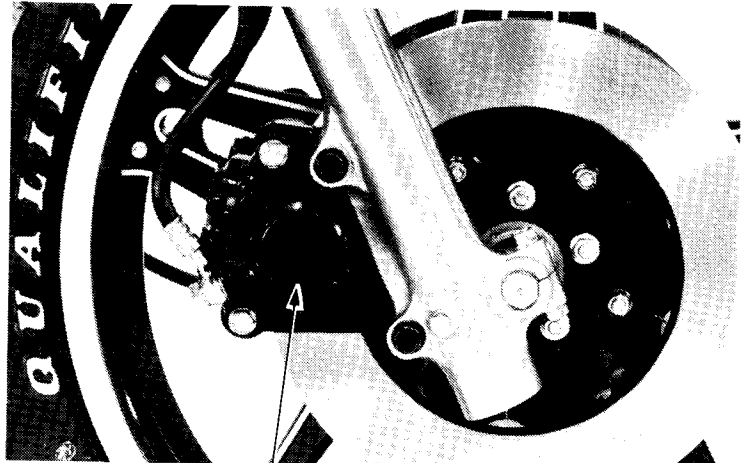
SPEEDOMETER
GEAR BOX

AXLE



Fit the calipers over the discs, taking care not to damage the brake pads. Install the caliper mounting bolts.

TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)



CALIPER ASSEMBLY

Measure the clearance between outside surface of the right brake disc and the rear of the right caliper holder with a 0.7 mm (0.028 in) feeler gauge.

If the gauge cannot be inserted, pull the right fork out until the gauge can be inserted.

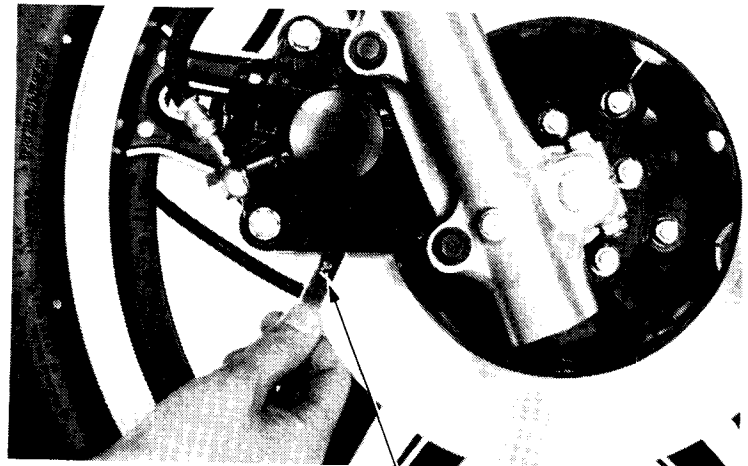
Tighten the axle pinch bolt to the specified torque.

TORQUE: 1.5–2.5 kg-m (11–18 ft-lb)

There should be at least 0.7 mm (0.028 in) clearance between the caliper holder and disc.

CAUTION:

After installing the wheel, apply the brakes several times and recheck the clearance on both sides. Failure to provide clearance will damage the brake discs and affect braking efficiency.



