

HONDA

SERVICE MANUAL



86-87

TRX70

FOURTRAX

HOW TO USE THIS MANUAL

Sections 1 through 3 apply to the whole Fourtrax, while sections 4 through 15 describe parts of the Fourtrax, grouped according to location.

Find the section you want on this page, then turn to the table of contents on page 1 of that section.

Most sections start with an assembly or system illustration, service information and troubleshooting for the section. The subsequent pages give detailed procedures.

If you don't know what the source of a problem is, refer to section 16, Troubleshooting.

CONTENTS

| | | |
|-------------------------|---|-----------|
| | GENERAL INFORMATION | 1 |
| | LUBRICATION | 2 |
| | MAINTENANCE | 3 |
| ENGINE | FUEL SYSTEM | 4 |
| | ENGINE REMOVAL/INSTALLATION | 5 |
| | CYLINDER HEAD/VALVES | 6 |
| | CYLINDER/PISTON | 7 |
| | CLUTCH/OIL PUMP/ GEARSHIFT LINKAGE | 8 |
| | RECOIL STARTER/ALTERNATOR/ CAM CHAIN TENSIONER | 9 |
| | TRANSMISSION/CRANKSHAFT | 10 |
| CHASSIS | FRONT WHEEL/BRAKE/ STEERING SYSTEM | 11 |
| | REAR WHEEL/BRAKE/DRIVE MECHANISM | 12 |
| | FENDERS/EXHAUST PIPE | 13 |
| ELECTRI- CAL | IGNITION SYSTEM | 14 |
| | WIRING DIAGRAMS | 15 |
| | TROUBLESHOOTING | 16 |
| | INDEX | 17 |

1. GENERAL INFORMATION

1

| | | | |
|----------------------|-----|-------------------------------|------|
| GENERAL SAFETY | 1-1 | TORQUE VALUES | 1-5 |
| SERVICE RULES | 1-1 | TOOLS | 1-6 |
| MODEL IDENTIFICATION | 1-2 | CABLE & HARNESS ROUTING | 1-7 |
| SPECIFICATIONS | 1-3 | NOISE EMISSION CONTROL SYSTEM | 1-10 |

GENERAL SAFETY

WARNING

If the engine must be running to do some work, make sure the area is well-ventilated. Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.

WARNING

Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks in your work area.

SERVICE RULES

1. Use genuine HONDA or HONDA-recommended parts and lubricants or their equivalents. Parts that don't meet HONDA's design specifications may cause damage to the Fourtrax.
2. Use the special tools designed for this product to avoid damage and incorrect assembly.
3. Use only metric tools when servicing this Fourtrax. Metric bolts, nuts and screws are not interchangeable with English fasteners.
4. Install new gaskets, O-rings, cotter pins and lock plates when reassembling.
5. When tightening bolts or nuts, begin with the larger-diameter or inner bolts first. Then tighten to the specified torque diagonally in 2 or 3 steps, unless a particular sequence is specified.
6. Clean parts in non-flammable or high flash point solvent upon disassembly.
7. Lubricate any sliding surfaces before reassembly.
8. After reassembly, check all parts for proper installation and operation.

<https://www.ebooklibonline.com>

Hello dear friend!

Thank you very much for reading.

Enter the link into your browser.

The full manual is available for immediate download.

<https://www.ebooklibonline.com>

GENERAL INFORMATION

MODEL IDENTIFICATION

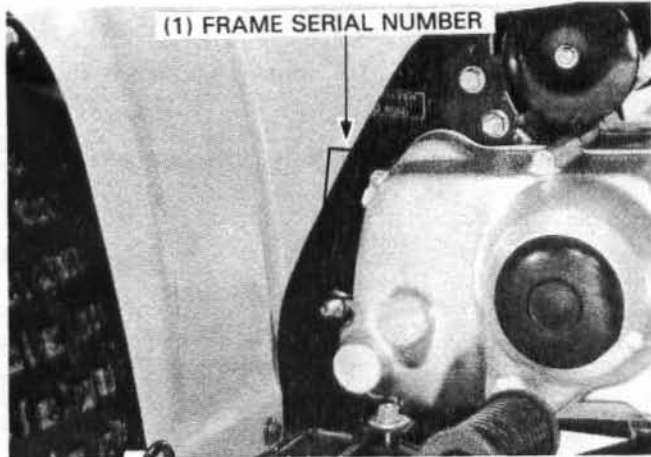
'86:



