HONDA MODEL XL350

OWNER'S MANUAL

IMPORTANT NOTICE

- OPERATOR ONLY.

  This motorcycle is designed and constructed as an operator only model. The vehicle load limit and seating configuration do not safely permit the carrying of a passenger.

- READ OWNER'S MANUAL CAREFULLY.

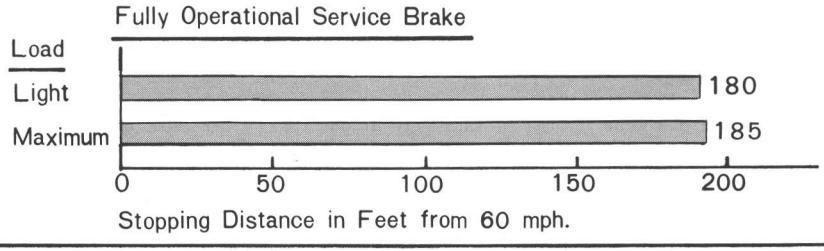
CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: HONDA XL350



ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page.

The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

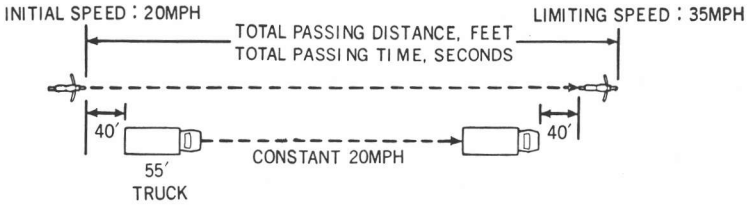
Description of vehicles to which this table applies: HONDA XL 350

SUMMARY TABLE:

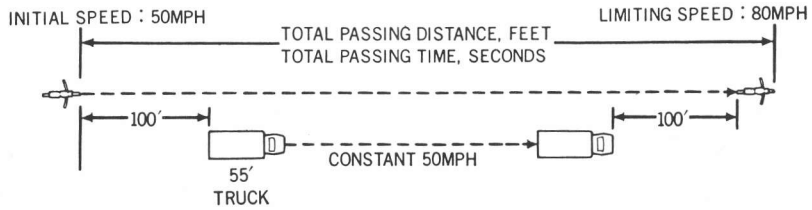
Low-speed pass ..... 353 Feet; 7.2 Seconds

High-speed pass ..... 1,253 Feet; 13.5 Seconds

LOW-SPEED



HIGH-SPEED



PREFACE

This booklet is your guide to the basic operation and maintenance of your new Honda XL350. Please take the time to read the Owner's Manual carefully, then store it in the document compartment under the seat for future reference.

As with any fine machine, proper care and maintenance are essential for trouble free operation and optimum performance. Your authorized Honda dealer will be glad to provide further information or assistance and is fully equipped to handle your future service needs.

Thank you for selecting a Honda. We wish you Many Miles of continued riding pleasure in the years ahead.

MOTORCYCLE TRAFFIC SAFETY

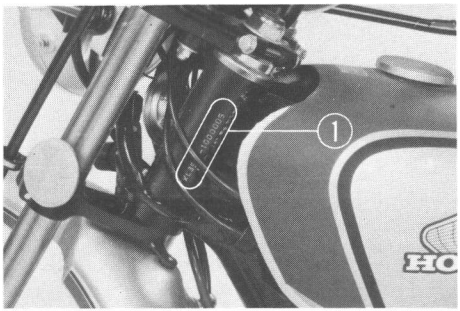
A motorcycle is only as safe as its operator. The safe rider will spend much time learning to ride and developing his riding skills in an uncongested area befor venturing into traffic.

1. In many motorcycle traffic accidents, the automobile driver does not see the motorcyclist in time to avoid an accident. The motorcyclist can make other motorists more aware of his presence by:
   - Wearing brighter more visible clothing.
   - Using the headlight in daylight hours.
   - Avoiding the "blind spot" of other vehicles and driving defensively.
2. Many motorcycle accidents occur at intersections, parking lot entrances and exits, and driveways. The motorcyclist must show extra caution at these locations.
3. Excessive speed is a factor in many motorcycle accidents. Obey the speed limits and NEVER travel faster than conditions warranty.
4. Many motorcycle accidents involve inexperienced riders. A new motorcyclist should thoroughly familiarize himself with his motorcycle before attempting to ride on public roads. NEVER lend your motorcycle to an inexperienced rider.
5. Most fatal motorcycle accidents are due to head injuries. The motorcyclist should ALWAYS wear a helmet. He should also wear other protective apparel including goggles, boots, gloves, and heavy clothing.

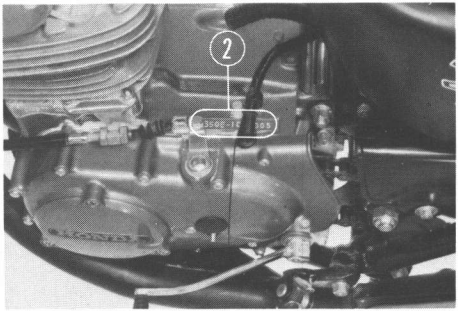
CONTENTS

SERIAL NUMBER LOCATION

The frame serial number ① is stamped on the left of the steering head. The engine serial number ② is located on top of the upper crankcase left side. These numbers are required when registering the motorcycle. Refer to frame and engine serial numbers when ordering replacement parts to ensure that you will obtain the correct parts for your model series.

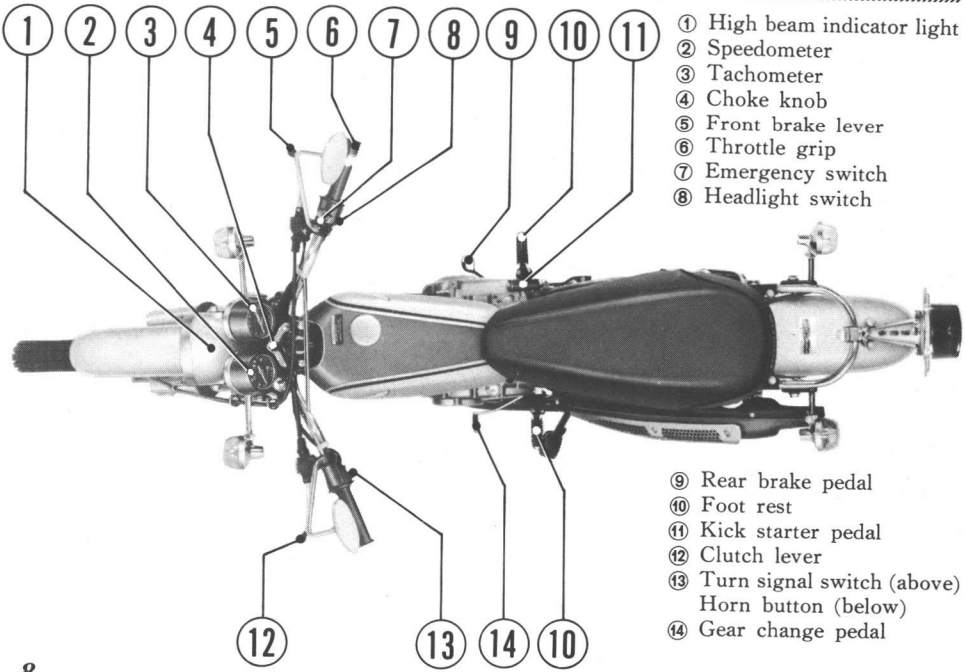


① Frame serial number



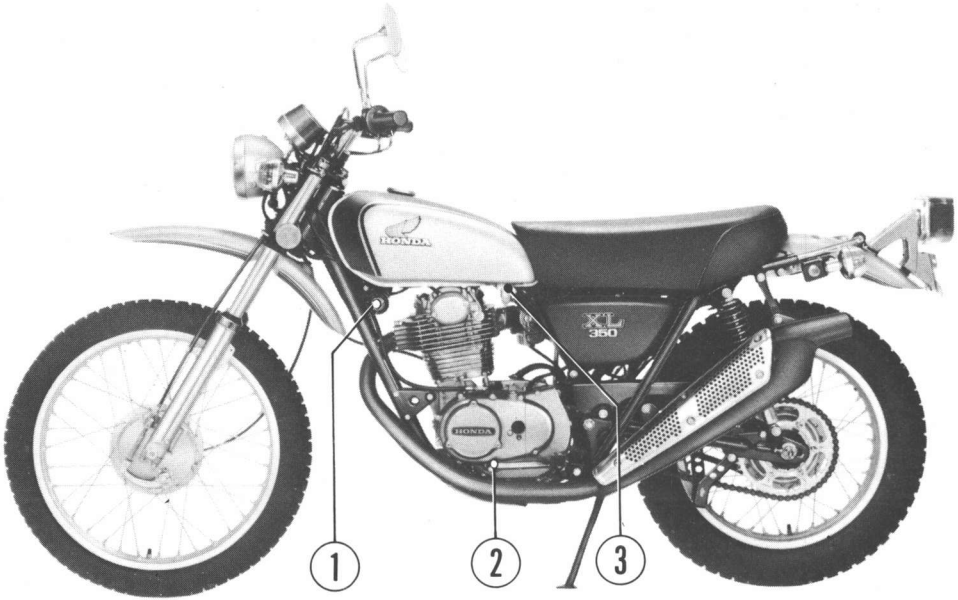
② Engine serial number

CONTROL LOCATION



① High beam indicator light
② Speedometer
③ Tachometer
④ Choke knob
⑤ Front brake lever
⑥ Throttle grip
⑦ Emergency switch
⑧ Headlight switch

⑨ Rear brake pedal
⑩ Foot rest
⑪ Kick starter pedal
⑫ Clutch lever
⑬ Turn signal switch (above)
Horn button (below)
⑭ Gear change pedal

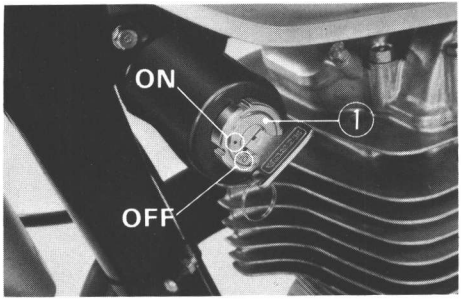


① Main switch ② Gear change pedal ③ Fuel valve

① Kick starter pedal ② Rear brake pedal

Main Switch

The main switch ① is located on the left side below the front end of the fuel tank. Functions of the respective switch positions are shown in the chart below.

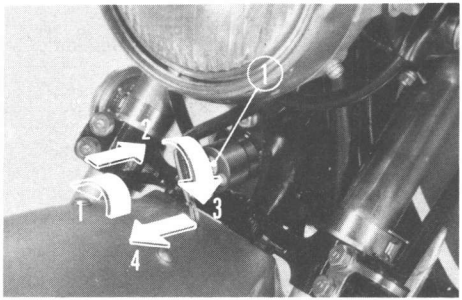


① Main switch

Key Position	Function	Key Removal
OFF	All electrical circuits are open; engine cannot be started.	Key can be removed.
ON (red dot)	Electrical circuits are closed; engine can be started; headlight, turn signal flasher and tail/stoplight can be operated; neutral indicator light is on when the transmission is in neutral.	Key cannot be removed.