FEELER GAUGE

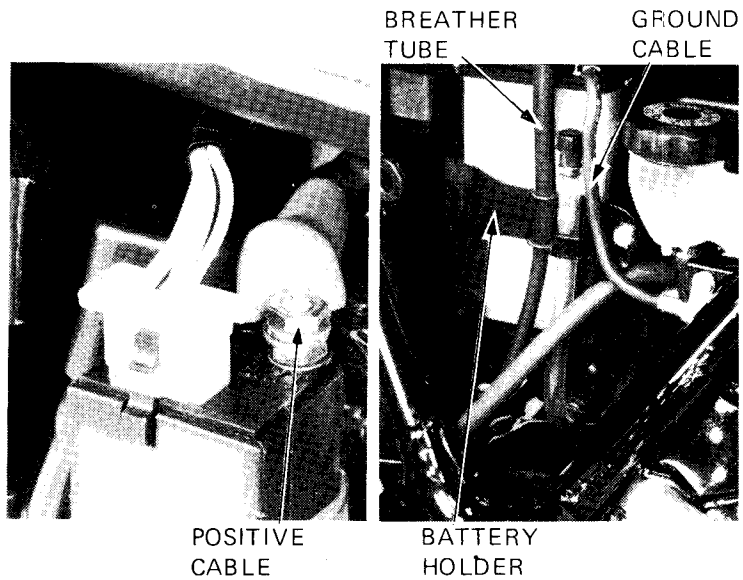


5. BATTERY/CHARGING SYSTEM

BATTERY

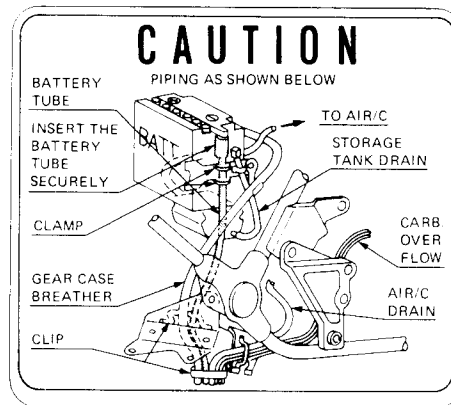
REMOVAL

Remove the right and left side covers.
 Remove the seat.
 Disconnect the ground cable at the battery terminal.
 Disconnect the breather tube from the battery breather outlet.
 Disconnect the positive cable at the starter relay switch.
 Remove the battery holder.
 After installing the battery, coat the terminals with clean grease.



CAUTION:

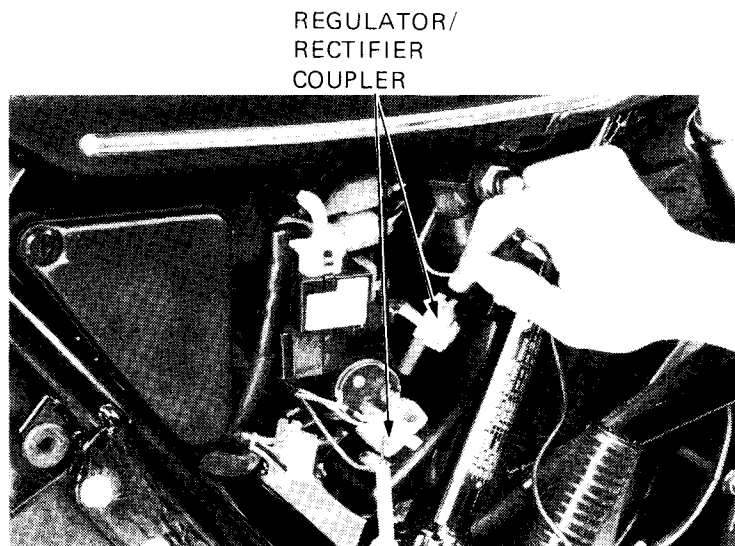
- Make sure the battery breather tube is connected to the battery breather outlet.
- Route the battery breather tube as shown on the battery caution label.



VOLTAGE REGULATOR/RECTIFIER

INSPECTION

Disconnect the regulator/rectifier couplers.
 Check the resistance between the leads.
 Replace the regulator/rectifier unit if the readings do not fall within the limits shown in the tables (page 24-15).





NOTE

- A high quality ohmmeter is recommended for accurate test results.
- The test chart is for a positive ground tester, so you may have to reverse your tester leads to obtain the specification given.