After '86:

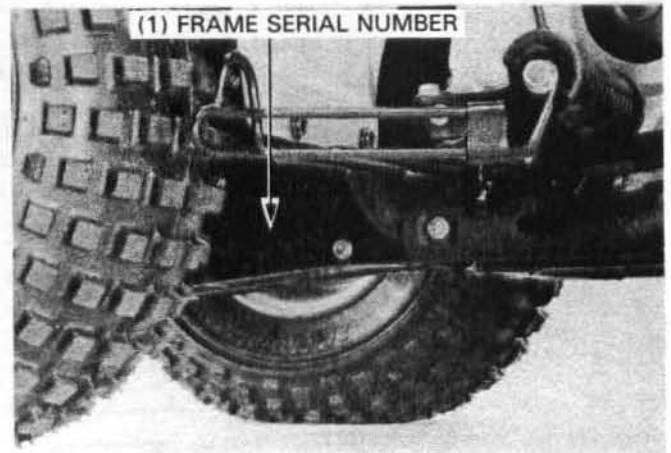


'86:

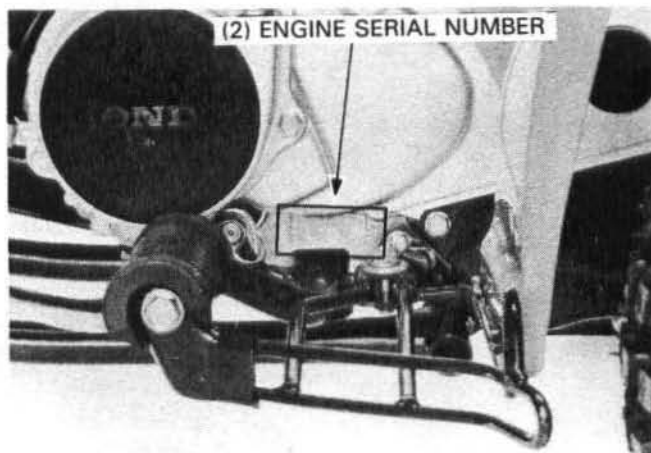


The frame serial number is stamped on the right side of the frame.

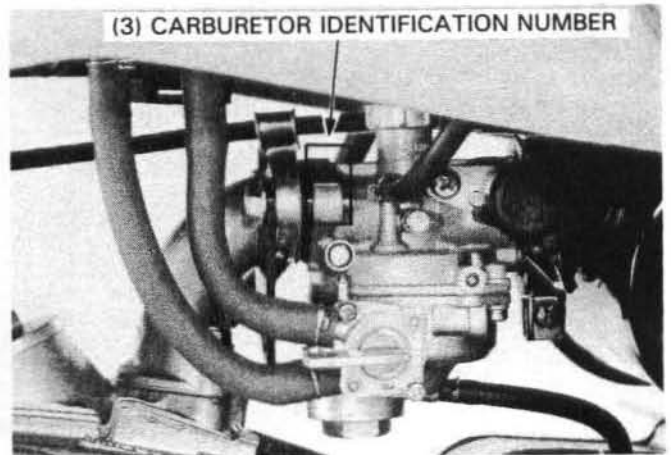
After '86:



The frame serial number is stamped on the right side of the lower main frame.



The engine serial number is stamped on the lower part of the left crankcase.



The carburetor identification number is stamped on the left side of the carburetor.