Steering Lock

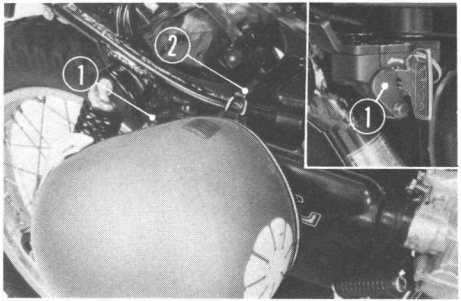
The steering lock ① is located on the steering stem directly below the headlight case. Turn the handle bar all the way to the steering stop, either to the left or right, insert the key into the lock, turn the key 60° to the left and press in, turn the key back to the original position and remove the key. This locks the steering section to help prevent theft.



① Steering lock

Seat Lock and Helmet Holder

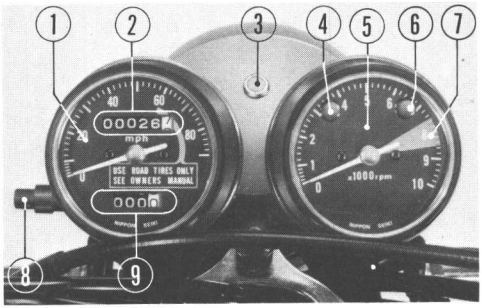
The seat lock ① is located on the lower right side of the seat. Insert the main switch key and turn it counterclockwise 90° to unlock and raise the seat.
The helmet holder ② is located under the seat. Hang the helmet on the hook and lock the seat.



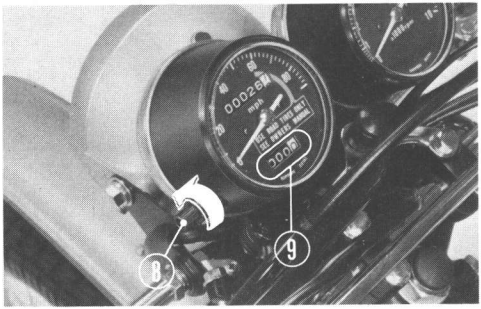
① Seat lock ② Helmet holder

Speedometer/Tachometer

Speedometer and tachometer are mounted above the headlight case. Their respective functions are shown in the table on the next page.



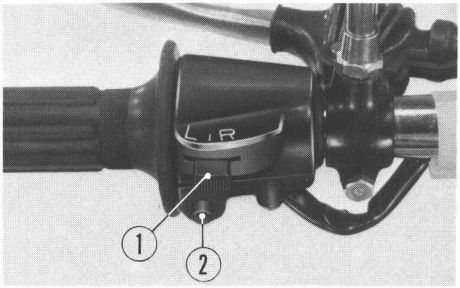
① Speedometer
② Odometer
③ High beam indicator light
④ Neutral indicator light
⑤ Tachometer
⑥ Turn signal indicator light
⑦ Tachometer red zone
⑧ Tripmeter reset knob
⑨ Tripmeter



Ref. No.	Description	Function
①	Speedometer	Indicates driving speed.
②	Odometer	Indicates total accumulated distance traveled.
③	High beam indicator light (blue)	Light will be on when headlight is on high beam.
④	Neutral indicator light (green)	Light will be on when the transmission is in neutral.
⑤	Tachometer	Indicates engine rpm.
⑥	Turn signal indicator light (amber)	The light flashes when turn signals are operating.
⑦	Tachometer red zone	During acceleration, engine RPM indicator needle may be allowed to briefly enter the red zone. However, the motorcycle must not be operated in the red zone for any length of time and must NEVER be operated beyond it.
⑧	Tripmeter reset knob	Reset knob for "zeroing" the trip meter.
⑨	Tripmeter	Indicates distance traveled. (meter can be reset for each trip)

Turn Signal Swith

The turn signal switch is located on the left handle bar grip switch housing. It can be operated without taking the hand off the handle bar grip. To signal a left turn move the switch to the "L" position. To signal a right turn move the switch to the "R" position. When the turn has been completed the switch must be returned to the center "OFF" position.



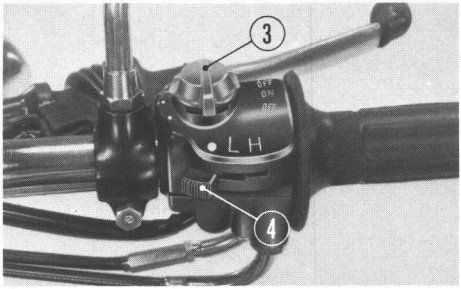
① Turn signal switch
② Horn button

Horn Button

The horn button ② is located on the left handle bar grip switch housing. When the horn button is depressed the horn will operate.

Ignition Switch

The three position ignition switch ③ is located on top of the right handle bar grip switch housing. In the "ON" position (center) the ignition circuit is complete



③ Ignition switch
④ Headlight switch

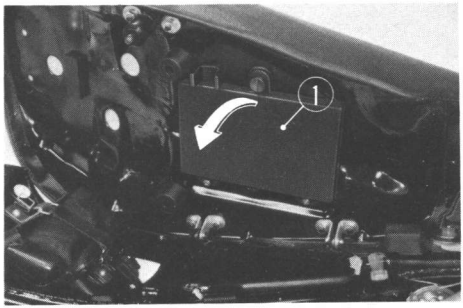
and the engine operates. In the "OFF" position (either side of center) the ignition circuit is open and the engine will not operate.
This switch is intended primarily as a safety or emergency switch and normally remains in the "ON" position. The ignition will not operate unless the main switch is also in the "ON" position.

Headlight Switch

The headlight switch ④ is located on the right handle bar grip switch housing. It can be operated without taking the hand off the handle bar grip. The red dot is the "OFF" position (headlight and tail light off). "L" is the low beam position (low beam light and taillight on). "H" is the high beam position (high beam light and taillight on).
The headlight will only come on when the engine is running.

Document Compartment

The document compartment ① is located under the seat.
Put this owner's manual and other documents in the vinyl sack and place them in the document compartment.
When washing your motorcycle, be careful not to direct a blast of water at the bottom of the seat.



① Document compartment

Fuel Tank

Fuel tank capacity is **2.2 U.S. gal.** (**8.3 ℓ**) including **0.5 U.S. gal.** (**1.8 ℓ**) reserve.

Use of low-lead gasoline with a 91 octane rating or higher is recommended. If low-lead gasoline is not available, you may use a leaded regular grade gasoline.

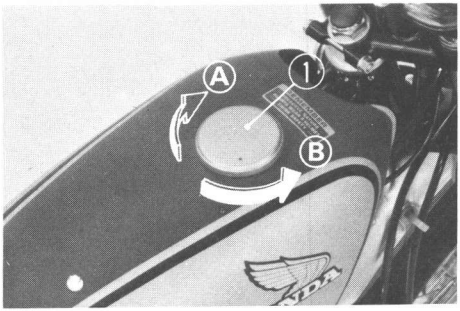
When refueling, take care to exclude dirt, water, or other contaminants from the fuel tank.

WARNING: Gasoline is flammable and explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the motorcycle when refueling.

Fuel Filler Cap

Turn counterclockwise Ⓑ to open the fuel filler cap.

After refueling, be sure to tighten the fuel filler cap firmly by turning clockwise Ⓐ.



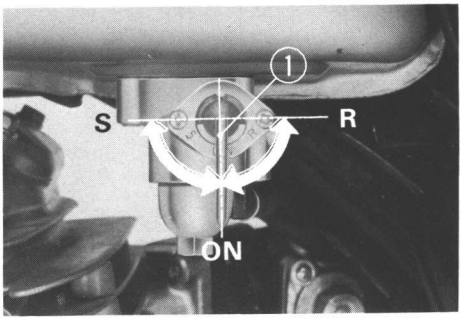
① Fuel filler cap
Ⓐ Tighten Ⓑ Loosen

Fuel Valve

The fuel valve ① is mounted under the left side of the fuel tank.

"S" position :

When the fuel valve is turned to the "S" position, fuel cannot flow from the fuel tank to the carburetor. Set the valve in this position whenever the motorcycle is not in use.



① Fuel valve

"ON" position :

When the fuel valve is turned to the "ON" position, fuel will flow from the main fuel supply to the carburetor.

Set the valve in this position when the engine is to be operated from the main fuel supply.

"R" position :

When the fuel valve is turned to the "R" position, fuel will flow from the reserve fuel supply to the carburetor.

The fuel valve should be set in this position only after the main fuel supply has been consumed.

Switching to the reserve fuel supply serves as a warning to the rider that it is time to refill the fuel tank.

After refueling return the valve to the "ON" position.

Engine Oil Recommendation

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE (previously Service Classification MS).

Motor oils intended for Service SE or MS will show this designation on the container.

The regular use of special oil additives is unnecessary and will only increase operating expenses.

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 32.

NOTE:

Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent and low quality oils are specifically not recommended.

Viscosity

Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the changes in average atmospheric temperatures require it.

Recommended oil viscosity:

General, all temperatures
SAE 10W-40 or **SAE 10W-30**

Alternate:

Above 59°F	**SAE 30**
32° to 59°F	**SAE 20** or **20W**
Below 32°F	**SAE 10W**

TIRE RECOMMENDATION

- Off-the-road "knobbs-type" tires are standard on this model. Select the right tires in accordance with the following specifications:

Tire Brand	Bridge-stone	Front: TRAIL WING 5A Rear: TRAIL WING 5A
	Nitto	Front: NT-102B Rear: NT-102B
Tire size		Front: 3.00-21 Rear: 4.00-18
Tire air pressure (cold)		Front: 21 psi (1.5 kg/cm²) Rear: 21 psi (1.5 kg/cm²)
Vehicle capacity load		220 lbs (100 kg) operator only

When riding at any speed higher than **60 mph,** use the tires specified below:

Tire Brand	Bridge-stone	Front: TRAIL WING Rear: TRAIL WING
	Nitto	Front: NT-116 Rear: NT-116

- Over inflation or under inflation of the tires causes abnormal tread wear or other defects which may result in serious accidents. Riding with underinflated tires causes the tires to slip or the rims, damaging the innertubes. When riding with low air pressure (below **14 psi (1 kg/cm²)**, be sure to install rim locks on the rear wheel.
- From time to time check tire air pressure and adjust if necessary.
- Replace the tires when the center block height of the tread is less than **0.12 in. (3 mm).**
- Adjust tire pressures when tires are cad.

PRE-RIDING INSPECTION

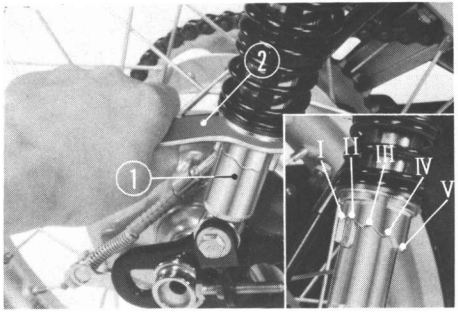
Prior to starting your motorcycle, perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition. This inspection will require only a few minutes and can save you much time and expense in the long run. Check the following items and adjust or service if necessary. Refer to the appropriate section of the Owner's Manual for detailed maintenance instructions.