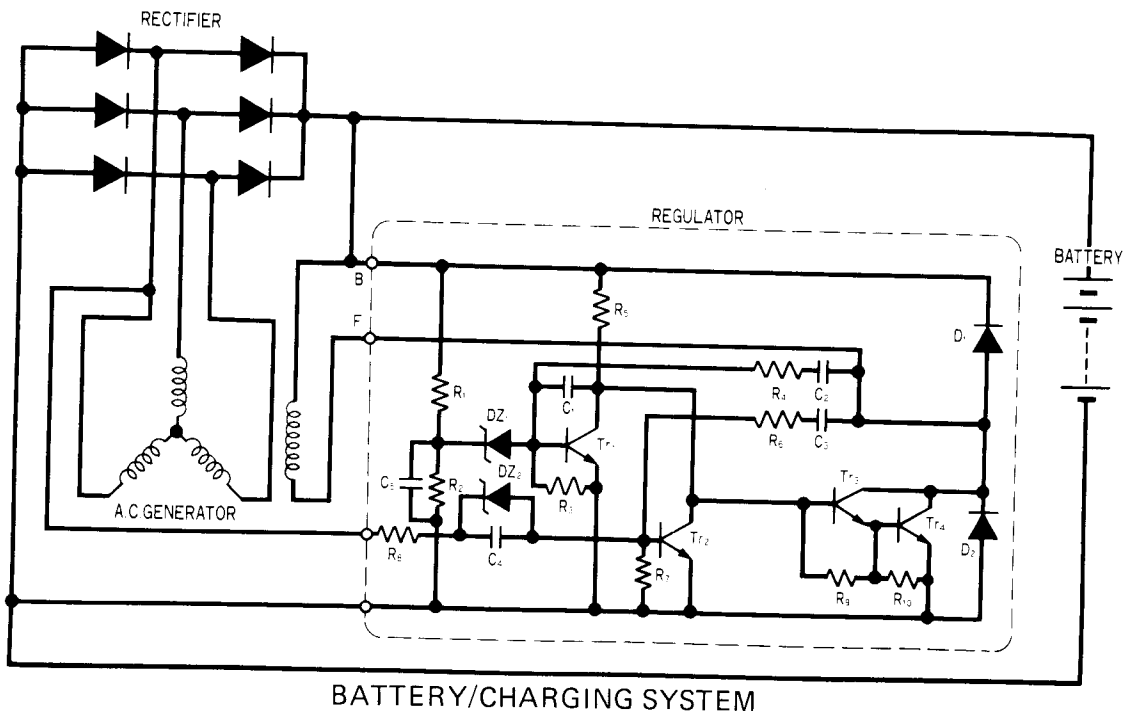
The resistances shown in the table indicate those to be read on the tester, not of specific circuits or parts.

RECTIFIER

		UNIT : kΩ				
Probe (+)	Probe (-)	Red/White	Green	Yellow 1	Yellow 2	Yellow 3
Red/White		∞	∞	∞	∞	∞
Green		0.5~50	∞	0.5~50	0.5~50	0.5~50
Yellow 1		0.5~50	∞	∞	∞	∞
Yellow 2		0.5~50	∞	∞	∞	∞
Yellow 3		0.5~50	∞	∞	∞	∞

REGULATOR

		UNIT : kΩ		
Probe (+)	Probe (-)	Black	White	Green
Black			1 ~50	0.5~20
White		0.5~30		1 ~50
Green		0.5~20	0.5~30	



