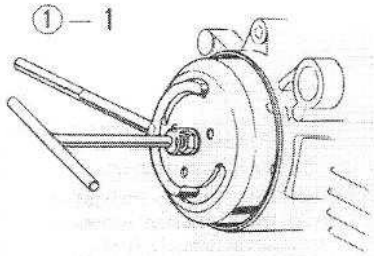
SPECIAL TOOLS

①－1



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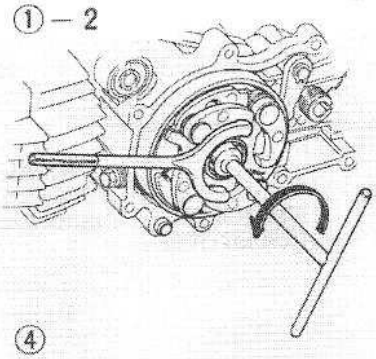

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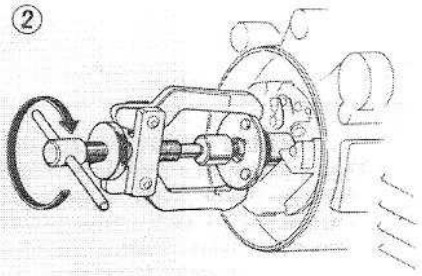

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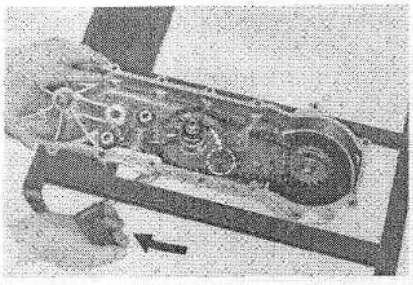

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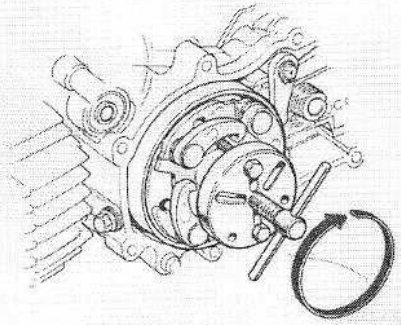

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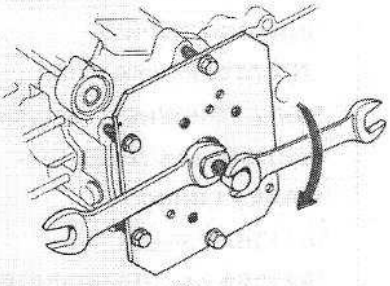

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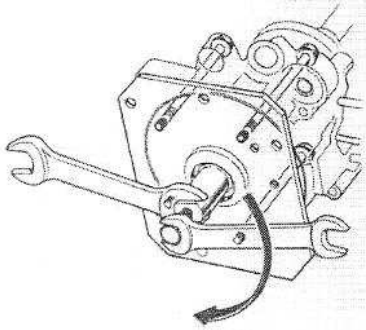

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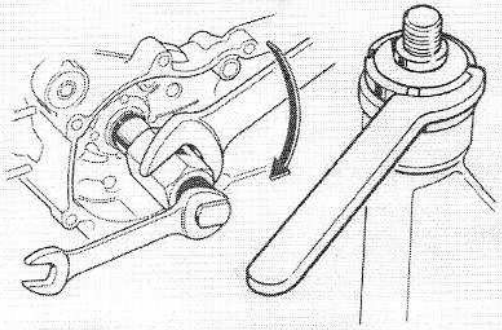

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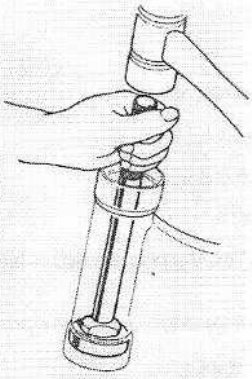

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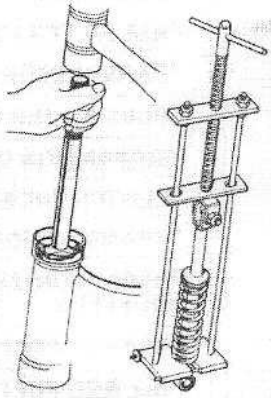

⑧－2 ⑨

Ref. No.	Tool parts No.	Description	Common to:	Remarks	Page
①	07925-0010001	Flywheel holder	—	Holding flywheel and drive plate	12 - 2 14 - 2
②	07931-1470100	ACG. puller attachment	NC50	Protecting shaft end when disassembling rotor flange	12 - 2
③	07965-1470001	L-crankcase base	NC50	Disassembling L-crankcase cover	13 - 4
④	07935-8050000	Clutch puller	G series	Pulling out drive plate	14 - 2
⑤	07933-1470000	Case puller	NC50	Disassembling crankcase	15 - 2
⑥	07953-1470000	Oil seal assembling tool	NC50	Installing crankcase and crankshaft oil seal	15 - 2
⑦	07916-0440000	Pin spanner	—	Removing and tightening top corn race	17 - 1
⑧	07953-3330000	Ball race driver	CB350F	Removing and installing ball race	17 - 3
⑨	07959-3290000	Rear shock absorber compressor	XL250	Disassembling and reassembling rear shock absorber	19 - 1