1. **ENGINE OIL LEVEL**—Measure oil level and add oil if necessary (page 34).
2. **FUEL**—Check fuel level and fill tank if low (page 17).
3. **BRAKES**—Check operation of front and rear brakes. Adjust free play if necessary (page 53~55).
4. **TIRE PRESSURE**—Check with a tire pressure gauge; normal inflation pressure for both front and rear tires is 21 psi (page 20).
5. **DRIVE CHAIN**—Check condition of drive chain and measure chain slack. Adjust drive chain if chain slack is incorrect. Lubricate the drive chain if it appears dry. Replace the drive chain if it is badly worn or damaged.
6. **THROTTLE**—Check throttle operation in all steering positions. Adjust if free play is incorrect. Replace or correct cable routing if throttle does not operate freely in all steering positions (page 45~46).
7. **LIGHTING EQUIPMENT** — Check headlight and tail/stoplight. Replace any bulb which fails to light (page 63~64).

PRECAUTIONS BEFORE RIDING

Observe the following precautions:

- When crossing a stream or when riding in a deep puddle, have the ends of the crankcase breather pipe and carburetor flow pipe raised up to the level of seat. At the end of riding, water should be drained from the carburetor float chamber.
- Adjust the rear shock absorber ① according to road or riding condition. Position I is for light loads and smooth road conditions. Positions II to V progressively increase spring tension for stiffer rear suspension, and are used when the motorcycle is heavily laden or operated in rough terrain.
- Take care not to block air cleaner suction port. This will result in poor engine performance.



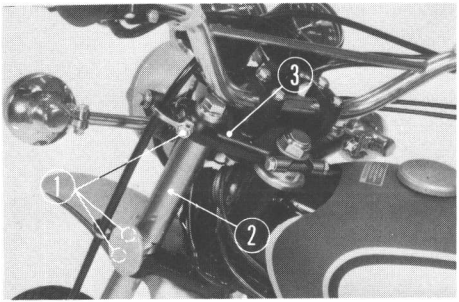
① Rear shock absorber ② Pin wrench

Preparation for off-the-road use :

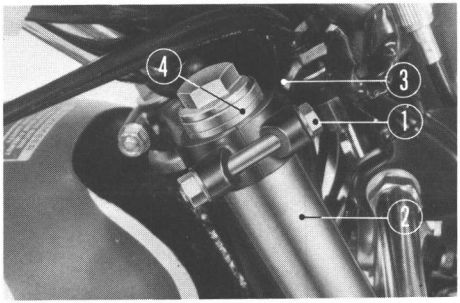
Consult your Honda dealer for recommended adjustments best suited to your riding conditions.

● Increasing minimum ground clearance

1. Loosen the three front fork attaching bolts ① and lower the front fork pipe ② until its upper surface becomes flush with the fork top bridge ③.
2. Retighten the front fork attaching bolts.



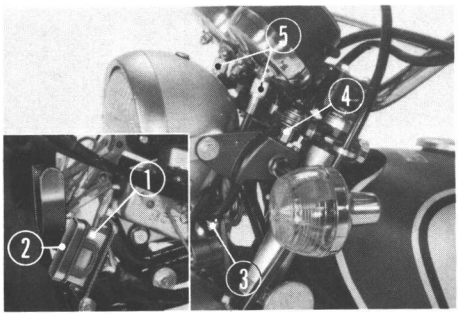
① Front fork attaching bolts
② Front fork pipe



③ Fork top bridge
④ Alignment mark

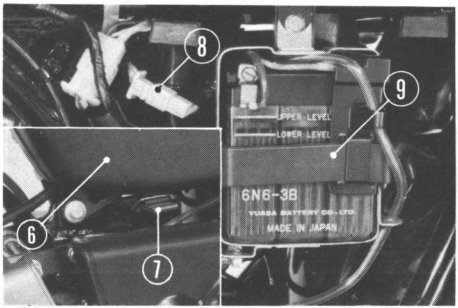
● Removing headlight

1. Raise the front side of the fuel tank, and disconnect the wire leads at the lead coupler ① and attach the rubber cap ② to the coupler.
2. Disconnect the wire leads ⑤ running to the instruments.
3. Remove one headlight bracket attaching bolt ③ and two nuts ④.



● Removing battery

1. Remove the side cover ① by loosening the strap ②.
2. Loosen the battery holding strap ③.
3. Disconnect the battery cable connector ④ and remove the battery.

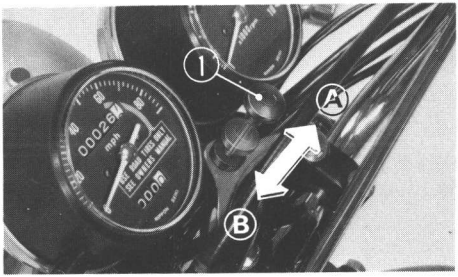


① Lead coupler ② Rubber cap
③ Attaching bolt ④ Nuts ⑤ Wire lead
⑥ Side cover ⑦ Side cover retaining strap
⑧ Battery cable connector
⑨ Battery holding strap

Starting a Cold Engine

1. Turn the fuel valve to the "ON" position (page 18).
2. Insert the key into the main switch and turn to the "ON" position. At this time observe the neutral indicator light on the left side of the tachometer.

   The light will be on when the transmission is in the neutral position (page 13).



① Choke knob

3. Pull the choke knob out to the fully closed position Ⓐ.
4. Close the throttle and operate the kick starter with the right foot, starting from the top of the stroke and following through to the bottom with a rapid and continuous motion. Operate several times until engine starts. The engine can be kick-started with the clutch lever pulled in regardless of the gear selected.

   If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine of excees fuel, turn off the main switch and push the choke knob in to the fully open position, open the throttle and crank the engine using the kick starter pedal.

Turn the main switch to the "ON" position and follow the starting procedure outlined in steps 1 through 4, however, at this time the use of the choke is not necessary.

5. After starting, warm up the engine at approximately 1,500 rpm until the engine properly responds to the throttle with the choke fully open Ⓑ (pushed in).

NOTE: Primary kick starting enables the rider to restart quickly without first shifting to neutral.

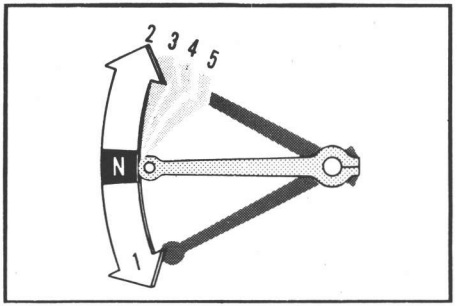
Starting in Extremely Cold Weather

Prime the engine before starting by cranking several times with the kick starter pedal. The main switch should be "OFF", the choke fully closed (pulled out) and the throttle opened. Follow by the starting procedure for a cold engine.

Starting a Warm Engine

When the engine is to be re-started while still warm, proceed as for cold engine starting, however, do not use the choke.

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gear change pedal to shift into low (1 st) gear.
3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal.
5. This sequence is repeated to progressively shift to 3rd, 4th and 5th (top) gear.
6. When decelerating the motorcycle, coordination of the throttle and the front and rear brakes is important.
   1) The smooth gradual application of both the front and rear brakes together with the required throttle coordination will, under most conditions, assure positive speed reduction and stability during deceleration. As the motorcycle speed



Shifting pattern

is reduced, it is common practice to shift the transmission progressively into the gear appropriate for the speed of the motorcycle. This assures maximum control through better braking effectiveness and better acceleration when necessary.

2) For maximum deceleration and craking , close the throttle, apply both the front and rear brakes simultaneously, and as the motorcycle comes to a stop, disengage the clutch. This maneuver requires smooth coordination of the controls.

Both front and rear brakes should be applied equally. Independent use of only the front or rear brake reduces stopping performance.

Excessive brake application may cause either wheel to lock, reducing control of the motorcycle.

WARNING: The exhaust pipe and muffler become very hot during operation. Wear clothing which will completely cover the legs while riding, and avoid any contact with unshielded portions of the exhaust system.

OFF-ROAD SAFETY

A motorcycle is only as safe as its operator. The safe rider will spend much time learning to ride and developing his riding skills in an uncongested off-road area free of obstacles before venturing into areas of varied terrain.

1. Always obey local off-road riding laws and regulations and show respect for private property by obeying posted signs.
2. Always preserve nature and watch for fire hazards such as dry grass conditions, etc.
3. Clean up trash and do not litter.
4. When off-road riding, ride in the company of a friend on another motorcycle so that you can be of mutual assistance to each other in the event of trouble.
5. Remember to always wear protective apparel including a safety helmet, goggles, gloves, boots, and heavy clothing.
6. Familiarity whith your motorcycle is critically important in off-road riding. NEVER ride beyond your ability and experience.
7. Know the terrain on which your are riding. Always ride so that your visibility is sufficient to give adequate warning of upcoming hazards.
8. NEVER ride faster than conditions warranty.
9. Don't modify your exhaust system. Remember that excessive noise antagonizes everyone and creates a bad image for motorcycles.
10. Many off-road motorcycles are not legally equipped to be ridden on the highway. Remember to walk an off-road motorcycle when crossing the public highways, roads or streets.

BREAK-IN PROCEDURE

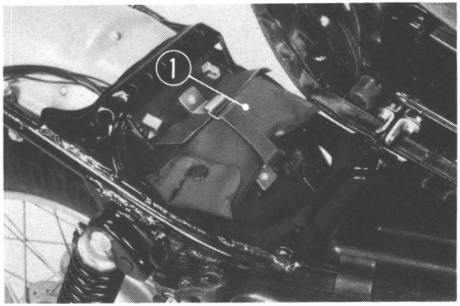
During the first 600 miles (1,000 km), the motorcycle should not be operated in excess of 80% of the maximum RPM in any gear.
Careful break-in during the initial mileage will measurably extend the service life of the engine.

PARKING

When parking the motorcycle, turn the main switch to the "OFF" position and remove the key. Also, the steering should be locked and the fuel valve turned to the "S" position.

TOOL KIT

The tool kit ① and spare fuses ② are mounted under the seat. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with these tools should be referred to your Honda dealer.



① Tool kit

- Listed below are the items included in the tool kit.
  - 10×12 mm open end wrench
  - 14×17 mm open end wrench
  - Pliers
  - No. 2 screw driver
  - No. 2 cross point screw driver
  - No. 3 cross point screw driver
  - Screw driver grip
  - Screw driver handle
  - 26 mm wrench and handle lever
  - Spark plug wrench
  - Pin wrench
  - Tool bag
- Items provided with the motorcycle in a separate package
  - A can of touch-up paint
  - Spare fuses

MAINTENANCE SCHEDULE

The mileage intervals shown in the MAINTENANCE SCHEDULE are intended as a guide for establishing regular maintenance and lubrication periods for your Honda. Sustained severe or high speed operation under adverse conditions necessitates more frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized Honda dealer. If your XL350 is ever overturned or involved in a collision, have your Honda dealer carefully inspect the major components, e.g. frame, suspension and steering parts, for misalignment or damage to ensure further safe operation.