GENERAL INFORMATION

mm (in)

| | Item | Specifications |
|-------------|--|--|
| DRIVE TRAIN | Clutch Transmission Primary reduction Gear ratio I Gear ratio II Gear ratio III Gear ratio IV Final reduction Gear shift pattern | Centrifugal wet multi-plate 4-speed constant-mesh, semi-automatic 4.059 : 1 3.273 : 1 1.938 : 1 1.350 : 1 1.043 : 1 2.769, drive sprocket 13T, driven sprocket 36T Left foot operated return system, N-1-2-3-4 |
| ELECTRICAL | Ignition system Starting system Spark plug Standard For cold climate (below 5°C, 41°F) For extended high speed use Spark plug gap Ignition timing | CDI Recoil starter NGK CR7HS CR6HS CR8HS 0.6–0.7 mm (0.024–0.028 in) 25° ± 2° BTDC ND U22FSR-U U20FSR-U U24FSR-U |

TORQUE VALUES

ENGINE

| Item | Q'ty | Thread-dia. (mm) | TORQUE: N·m (kg·m, ft·lb) |
|----------------------------------|------|------------------|---------------------------|
| Cam chain tensioner sealing bolt | 1 | 14 | 20-25 (2.0-2.5, 15-18) |
| Intake pipe mounting bolt | 2 | 6 | 5-9 (0.5-0.9, 4-7) |
| Cylinder head bolt | 1 | 6 | 10-14 (1.0-1.4, 7-10) |
| Cylinder mounting bolt | 1 | 6 | 10-14 (1.0-1.4, 7-10) |
| Starter driven pulley bolt | 4 | 6 | 8-12 (0.8-1.2, 6-9) |
| Valve adjusting screw lock nut | 2 | 5 | 7-10 (0.7-1.0, 5-7) |
| Spark plug | 1 | — | 12-19 (1.2-1.9, 9-14) |
| Valve inspection hole cap | 2 | — | 10-14 (1.0-1.4, 7-10) |
| Cylinder head cover nut | 4 | 6 | 9-12 (0.9-1.2, 7-9) |
| Cam sprocket bolt | 3 | 5 | 5-9 (0.5-0.9, 4-7) |
| Cam chain guide roller bolt | 1 | 6 | 7-13 (0.7-1.3, 5-9) |
| Clutch lock nut | 1 | 14 | 38-45 (3.8-4.5, 27-33) |
| Flywheel nut | 1 | 10 | 30-38 (3.0-3.8, 22-27) |
| Shift drum bolt | 1 | 6 | 9-15 (0.9-1.5, 7-11) |
| Clutch adjusting screw lock nut | 1 | 8 | 8-12 (0.8-1.2, 6-9) |
| Friction plate bolt | 1 | 6 | 8-12 (0.8-1.2, 6-9) |
| Fuel strainer cup | 1 | — | 3-5 (0.3-0.5, 2-4) |
| Oil drain plug | 1 | 12 | 20-25 (2.0-2.5, 15-18) |