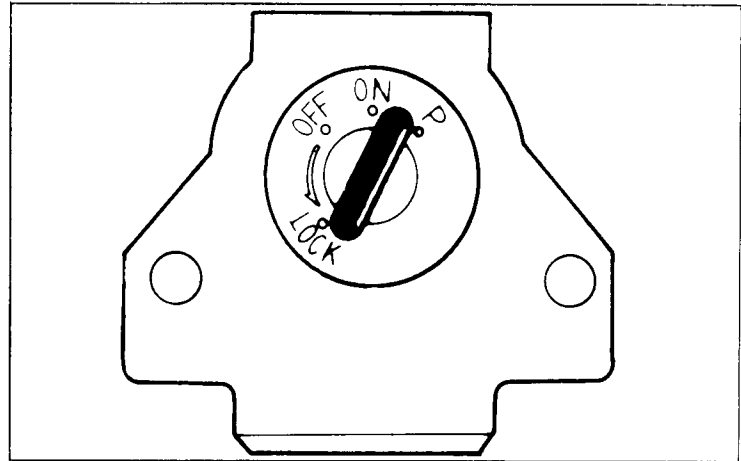


6. SWITCHES

IGNITION SWITCH DISASSEMBLY

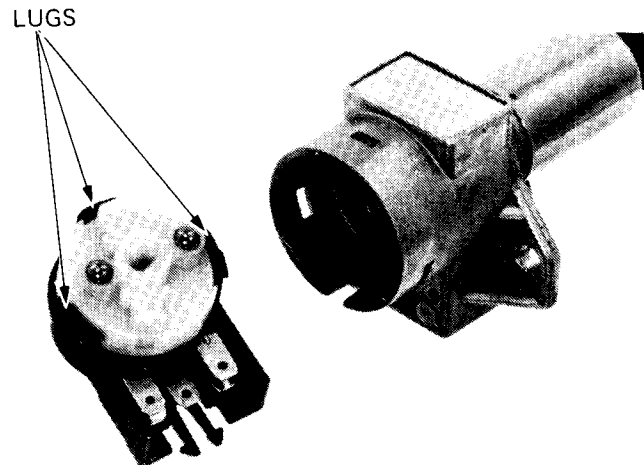
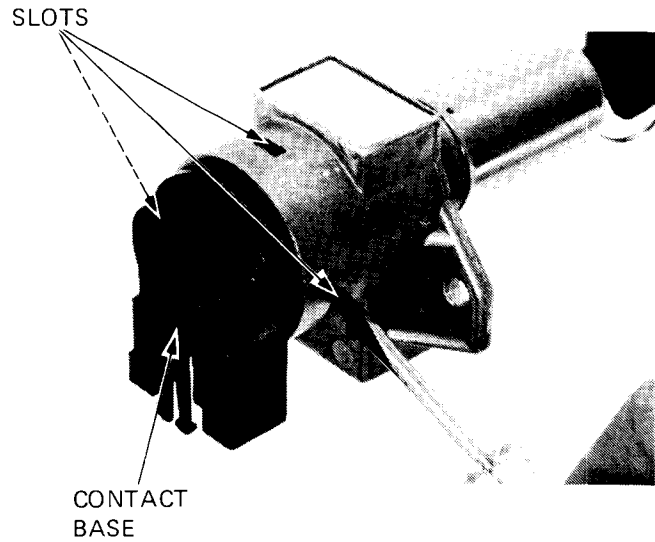
Remove the ignition switch, see page 21-5.

Insert the key and position it in the middle of "ON" and "P" positions.