MAINTENANCE SCHEDULE

This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.

	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.			
Month		1	3	6	12
Mile	500	500	1,500	3,000	6,000
Km	1,000	1,000	2,500	5,000	10,000
ENGINE OIL—Change	●		○		
OIL FILTER SCREEN—Clean	●				○
SPARK PLUG— Clean and adjust gap or replace if necessary.				○	
*CONTACT POINTS AND IGNITION TIMING— Clean, check, and adjust or replace if necessary.	●			○	
*VALVE TAPPET CLEARANCE— Check, and adjust if necessary.	●			○	
*CAM CHAIN TENSION—Adjust	●			○	
AIR FILTER ELEMENT—Clean and oil	(service more frequently if operated in dusty areas.)		○		
*CARBURETOR—Check, and adjust if necessary.	●			○	
THROTTLE OPERATION— Inspect cable. Check, and adjust free play.	●			○	
FUEL FILTER SCREEN—Clean				○	
FUEL LINES—Check				○	
*CLUTCH—Check operation, and adjust if necessary.	●			○	
DRIVE CHAIN— Check, lubricate, and adjust if necessary.	***●	○			
*BRAKE SHOES/PADS—Inspect, and replace if worn.				○	
SPARK ARRESTOR—Parse			○		

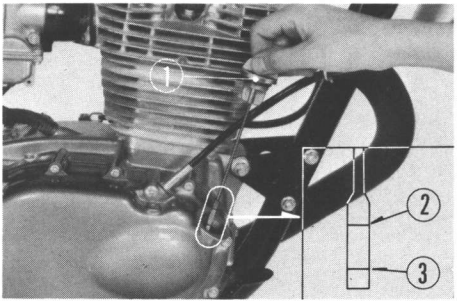
MAINTENANCE SCHEDULE This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.		INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.			
	Month		1	3	6	12
	Mile	500	500	1,500	3,000	6,000
	Km	1,000	1,000	2,500	5,000	10,000
BRAKE CONTROL LINKAGE— Check linkage, and adjust free play if necessary.		●			○	
*WHEEL RIMS AND SPOKES—Check. Tighten spokes and true wheels, if necessary.		●			○	
TIRES—Inspect and check air pressure.		●	○			
FRONT FORK OIL—Drain and refill.		***●				○
FRONT AND REAR SUSPENSION—Check operation.		●			○	
REAR FORK BUSHING— Grease, check for excessive looseness.					○	
*STEERING HEAD BEARINGS—Adjust.						○
BATTERY— Check electrolyte level, and add water if necessary.		●		○		
LIGHTING EQUIPMENT— Check and adjust if necessary.		●	○			
ALL NUTS, BOLTS, AND OTHER FASTENERS— Check security and tighten if necessary.		●	○			

Items marked * should be serviced by an authorized Honda dealer, unless the owner has proper tools and is mechanically proficient. Other maintenance items are simple to perform and may be serviced by the owner.

** Initial service period 200 miles. *** Initial service period 1,500 miles.

Engine Oil Level

Check engine oil level at the start of each day the motorcycle is to be operated. The oil filler cap ① is located on the right crankcase cover and contains a dipstick for measuring oil level. Oil level must be maintained between the upper ② and lower ③ oil level marks on the dipstick. Oil level must be checked with the motorcycle standing upright on level ground and the oil filler cap touching the surface of the oil filler hole orifice but not screwed in. Replenish oil up to the upper level mark, when oil level falls down near the lower level.

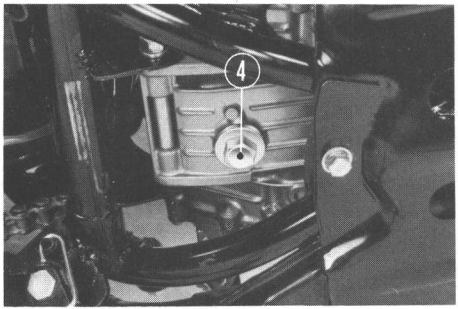


① Oil filler cap ② Upper level mark
③ Lower level mark

Engine Oil Change

Engine oil should be changed in accordance with the maintenance schedule on page 30. Use only motor oil of the grade and viscosity recommended on page 18. When changing oil, drain the used oil from the crankcase while the engine is warm. This will ensure complete and rapid draining.

1. Remove the oil filler cap ① from the right crankcase cover.
2. Place a drip pan under the engine to catch the oil, and then remove the drain plug ④ with a 17 mm wrench.
3. After the oil stops draining from the crankcase, operate the kick starter (with the main switch in the "OFF" position) several times to drain any oil which may be left in the engine.



④ Drain plug

4. When the oil has been completely drained, reinstall the drain plug making sure that the sealing washer used on the plug is in good condition.
5. Fill the crankcase through the oil filler hole with approximately **1.9 US qts.** (**1.8 ℓ**) of recommended grade oil.

   After test-running the engine, allow oil to circulate in the engine for a while and then make sure that the oil level is between the upper ② and lower ③ level marks.

NOTE: When operating the motorcycle under unusually dusty conditions, oil changes must be performed at more frequent intervals than specified in the maintenance schedule.

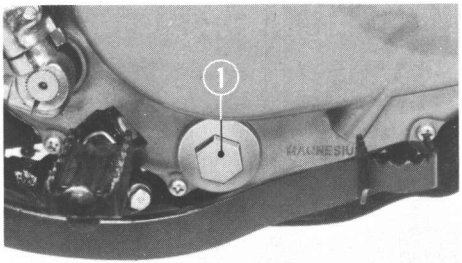
Oil Filter Maintenance

To clean the oil filler, proceed as follows :

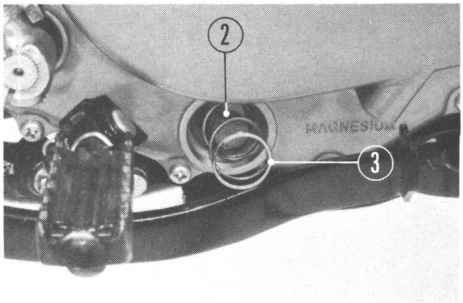
1. Remove the oil filter cap ①.
2. Remove the spring ③ and oil filter screen ②, and wash them with solvent.
3. Reinstall the screen, spring, and cap as illustrated below.

NOTE : Unless the motorcycle is tilted more than 25 degrees to the left side, crankcase oil will drain through the oil filter opening when the cap is removed.

To avoid oil spillage, it is best to clean the oil filter after draining the crankcase, during periodic oil changes.



① Oil filter cap

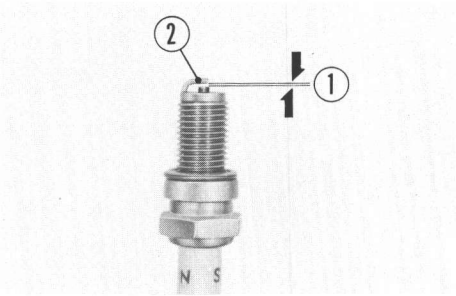


② Oil filter screen ③ Spring

Spark Plug Replacement and Adjustment

The standard spark plug for this model is the **NGK D8ESL** or **ND X24ES.** For most riding conditions this spark plug heat range is satisfactory. However, if the motorcycle is going to be operated for extended periods at high speeds or near maximum power in hot climates, the spark plug should be changed to a colder heat range, such as the **NGK D8ES** or its equivalent. Be sure to clean mud and sand from around the spark plug before removing it. The use of the optional plug cap is recommended if the motorcycle is subject to frequent off-the-road riding.

1. Detach the spark plug lead and remove the spark plug with the spark plug wrench provided in the tool kit.
2. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded excessively, replace the spark plug with a new one. If the spark plug is carbon or wet fouled, the plug can sometimes be cleaned with a stiff wire brush.
3. Adjust the spark plug gap ① to **0.024–0.028 in.** (**0.6–0.7 mm**). The gap can be measured with a feeler gauge.



① Spark plug gap ② Side electrode

The adjustment is made by bending the side (grounded) electrode ②.

Before installing the spark plug, clean any oil or dirt from the spark plug seat in the cylinder head.

Install the spark plug by hand until finger tight. Then use the spark plug wrench to tighten the plug an addition 1/2 to3/4 turn or until the sealing gasket is compressed.

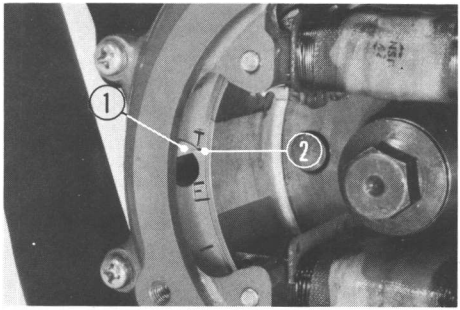
NOTE :

- **Spark plug must be tightened securely. An improperly tightened plug can become very hot and possibly cause damage to the engine.**
- **Never use an improper heat range spark plug.**
- **Do not attempt to dry or remove soot from the spark plug by burning.**

Valve Tappet Adjustment

Proper valve tappet clearance must be maintained because excessive valve tappet clearance will cause tappet noise, and little or no clearance will cause valve damage and loss of power.

1. Raise the seat and remove the fuel tank.
2. Remove the intake and exhaust tappet covers.

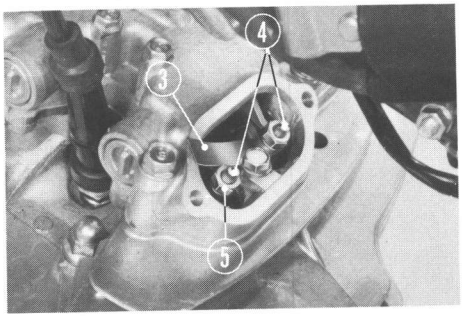


① Index mark ② "T" mark

3. Remove the generator cover.
4. While slowly rotating the generator rotor counterclockwise watch the intake valve tappet.
   When this tappet goes down all the way and then starts to lift, you must then watch for the alignment of the index mark ① and "T" mark ②. In this position, the piston will be at T.D.C. (top dead center) of the compression stroke and the intake and exhaust valves should be fully closed.
5. Check the clearance of both valves by inserting the feeler gauge ③ between the valve stem and the tappet adjusting screw ④. If the clearance is correct there will be slight drag or resistance as the gauge is inserted.
   The standard tappet clearance is:
   In 0.002 in. (0.05 mm)
   Ex 0.003 in. (0.08 mm)

Adjust tappet clearance by loosening the lock nuts ⑤ and turning the tappet adjusting screws ④. Tighen the lock nuts after adjusting the tappets.

NOTE: Ensure that the adjustment has not been disturbed while tightening the lock nut.