FRAME

| Item | Q'ty | Thread-dia. (mm) | TORQUE: N·m (kg·m, ft·lb) |
|-----------------------------------|------|------------------|---------------------------|
| Handlebar upper holder bolt | 4 | 8 | 24-30 (2.4-3.0, 17-22) |
| Steering shaft nut | 1 | 14 | 50-60 (5.0-6.0, 36-43) |
| Steering shaft bushing holder nut | 2 | 8 | 24-30 (2.4-3.0, 17-22) |
| Wheel rim bolt | 14 | 8 | 18-25 (1.8-2.5, 13-18) |
| Tie rod lock nut | 4 | 10 | 35-43 (3.5-4.3, 25-31) |
| King pin nut | 2 | 10 | 30-40 (3.0-4.0, 22-29) |
| Ball joint castle nut | 4 | 10 | 35-43 (3.5-4.3, 25-31) |
| Handlebar lower holder nut | 2 | 10 | 40-48 (4.0-4.8, 29-35) |
| Front wheel bolt | 8 | 8 | 24-30 (2.4-3.0, 17-22) |
| Front axle nut | 2 | 12 | 55-65 (5.5-6.5, 40-47) |
| Drive chain tensioner nut | 2 | 10 | 40-50 (4.0-5.0, 29-36) |
| Front brake arm nut | 2 | 5 | 4-7 (0.4-0.7, 3-5) |
| Rear brake arm nut | 1 | 6 | 7-12 (0.7-1.2, 5-9) |
| Rear axle nut | 2 | 14 | 60-80 (6.0-8.0, 43-58) |
| Rear wheel bolt | 6 | 8 | 24-30 (2.4-3.0, 17-22) |
| Rear brake panel bolt | 4 | 8 | 24-30 (2.4-3.0, 17-22) |
| Gearshift pedal bolt | 1 | 6 | 12-14 (1.2-1.4, 9-10) |
| Brake pedal bolt | 1 | 8 | 24-30 (2.4-3.0, 17-22) |
| Exhaust muffler mounting bolt | 3 | 8 | 30-35 (3.0-3.5, 22-25) |
| Rear fender mounting bolt | 2 | 6 | 10-14 (1.0-1.4, 7-10) |
| Rear fender/foot peg guard bolt | 4 | 6 | 10-14 (1.0-1.4, 7-10) |
| Foot peg guard bolt A | 2 | 8 | 24-30 (2.4-3.0, 17-22) |
| Foot peg guard bolt B | 2 | 10 | 30-40 (3.0-4.0, 22-29) |
| Foot peg mounting bolt | 4 | 8 | 18-25 (1.8-2.5, 13-18) |
| Engine hanger bolt | 2 | 8 | 24-30 (2.4-3.0, 17-22) |

Torque specifications listed above are for the most important tightening points. If a torque specification is not listed, use the standards given below.

STANDARD TORQUE VALUES

| Item | TORQUE N·m (kg·m, ft·lb) | Item | TORQUE N·m (kg·m, ft·lb) |
|-----------------|--------------------------|---|--------------------------|
| 5 mm bolt, nut | 4.5-6 (0.45-0.6, 3-4) | 5 mm screw | 3.5-5 (0.35-5, 2-4) |
| 6 mm bolt, nut | 8-12 (0.8-1.2, 6-9) | 6 mm screw and 6 mm bolt with 8 mm head | 7-11 (0.7-1.1, 5-8) |
| 8 mm bolt, nut | 18-25 (1.8-2.5, 13-18) | 6 mm flange bolt, nut | 10-14 (1.0-1.4, 7-10) |
| 10 mm bolt, nut | 30-40 (3.0-4.0, 22-29) | 8 mm flange bolt, nut | 24-30 (2.4-3.0, 17-22) |
| 12 mm bolt, nut | 50-60 (5.0-6.0, 36-43) | 10 mm flange bolt, nut | 35-45 (3.5-4.5, 25-33) |

GENERAL INFORMATION

TOOLS

SPECIAL

| TOOL NAME | TOOL NUMBER | ALTERNATIVE TOOL | REF. PAGE |
|------------------------------------|---------------|---|-----------|
| Valve spring compressor attachment | 07959-KM30100 | Not available in U.S.A. or 089201-200-000 or 07984-0980000 (U.S.A. only) | 6-5, 11 |
| Valve adjusting wrench set | 07908-GE00000 | | 3-7 |
| - Valve adjusting screw | 07908-GE00100 | | 3-7 |
| - Valve adjusting wrench | 07908-GE00200 | | 3-7 |
| Valve guide reamer | 07984-098000A | | 6-7, 8 |
| Inspection adapter (C1) | 07508-0012500 | Not available in U.S.A. | 14-2, 4 |
| Spark adaptor | 07GGK-0010100 | Not available in U.S.A. | 14-2 |