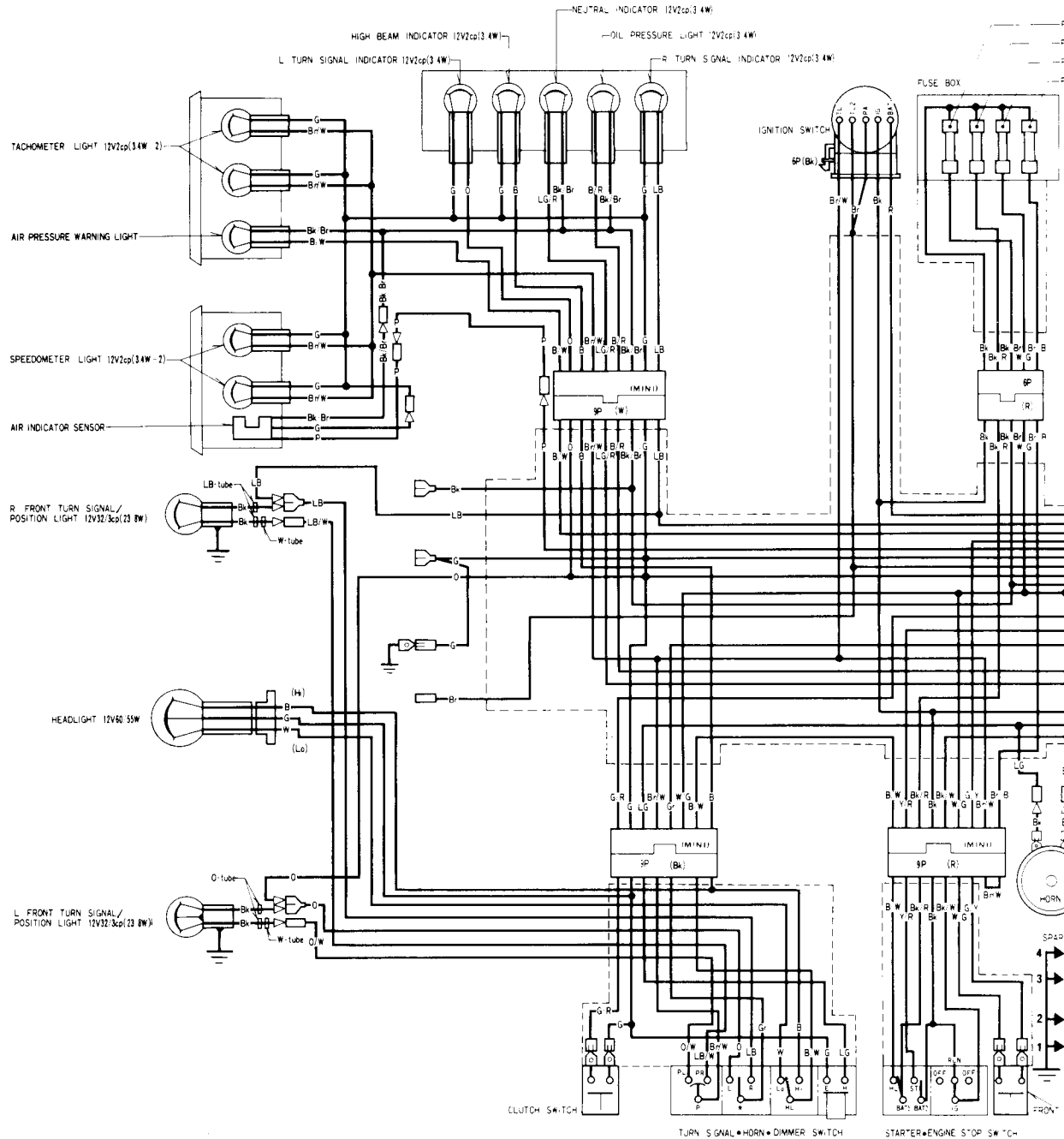
Push the lugs from the slots and remove the contact base.

Assembly is the reverse of removal.