③ Feeler gauge ④ Tappet adjusting screws
⑤ Lock nuts

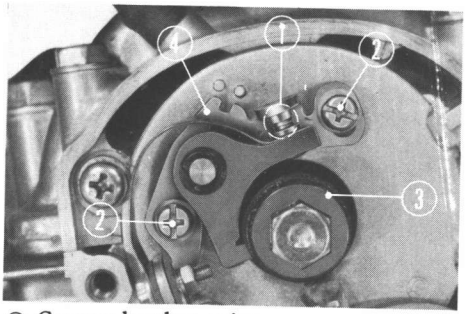
Contact Breaker Point Gap and Ignition Timing Adjustment

Adjustment of the point gap and ignition timing should be made at one time. To adjust, proceed as follows:

• Contact Breaker Point Gap:

1. Place a block under the engine and stand the motorcycle upright. Remove the generator cover and the point cover.
2. Wipe the contact breaker point surfaces with clean rag if dirty.
3. Turn the generator rotor counterclockwise by using a 17 mm box wrench and check the point gap when it is at its maximum. The correct gap is **0.012–0.016 in.** (**0.3–0.4 mm**). To adjust the point gap, loosen the contact breaker plate locking screws ② and move the contact breaker point plate ④ to obtain the correct gap.

Tighten the locking screws when the correct gap is obtained. Recheck the gap after tightening the locking screws.

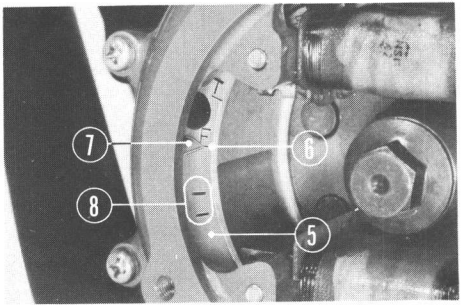


① Contact breaker point
② Contact breaker plate locking screws
③ Point cam
④ Contact breaker point plate

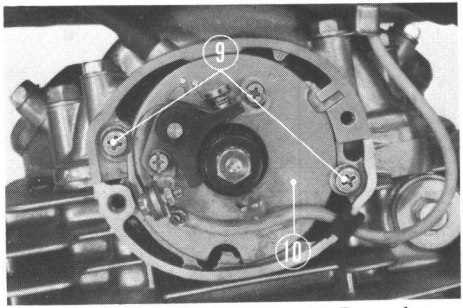
• Ignition Timing

Adjust the ignition timing upon completing the adjustment of the contact breaker point gap.

1. Turn the generator rotor ⑤ counterclockwise and align the "F" mark ⑥ with the index mark ⑦. The ignition timing is correct if the contact breaker points ① start opening at this moment.
2. If ignition timing is incorrect loosen the two base plate locking screws ⑨ and turn the base plate ⑩ slowly in either direction. Turning it clockwise will advance timing, and vice versa. Use of a stroboscopic timing light is recommended to obtain an accurate setting. After adjustment, make sure that the "F" mark is aligned with index mark at an idle speed of 1,200 rpm, and also that index mark stays within advance marks ⑧ at 4,000 rpm or above.



⑤ Generator rotor ⑥ "F" mark
⑦ Index mark ⑧ Advance marks

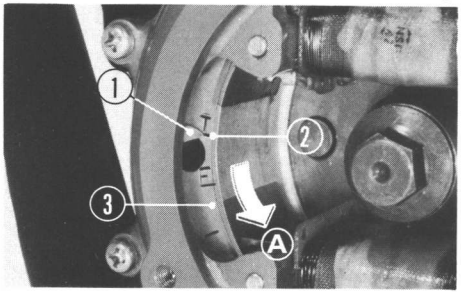


⑨ Base plate locking screws ⑩ Base plate

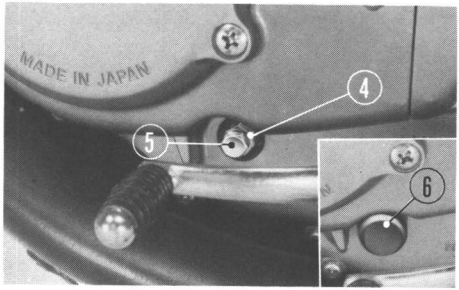
Cam Chain Adjustment

When cam chain is noisy, adjust its tension in the following manner:

1. Stop the engine.
2. Remove the generator cover and the rubber cap ⑥.
3. Turn the generator rotor ③ counterclockwise Ⓐ.
4. Align the "T" mark ① with the index mark ② when the piston is at top dead center on the compression stroke. See valve tappet adjustment (page 38~39).
5. Loosen the cam chain adjuster lock nut ③.
6. Hold the generator rotor and loosen the cam chain adjuster ④. Tension is automatically applied to the cam chain.
7. Tighten the cam chain adjuster and the lock nut.



① "T" mark ② Index mark
③ Generator rotor

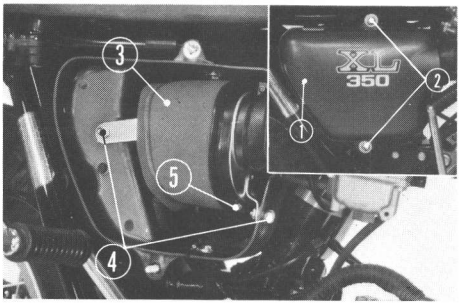


④ Cam chain adjuster lock nut
⑤ Cam chain adjuster ⑥ Rubber cap

Air Cleaner Maintenance

The air cleaner element must be cleaned and oiled at least once every 3000 miles. If your motorcycle is operated in dusty areas, more frequent servicing will be required. Your Honda dealer can help you to determine the correct service interval for your particular riding conditions.

1. Remove the air cleaner cover ①.
2. Remove the air cleaner element ③



3. Wash the air cleaner element in clean stoddard solvent and allow to dry thoroughly.
4. Soak the air cleaner element in clean gear oil (#80~#90) until saturated, then squeeze out excess oil.
5. Reinstall the air cleaner element.
6. Reinstall the air cleaner cover.

WARNING:

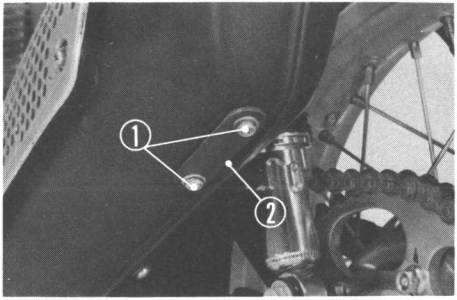
- **Gasoline or low flash point solvents are highly flammable and must not be used to clean the air cleaner element.**
- **Reconnect the pipes firmly when installing air cleaner.**

① Air cleaner cover
② Air cleaner cover attaching nut
③ Air cleaner element
④ Air cleanere element attaching bolt
⑤ Air cleaner band screw

Spark Arrestor Maintenance

The exhaust system spark arrestor must be purged of accumulated carbon periodically (see Maintenance Schedule for servicing period).

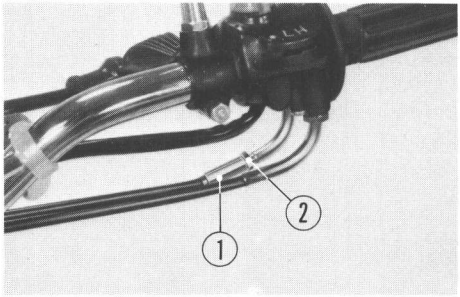
1. Remove the two spark arrestor plug screws ①.
2. Remove the cover plate ② from the spark arrestor clean-out port.
3. Start the engine and rev several times while momentarily creating exhaust system back pressure by blocking the end of the exhaust pipe with a rag.
4. After clearing the spark arrestor of carbon reinstall the plug screws and clean-out port cover plate.



① Spark arrestor plus screws
② Spark arrestor clean-out port cover plate

Throttle Cable Adjustment

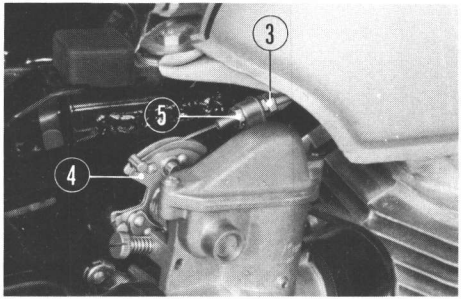
Two control cables connect the throttle grip to a throttle crank on the carburetor operating bar. One cable opens the throttle valve, while the other cable ensures positive closure. Standard throttle grip free play is approximately 10–15° of grip rotation. This free play can be adjusted at the grip free play upper adjuster ① and also with the grip free play lower adjuster ③.



① Grip free play upper adjuster ② Lock nut

Major free play adjustments are made with the lower adjuster ③ (after replacing a throttle cable or removing the carburetor). Minor free play adjustments are made with the upper adjuster ①.

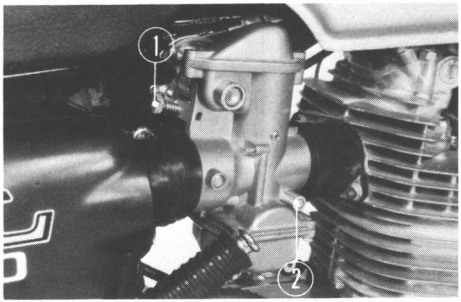
To adjust free play, loosen the lock nut and turn the adjuster. When performing the adjustment, both the opening and closing sides of the adjuster should be adjusted by equal amounts.



③ Grip free play lower adjuster
④ Throttle crank ⑤ Lock nut

Tighten the lock nut after adjustment. Check for smooth rotation and snap back tension of the throttle grip from the fully open to the fully closed position with the steering to the full right and left as well as straight ahead.

Inspect the condition of the throttle cable housings and the cables for kinks, chafing and improper routing.



① Idle speed screw ② Air screw

Carburetor Adjustment

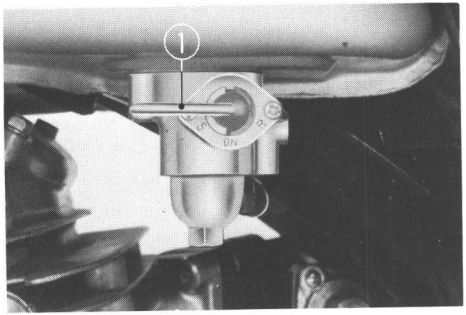
The carburetor should be adjusted only after the engine has attained operating temperature.

1. Adjust the idle speed screw ① until the engine idles at approximately 1,200 R.P.M. Turn the idle speed screw clockwise to increase idle speed or counterclockwise to decrease idle speed.
2. Turn the air screw ② clockwise until you hear the engine begins to miss or decrease in speed, then counterclockwise until the engine again begins to misse or decrease in speed. Set the air screw exactly between these two extreme positions. Usually the correct setting (between extremes of rich and lean) will be found to be $\frac{7}{8} \sim 1\frac{5}{8}$ turns open from a fully closed position.
3. If idle speed changes after adjusting fuel mixture, readjust the idle speed screw.