COMMON

| TOOL NAME | TOOL NUMBER | ALTERNATIVE TOOL | REF. PAGE |
|------------------------------|---------------|--|-----------|
| Float level gauge | 07401-0010000 | 07916-3710000 or equivalent | 4-6 |
| Lock nut wrench, 20 x 24 mm | 07716-0020100 | available in U.S.A. | 8-4, 12 |
| Extension | 07716-0020500 | Equivalent available in U.S.A. | 8-4, 12 |
| Universal holder | 07725-0030000 | | 9-3, 5 |
| Flywheel puller | 07733-0010000 | 07933-0010000 | 9-3 |
| Valve guide driver, 5.5 mm | 07742-0010100 | 07942-3290100 | 6-7, 8 |
| Attachment, 32 x 35 mm | 07746-0010100 | | 11-12, 19 |
| Attachment, 37 x 40 mm | 07746-0010200 | | 10-5 |
| Attachment, 52 x 55 mm | 07746-0010400 | | 12-7 |
| Attachment, 24 x 26 mm | 07746-0010700 | | 11-20 |
| Pilot, 15 mm | 07746-0040300 | | 11-12 |
| | | | 11-19, 20 |
| Pilot, 17 mm | 07746-0040400 | | 10-5 |
| | | | 11-12, 20 |
| Pilot, 30 mm | 07746-0040700 | | 12-7 |
| Bearing remover shaft | 07746-0050100 | Equivalents available in U.S.A. | 11-12 |
| Bearing remover head, 15 mm | 07746-0050400 | | 11-12 |
| Bearing remover head, 17 mm | 07746-0050500 | | 11-12 |
| Driver | 07749-0010000 | | 10-5 |
| | | | 11-12 |
| | | | 11-19, 20 |
| | | | 12-7 |
| Valve spring compressor | 07757-0010000 | 07957-3290001 | 6-5, 11 |
| Flywheel holder | 07725-0040000 | | 8-4, 12 |
| Universal bead breaker | GN-AH-958-BBI | U.S.A only | 11-7 |
| Tire bead breaker set | 07772-0050001 | or 07772-0050000 (Not available in U.S.A.) or 07772-0050100 or KS-AHM-32-003 (U.S.A. only) | 11-8 |
| - Breaker arm | 07772-0050200 | | |
| - Breaker arm compressor | 07772-0050101 | | |
| Digital multimeter (KOWA) or | 07411-0020000 | | 14-3 |
| Circuit tester (SANWA) or | 07308-0020000 | | 14-3 |
| Circuit tester (KOWA) | TH-5H-1 | | 14-3 |
| Driver, 22 mm I.D. | 07746-0020100 | | 10-3 |
| Attachment, 20 mm | 07746-0020400 | | 10-3 |

VALVE SEAT CUTTERS

| TOOL NAME | TOOL NUMBER | ALTERNATIVE TOOL | REF. PAGE |
|---|---------------|---|-----------|
| Valve seat cutter 24 mm (45° IN) | 07780-0010600 | Not available in U.S.A. Equivalent commercially available in U.S.A. | 6-9 |
| Valve seat cutter 22 mm (45° EX) | 07780-0010701 | | 6-9 |
| Valve flat cutter 25 mm (32° IN) | 07780-0012000 | | 6-9 |
| Valve flat cutter 22 mm (32° EX) | 07780-0012601 | | 6-9 |
| Valve interior cutter 26 mm (60° IN/EX) | 07780-0014500 | | 6-9 |
| Valve seat cutter holder | 07780-0010101 | | 6-9 |



Suggest:

For more complete manuals. Please go to the home page.