7. WIRING DIAGRAM



SWITCH CONTINUITY

IGNITION SWITCH

	BAT1	IG	TL1	TL2	P
OFF					
ON	○	○	○		
P					○

STARTER SWITCH

	BAT1	HL	BAT2	ST
FREE	○	○		
PUSH				○

ENGINE STOP SWITCH

	BAT2	IG
OFF		
RUN	○	○
OFF		

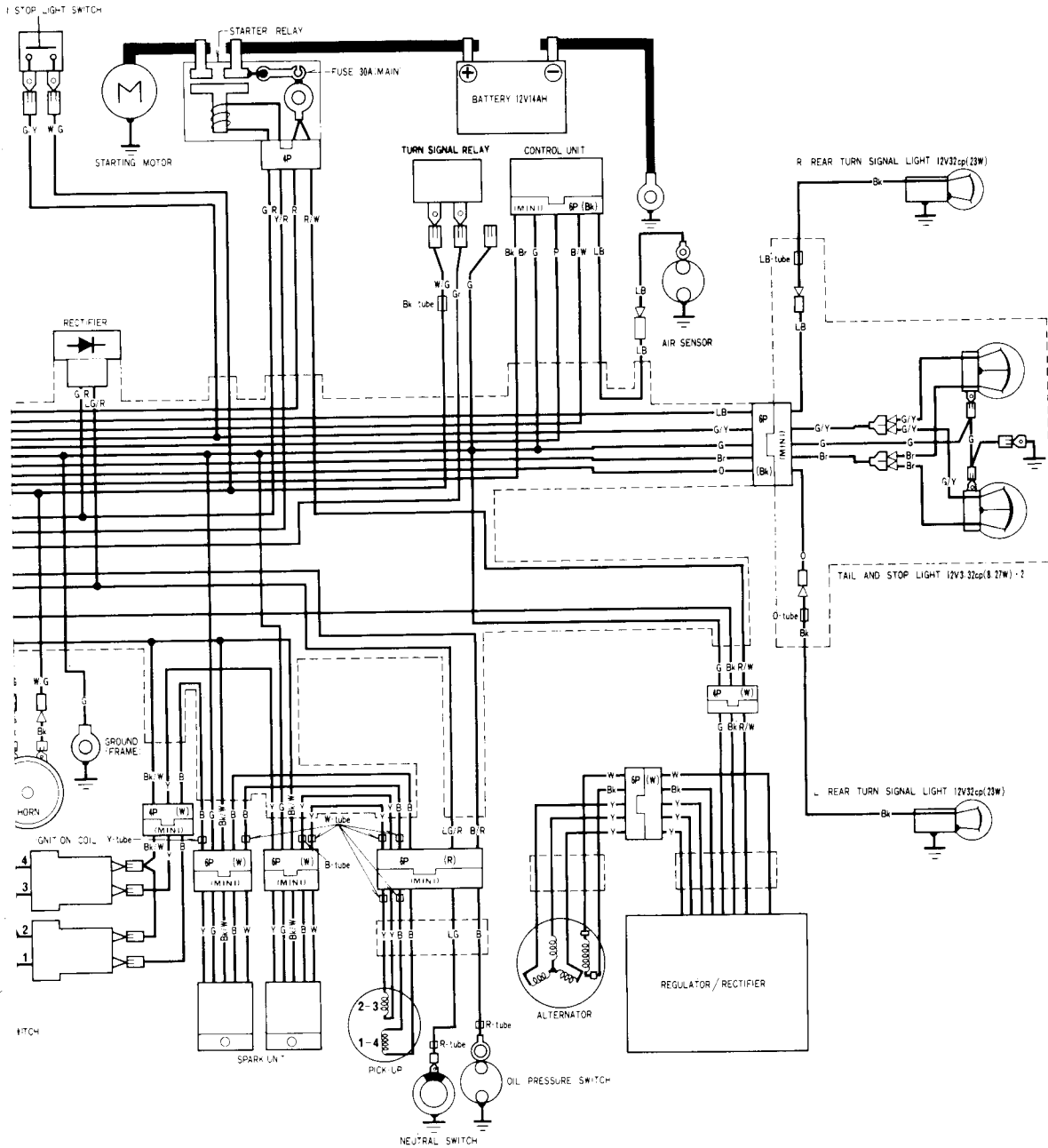
TURN SIGNAL SWITCH

	W	R	L	P	PR	PL
R	○					
N					○	○
L			○			

DIMMER SWITCH

	HL	LS	H
Lo	○	○	
N			○
Hi			○

TAL - OIL - SUSPENSION
 LIGHT:
 SIGNAL - FRONT - REAR BRAKE - HORN
 POSITION - METER LIGHT - TAIL



Br	Brown	Y	Yellow
Bk	Black	B	Blue
W	White	Gr	Grey
LG	Light Green	LB	Light Blue
R	Red	O	Orange
G	Green	P	Pink

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