Fuel Filter Maintenance

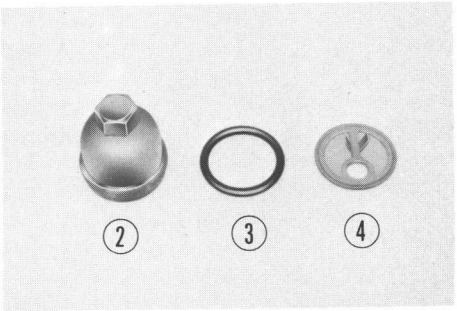
The fuel filter is incorporated in the fuel valve ① which is mounted on the bottom of the fuel tank at the left side. Accumulation of dirt in the filter will restrict the flow of the fuel and cause the carburetor to malfunction, therefore, the fuel filter should be serviced periodically.

1. Turn the fuel valve ① to the "S" position.



① Fuel valve

2. Unscrew the fuel filter cap ②. Wipe all sediment from the inside of the cap.
3. Remove the "O" ring seal ③ and the filter screen ④. Clean the filter screen.
4. Reinstall the filter screen, "O" ring, and cap.
5. Turn the fuel valve to the "ON" position and check for leakage at the filter cap.



② Fuel filter cap ③ "O" ring seal
④ Filter screen

Clutch Adjustment

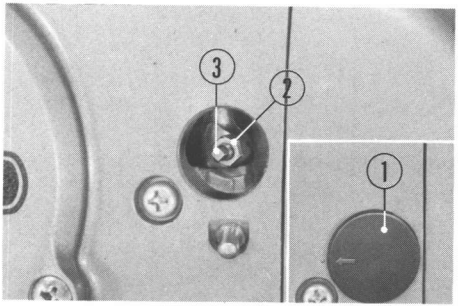
The clutch should be adjusted so that pulling in the clutch lever will completely disengage the transmission from the engine. If the clutch does not completely disengage, the engine will stall when shifting into gear or the motorcycle will have the tendency to creep with the clutch lever disengaged.

If the clutch does not fully engage, the clutch will slip and the motorcycle will not accelerate in response to the acceleration of the engine. In order for the full engine output to be delivered to the rear wheel, it is necessary to have the clutch properly adjusted.

The normal clutch lever free play is **0.4–0.8 in.** (**10–20 mm**) at the lever end before the clutch starts to disengage.

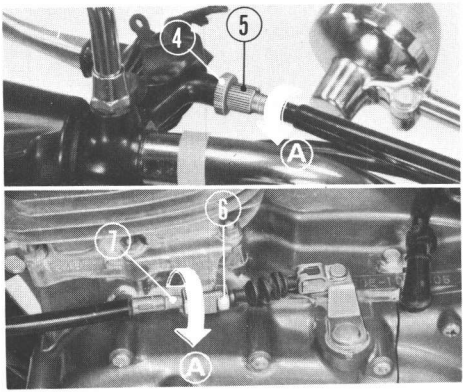
To adjust, perfom the following steps.

1. Remove the clutch adjuster rubber cap ①.
2. Loosen the clutch adjuster lock nut ②, and turn the clutch adjuster ③ clockwise until is stops. Then turn it counterclockwise 1/2~1 turn, and lock it in place by tightening the lock nut. After adjustment, install the rubber cap with its arrow mark aligned with the dot on the crankcase.



① Clutch adjuster rubber cap
② Clutch adjuster lock nut
③ Clutch adjuster

3. Clutch lever free play can be adjusted at either end of the clutch cable. Major adjustments (after replacing the clutch cable) should be made at the lower adjuster ⑦. Minor adjustments should be made at the upper adjuster ⑤.



④ Lock nut ⑤ Clutch cable upper adjuster
⑥ Lock nut ⑦ Clutch cable lower adjuster

The adjustment procedure is similar for either the upper or lower adjuster.

Loosen the lock nut (⑥ lower or ④ upper), turn the adjuster (⑦ lower or ⑤ upper) to provide the correct clutch lever free play, then retighten the adjuster. Turning the adjuster in direction Ⓐ will decrease free play and vice versa.

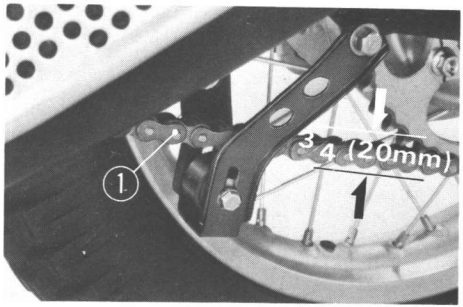
4. After the adjustment has been made, ensure that the clutch is not slipping are the clutch is properly disengaging. After the engine starts, pull in the clutch lever and shift into gear, and make sure that the engine does not stall, nor the motorcycle start to creep. Gradually release the clutch lever and open the throttle, the motorcycle should start smoothly and accelerate gradually.

Drive Chain Maintenance

Proper tensioning and lubrication will help to extend the service life of the drive chain and ensure smooth power transmission to the rear wheel. Under average usage, the drive chain should be lubricated, and tension checked, every month. Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance is necessary.

Tension Adjustment :

1. Place the motorcycle on a support block to raise the rear wheel off the ground. Shift the transmission into neutral.
2. Check vertical movement of the lower length of the drive chain at a point midway between the sprockets. Move the chain up and down with your fingers and observe the amount of slack. Drive chain tension should be adjusted to allow approximately 3/4" vertical movement at this point.

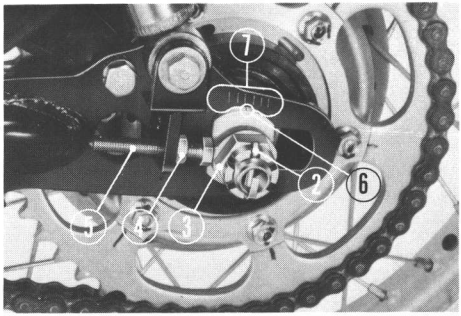


① Drive chain

Rotate the rear wheel and check drive chain tension throughout its length. Drive chain tension should remain constant as the wheel is rotated.

If the chain is found to be slack in one segment of its length and taut in another, this indicates that some of the links are either worn or kinked and binding. Kinking and binding can frequently be eliminated by lubrication. Worn or damaged drive chain must be replaced.

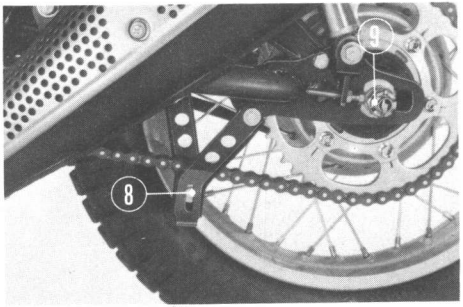
3. If the drive chain is found to require adjustment, the procedure is as follows :
   A. Remove the rear axle nut cotter pin ① and loosen the rear axle nut ②.
   B. Loosen the lock nut ⑤ and turn the adjusting bolts ⑥ on both the right and left chain adjusters to increase or decrease chain tension. Align the chain adjuster index marks ③ to corresponding scale ④ graduations on both sides of the rear fork.
   C. Tighten the rear axle nut and secure the nut with the cotter pin (replace the cotter pin if it has become broken or damaged). Tighten the lock nuts.
   D. Recheck drive chain tension.
   E. Rear brake pedal free travel is affected when repositioning the rear wheel. Check rear brake pedal free travel and adjust as necessary (page 55)



② Cotter pin
③ Rear axle nut
④ Lock nut
⑤ Adjusting bolt
⑥ Index mark
⑦ Reference marks
⑧ Chain protector

CAUTION : Check alignment of the chain protector ⑧. If the chain protector should become bent, it may rub against the drive chain and cause rapid wear.

NOTE: If correct drive chain adjustment requires the rear axle to be moved to the position V, then the drive chain is excessively worn and should be replaced.



⑨ Rear axle

Master Link, Drive Chain, and Sprocket Replacement:

HONDA XL350 motorcycles of current manufacture are equipped with continuous riveted drive chain. The master link is permanently staked in place; there is no removable retaining clip.

Master link strength and security is an extremely important factor governing the durability of the drive chain. Riveted (staked) master links are stronger and more securely installed than clip type master links. Riveted master links are therefore recommended as replacement equipment for XL350 motorcycles.

Continuous riveted drive chain can be removed from the motorcycle only by breaking the master link. Installation of a new master link requires the use of a special tool. Continuous riveted drive chain, therefore, should never be removed, unless it requires replacement due to damage or wear. Replacement should

be performed by an authorized HONDA motorcycle dealer.

Lubrication :

Commercially prepared drive chain lubricants may be purchased at most motorcycle shops and should be used in preference to motor oil or other lubricants. Saturate each chain link joint so that the lubricant will penetrate the space between adjacent surfaces of link plates and rollers.

Wheel Spoke Retightening

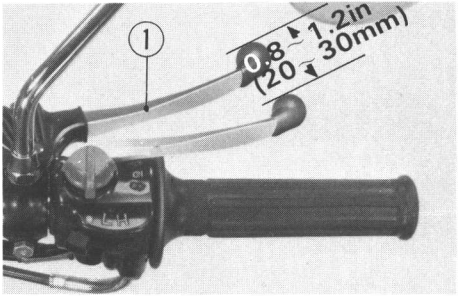
Retighten the wheel spokes after the first 600 miles (1,000 Km) and every 3,000 miles (5,000 Km) thereafter.

Torque specification :
145~325 lb. ft. (20~45 kg. mm)

Front Brake Adjustment

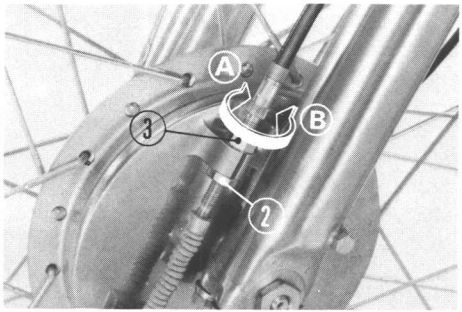
Free play, measured at the tip of the front brake lever ①, should be maintained at **0.8–1.2 in. (20–30 mm)**. Free play is the distance the brake lever moves before the brake starts to engage.
Major adjustments should be made using the adjuster located at the front wheel.

1. Loosen the lock nut ② and then turn the front brake adjusting nut ③.



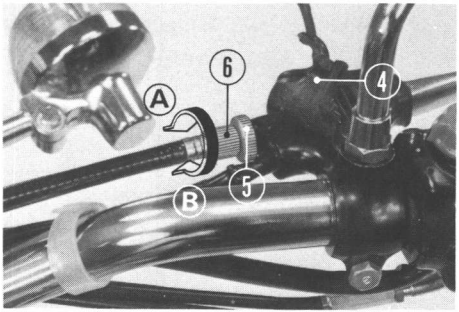
① Front brake lever ② Free play

Turning the nut in direction Ⓐ will decrease the brake lever free play and turning the nut in direction Ⓑ will increase the play.