<https://www.ebooklibonline.com>

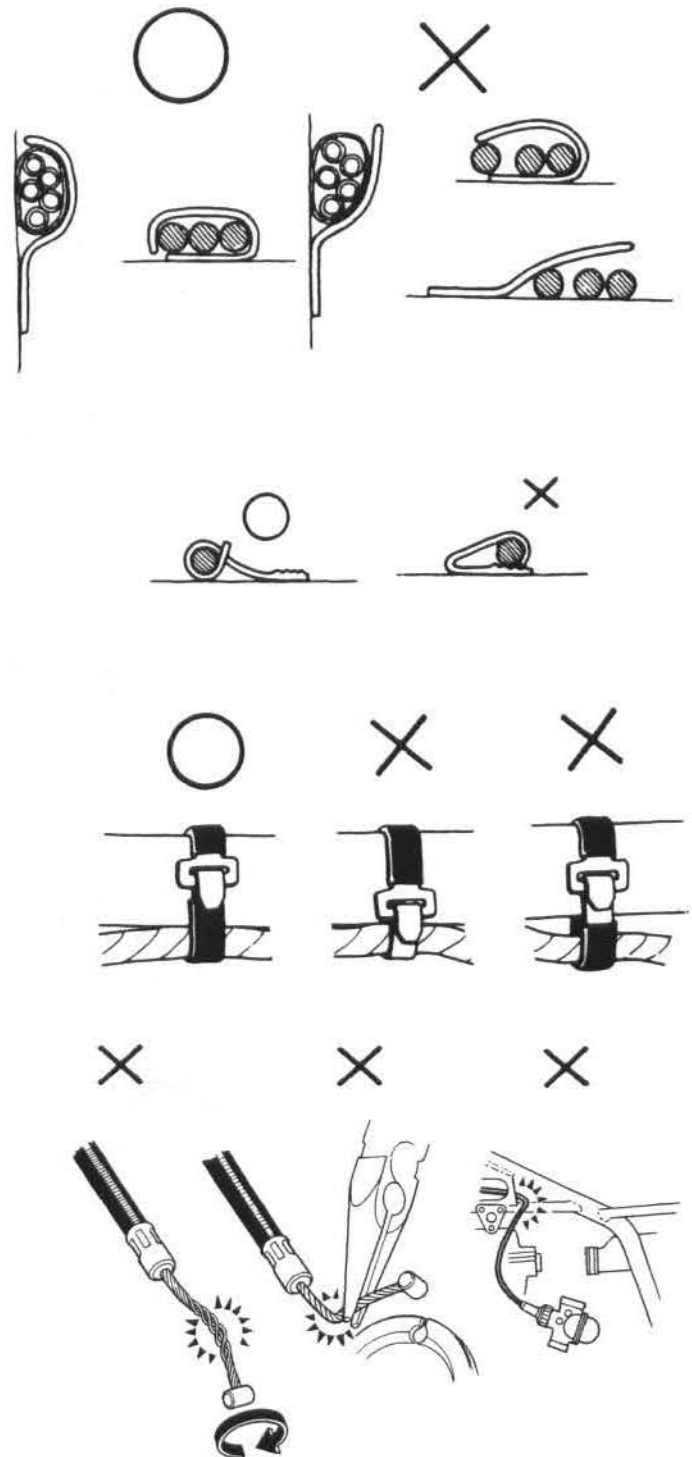
If the above button click is invalid. Please download this document first, and then click the above link to download the complete manual.