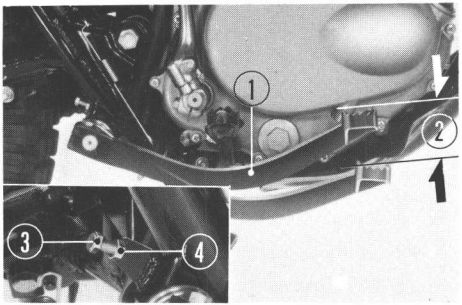
② Lock nut
③ Front brake adjusting nut
④ Dust cover ⑤ Lock nut
⑥ Front brake cable adjuster

2. Minor adjustments can be made with the front brake cable adjuster on the front brake lever.
Remove the dust cover ④, loosen the lock nut ⑤ and turn the front brake cable adjuster ⑥. Turning the adjuster in direction Ⓐ will decrease the brake lever free play and turning the adjuster in direction Ⓑ will increase the play.



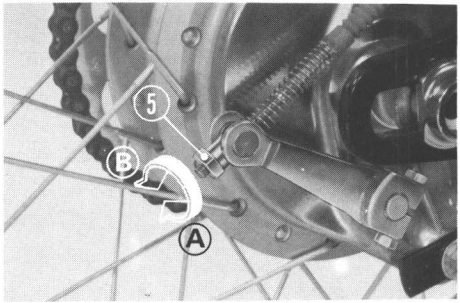
Rear Brake Adjustment

Rear brake pedal free play, measured at the tip of the rear brake pedal ①, should be maintained a **0.8–1.2 in. (20–30 mm).** Free play is the distance the brake pedal moves before the brake starts to engage.



① Rear brake pedal
② Free play
③ Pedal stopper bolt
④ Lock nut

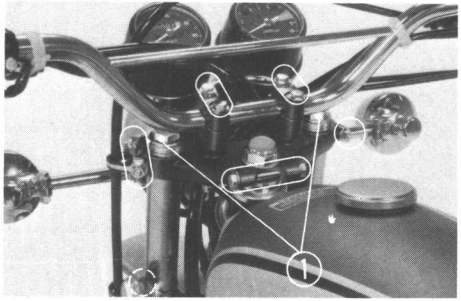
1. Adjust the static position of the brake pedal to suit the rider by adjusting the pedal stopper bolt ③.
2. Adjust the pedal free play by turning the rear brake adjusting nut ②. Turning the adjusting nut in direction Ⓐ will decrease the brake pedal free play and turning the nut in direction Ⓑ will increase the play.



⑤ Rear brake adjusting nut

Front Suspension Inspection

Check front fork action by locking the front brake and pumping the forks up and down several times. The suspension should function smoothly, with no oil leakage from the fork legs. Damaged, binding, or leaking front forks should be repaired before the motorcycle is operated. Check security of all front forks and handlebar mounting bolts illustrated below.

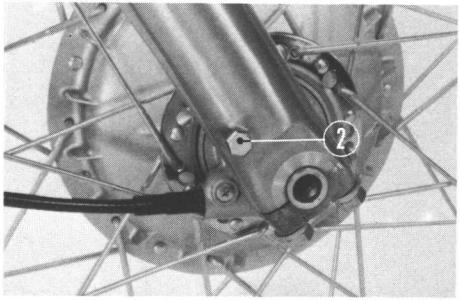


① Oil filler cap

Front Fork Oil Change

Oil in both front fork legs should be changed at least once a year.

1. Remove drain plugs ② from each fork leg and pump the forks several times to ensure complete draining.
2. Reinstall drain plugs and block up the front of the motorcycle.
3. Remove the handlebars and the oil filler plugs ①.



② Drain bolt

4. Refill each fork leg with about **5.1 oz.** (**150 cc**) of premium quality automatic transmission fluid (**ATF**).

   Note : About **5.7 oz.** (**170 cc**) when a fork leg is disassembled.

5. Install filler plugs, handlebars, and remove block from under motorcycle.

Rear Suspension Inspection

Check the rear suspension periodically by careful visual examination. Note the following items.

1. Rear fork bushing — this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on a support block and feeling for looseness of the fork bushings.
2. Check side stand spring for damage.
3. Check all suspension components attachment points for security of their respective fasteners.

NOTE :

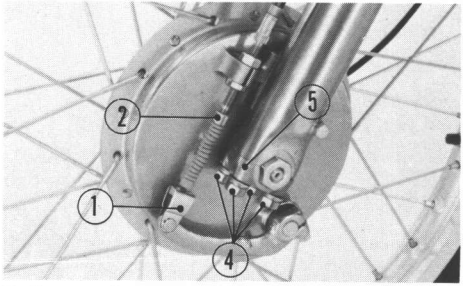
- **If any of the above components appear damaged or worn, consult your Honda dealer for further inspection.**
- **If shock absorber components are replaced, reassemble completely as original only using Honda authorized parts.**

Front Wheel Removal

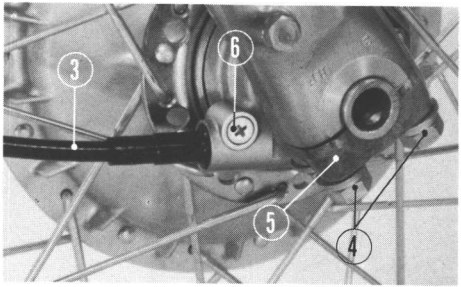
To remove the front wheel, proceed as follows:

1. Place a wood block under the engine and raise the front wheel off the ground.
2. Remove the cotter pin ① and disconnect the front brake cable ② from the brake arm.
3. Remove the speedometer cable set screw ⑥ and disconnect the speedometer cable ③.
4. Remove the front axle holder nuts ④ and remove the front axle holders and then the front wheel can be removed.
5. To install the front wheel, reverse the removal procedure outlined in steps 1 through 4.

NOTE: When installing the front axle holders, make sure the "F" mark is forward.



① Cotter pin
② Front brake cable
③ Speedometer cable
④ Front axle holder nuts

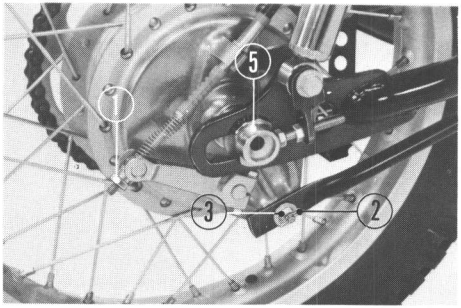


⑤ Front axle holder
⑥ Speedometer cable set screw

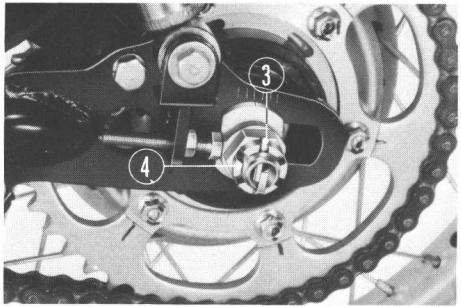
Rear Wheel Removal

To remove the rear wheel, proceed as follows:

1. Place a wood block under the engine and raise the rear wheel off the ground.
2. Remove the rear brake adjusting nut ①.
3. Remove the brake panel stopper arm attaching bolt ②.
4. Remove the cotter pin ③ from rear axle nut.
5. Remove the rear axle nut ④, and pull out the rear axle ⑤, and then the rear wheel can be removed.
6. To install the rear wheel, reverse the removal procedure outlined in steps 1 through 5.



① Rear brake adjusting nut
② Brake panel stopper arm attaching bolt

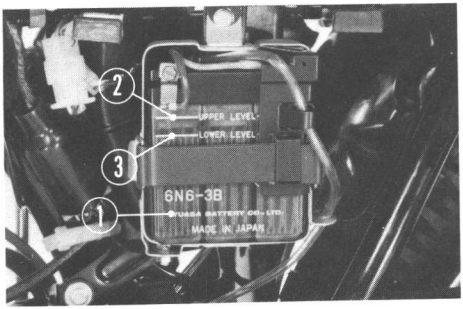


③ Cotter pin
④ Rear axle nut
⑤ Rear axle

Battery Maintenance

Battery Electrolyte Replenishment:

The battery is mounted under the seat, and is accessible by releasing the seat lock and raising the seat. Remove the tool tray and battery holding band. Raise the battery slightly to check the battery electrolyte.



① Battery ② Upper level mark
③ Lower level mark

The electrolyte level must be maintained between the upper ② and lower level ③ marks on the side of the battery.

If the electrolyte level is found to be low, remove the battery filler caps and carefully add distilled water until the electrolyte level in each cell is between the upper and lower level marks. Use a small syringe or plastic funnel to add water. Only distilled water should be added to avoid contaminating the electrolyte.

Battery Removal and Installation:

The battery should be removed for prolonged storage, or for recharging if electrolyte specific gravity falls below 1.200. Refer to page 24 for this procedure.

CAUTION: When installing the battery, be careful not to bend or twist the vent tube.

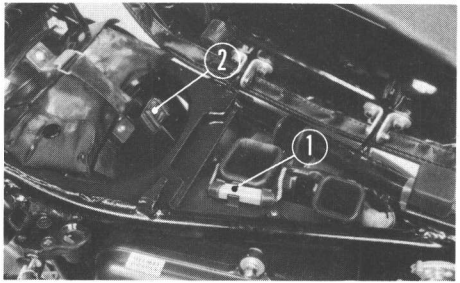
Battery Charging :

Should battery electrolyte specific gravity reading (measured with a hydrometer) drop below 1.200 @ 68°F (20°C) the battery should be charged at a rate not to exceed 0.6 amps until the specific gravity reading is between 1.260 and 1.280 @ 68°F (20°C). Frequent discharging or a partially discharged battery condition are the results of electrical system problems. To locate and correct the cause of this condition, we suggest you contact your Honda dealer.

When storing the motorcycle, the battery should be removed and stored in a cool place. The battery should be charged at least once a month during the storage period to preserve battery life.

Fuse :

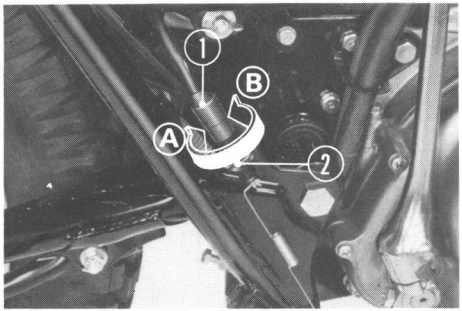
The fuse holder ① is located under the seat shown below. The recommended fuse for the XL350 is 10A. When frequent failure of the fuse occurs, it usually indicates a short circuit or an overload in the electrical system. In this case the electrical system should be checked visually for shorts or other possible malfunctions. If the problem cannot be located visually the motorcycle should be examined by an authorized Honda dealer.



① Fuse holder ② Spare fuses

Stoplight Switch Adjustment

These switches operate the stoplight when the front or rear brake is applied. The front brake switch is incorporated in the front brake system and requires no adjustment. The rear brake switch, which is an adjustable plunger type is located near the rear brake pedal.



① Stoplight switch ② Adjusting nut

The stoplight switch ① must be adjusted so that the stoplight will come on when the rear brake is applied. Rear brake free play (page 55). should be adjusted before performing the stoplight switch adjustment. The procedure for adjusting the stoplight switch is as follows:

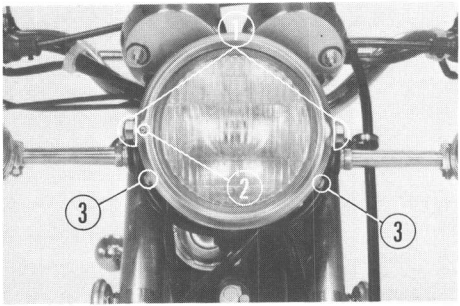
1. Turn the main switch to the "ON" position.
2. Turn the adjusting nut ② to position the stoplight switch at a point where the stoplight will come on when the brake pedal is depressed.
   Turn the adjusting nut in direction Ⓐ to advance switch timing or in the opposite direction Ⓑ to retard switch timing.

Headlight Beam Adjustment

The headlight must be kept properly adjusted for safe nighttime riding.

Vertical adjustment is made by pivoting the headlight case on its mounting bolts ①.

Horizontal adjustment is made by turning the adjusting screw ② located on the headlight rim.

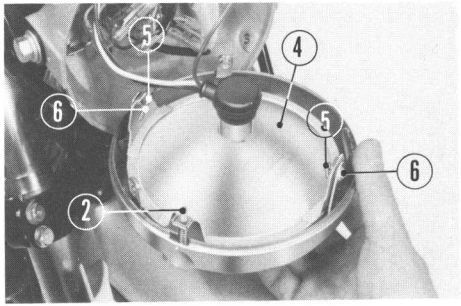


① Headlight mounting bolts
② Beam Adjusting screw
③ Headlight attaching screw

Headlight Replacement

Replace the sealed beam unit as follows:

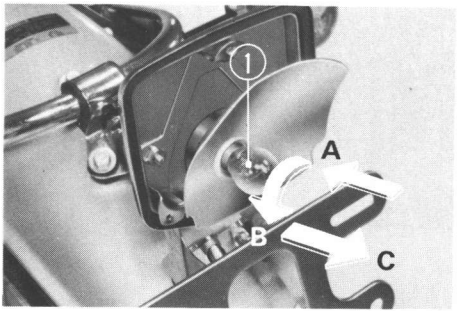
1. Remove the two headlight attaching screws ③ and remove the headlight from the headlight case.
2. Remove the two retaining lock pins ② and lock screws ③ from the headlight rim.
3. Remove the beam adjusting screw ④.
4. Remove the sealed beam unit.
5. Install new sealed beam unit in the reverse order of removal.



④ Sealed beam unit
⑤ Cotter pins
⑥ Lcok screws

Tail/stoplight Bulb Replacement

1. Remove the two screws retaining the tail/stoplight lens.
2. Press the bulb ① inward **A** and twist to the left **B**, and the bulb can be removed **C**.
3. Replace with a good bulb.
4. When installing the taillight lens, do not over tighten the screw.



① Tail/stoplight bulb

Turn Signallight Bulb Replacement

The bulb replacement is made in the same manner as for the tail/stoplight bulb in the above paragraph.

SPECIFICATIONS

DEMENSIONS	
Overall length	84.3 in. (2,140 mm)
Overall width	33.9 in. (860 mm)
Overall height	44.3 in. (1,125 mm)
Wheel base	55.3 in. (1,405 mm)
WEIGHT	
Dry weight	302 lbs (137 kg)
CAPACITIES	
Engine oil	1.9 US qt. (1.8 ℓ, 1.6 Imp. qt.)
Fuel tank	2.2 US gal. (8.3 ℓ, 1.8 Imp. gal.)
Fuel reserve tank	0.5 US gal. (1.8 ℓ, 0.4 Imp. gal.)
Front fork	5.2 ozs. (0.17 ℓ)

ENGINE	
Bore and stroke	3.110×2.795 in. (79.0×71.0 mm)
Compression ratio	8.3 : 1
Displacement	21.2 cu-in. (348 cc)
Contact breaker point gap	0.012~0.016 in. (0.3~0.4 mm)
Spark plug gap	0.024~0.028 in. (0.6~0.7 mm)
Valve tappet clearance	Inlet 0.002 in. (0.05 mm), Exhaust 0.003 in. (0.08 mm)
CHASSIS AND SUSPENSION	
Caster	59°30′
Trail	5.7 in. (145 mm)
Tire size, front	3.00-21 (4 PR)
Tire size, rear	4.00-18 (4 PR)

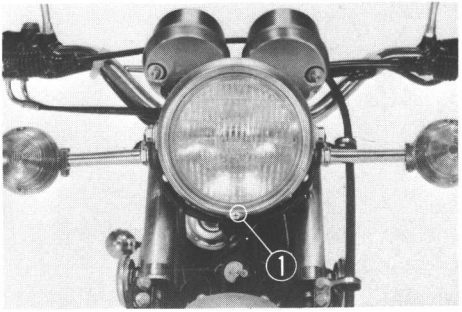
POWER TRANSMISSION	
Primary reduction	3.125
Final reduction	3.000
Gear ratio, 1st.	2.500
2nd.	1.666
3rd.	1.240
4th.	0.931
5th.	0.750
ELECTRICAL	
Battery	6V–6AH
Generator	A.C. generator, 0.08KW/5,000rpm

	U.S.A. type	General type
LIGHTS		
Headlight	6V-35/25W	6V-35/25W
Tail/stoplight	6V-7/32CP	6V-5.3/17W
Turn signal light	6V-21CP	6V-17W
Meter light	6V-1CP	6V-1.7W
Neutral indicator light	6V-2CP	6V-3W
Turn signal indicator light	6V-1CP	6V-1.7W
High beam indicator light	6V-1CP	6V-1.7W
FUSE	10 amp	

XL350 general type

The text of this manual is compiled on the basis of a U.S.A. type.
The descriptions given on the following items are the ones which are main different from the text and are applied only to a **general type.**

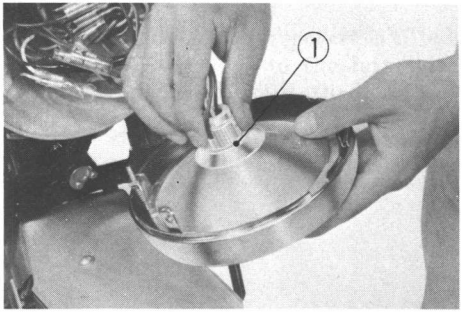
- **Headlight Beam Adjustment**
  The headlight beam must be properly adjusted for safe nighttime riding. Vertical adjustment is made by turning the adjusting screw ① located on the headlight rim.



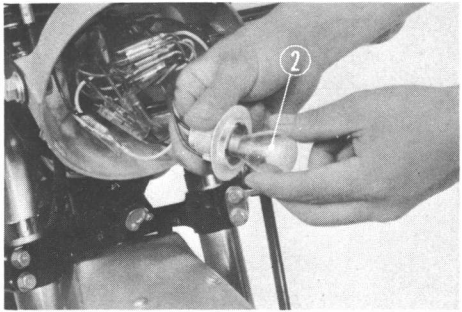
• Headlight Replacement

To remove the headlight bulb for replacement, proceed as follows :

1. Remove the two headlight attaching screws and remove the headlight from the headlight case.
2. Turn the headlight socket ① to "OFF" position and remove it with the headlight bulb, from the headlight.



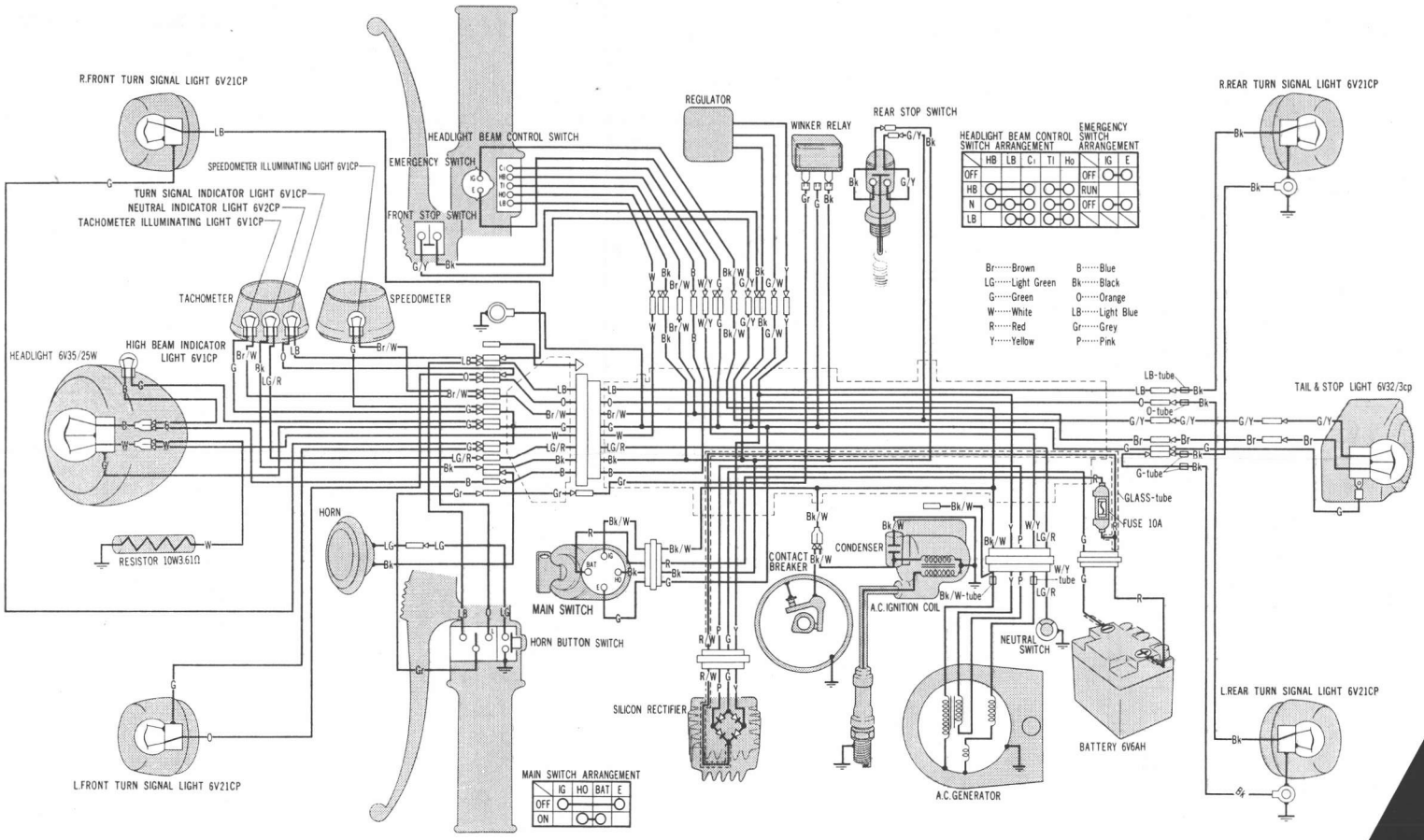
3. Remove the headlight bulb ② from the headlight socket.
4. To install, reverse the removal procedures.



MEMO

MEMO

WIRING DIAGRAM (U.S.A Export type)



WIRING DIAGRAM (General Export type)