Thank you so much for reading

CABLE & HARNESS ROUTING

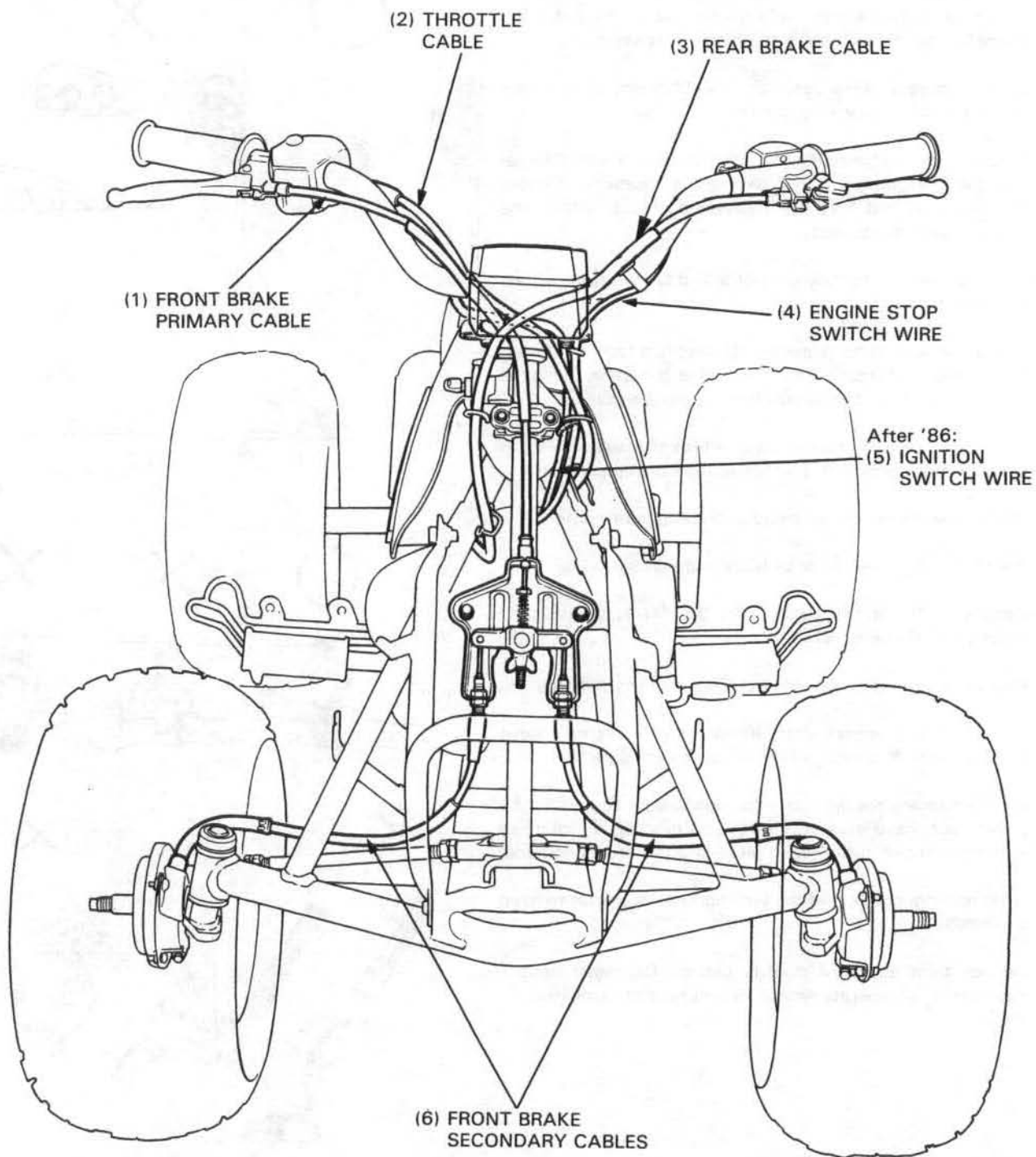
Note the following when routing cables and wire harnesses:

- A loose wire, harness or cable can be a safety hazard. After clamping, check each wire to be sure it is secure.
- Do not squeeze wires against the weld or end of its clamp when a weld-on clamp is used.
- Secure wires and wire harnesses to the frame with their respective wire bands at the designated locations. Tighten the bands so that only the insulated surfaces contact the wires or wire harnesses.
- Route harnesses so they are not pulled taut or have excessive slack.
- Protect wires and harnesses with electrical tape or tubes if they come in contact with a sharp edge or corner. Clean the attaching surface thoroughly before applying tape.
- Do not use a wire or harness with a broken insulator. Repair by wrapping them with protective tape or replace them.
- Route wire harnesses to avoid sharp edges or corners.
- Avoid the projected ends of bolts and screws.
- Keep wire harnesses away from the exhaust pipes and other parts that get hot.
- Be sure grommets are seated in their grooves properly.
- After clamping, check each harness to be certain that it does not interfere with any moving or sliding parts.
- Wire harnesses routed along the handlebars should not be pulled taut, have excessive slack, be pinched, or interfere with adjacent or surrounding parts in all steering positions.
- After routing, check that the wire harnesses are not twisted or kinked.
- Do not bend or twist control cables. Damaged control cables will not operate smoothly and may stick or bind.



O: CORRECT
X: INCORRECT

GENERAL INFORMATION



<https://www.ebooklibonline.com>

Hello dear friend!

Thank you very much for reading.

Enter the link into your browser.

The full manual is available for immediate download.

<https://www.ebooklibonline.com>