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HONDA NC50

MAINTENANCE SCHEDULE

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.	PRE-RIDING INSPECTION	INITIAL SAFETY INSPECTION	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.	
		1 month 200 miles	12 months 1,000 miles	24 months 2,000 miles
TIRES AND PRESSURE	I			
*CONTACT BREAKER POINTS		I	I	
*IGNITION TIMING		I	I	
THROTTLE OPERATION	I			
*WHEEL TRUENESS AND SPOKES		I	I	
*NUTS, BOLTS (TIGHTEN)		I	I	
*BRAKE LININGS			I	
BATTERY FLUID LEVEL	I			
*BATTERY FLUID SPECIFIC GRAVITY			I	
*SPARK PLUG			R	
*AIR FILTER ELEMENT	(EVERY 6 MONTHS) C			
*CARBURETOR			I	
*FUEL FILTER SCREEN		C	C	
*SUSPENSION OPERATION			I	
*CLUTCH SHOES FOR WEAR				I
*TRANSMISSION OIL				R
*DECARBONIZE CYLINDER HEAD AND MUFFLER				C
BRAKE OPERATION AND FREE PLAY	I			
OIL AND FUEL LEVEL	I			
ALL LIGHTS	I			
TRANSMISSION CASE FOR LEAKS	I			

I-Inspect, clean, adjust or replace if necessary R—Replace C—Clean L—Lubricate

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

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TORQUE SPECIFICATIONS

(ENGINE)

Ref. No.	Tightening point	Q'ty	Thread dia. mm	Torque kg-cm (lbs - ft)	Page
1	Cylinder head hold-down nuts	4	6	90 – 120 (6.5 – 8.7)	10 – 1
2	A.C. flywheel generator attaching nut	1	10	300 – 350 (21.7 – 25.3)	12 – 1
3	Clutch (drive plate) attaching nut	1	10	300 – 350 (21.7 – 25.3)	14 – 1
4	Inlet pipe attaching nuts	4	6	90 – 120 (6.5 – 8.7)	15 – 1

(FRAME)

Ref. No.	Tightening point	Q'ty	Thread dia. mm	Torque kg-cm (lbs - ft)	Page
1	Engine mounting bolt	1	10	300 – 400 (21.7 – 28.9)	9 – 1
2	Steering stem nut	1	–	600 – 900 (43.4 – 65.1)	17 – 1
3	Front wheel axle nut	1	10	300 – 400 (21.7 – 28.9)	17 – 1
4	Rear wheel axle nut	1	12	400 – 500 (28.9 – 36.2)	9 – 1 18 – 1
5	Front brake arm bolt	1	5	40 – 70 (2.9 – 5.1)	17 – 2
6	Rear brake arm bolt	1	5	40 – 70 (2.9 – 5.1)	18 – 1
7	Rear shock absorber Upper nut	1	10	300 – 400 (21.7 – 28.9)	19 – 1
	Rear shock absorber Lower bolt	1	8	200 – 300 (14.5 – 21.7)	

Standard Torque Specifications

Type	Torque kg-cm	(lbs - ft)
5mm bolts	40 – 70	(2.9 – 5.1)
6mm screws	90 – 110	(6.5 – 8.0)
6mm bolts	100 – 140	(7.2 – 10.1)
8mm bolts	200 – 250	(14.5 – 18.1)
10mm bolts	300 – 400	(21.7 – 28.9)

SERVICE DATA

(ENGINE)

Unit: mm (in.)

Item	Assembly Standard	Repair Limit	Page
Piston/piston ring clearance	0.025–0.055 (0.0010–0.0022)	0.1 (0.0039)	10 – 3
Piston skit O.D. (4 mm from bottom)	39.955–39.975 (1.5731–1.5739)	39.85 (1.5689)	10 – 4
Cylinder I.D.	40.00–40.01 (1.5748–1.5752)	40.05 (1.5768)	10 – 4
Piston ring end gap	0.15–0.35 (0.0059–0.0138)	0.6 (0.0236)	10 – 5
Piston pin O.D.	9.994–10.000 (0.3935–0.3937)	9.97 (0.3925)	10 – 5
Piston pil hole I.D.	10.002–10.008 (0.3938–0.3940)	10.03 (0.3949)	10 – 5
Clutch shoe O.D.	103.8–103.9 (4.0826–4.0905)	103.6 (4.0787)	14 – 4
Clutch spring preload: Load kg/mm (lbs/in.)	15/35 (33.1/1.38)	13.5/35 (29.8/1.38)	14 – 4
Connecting rod big end bearing side clearance	0.15–0.41 (0.0059–0.0161)	0.6 (0.0236)	15 – 3
Crankshaft runout Left 60mm Right 60mm	0.05 max. (0.0020) 0.05 max. (0.0020)	0.15 (0.0059) 0.15 (0.0059)	15 – 3

(FRAME)

Unit: mm (in.)

Item	Assembly Standard	Repair Limit	Page
Front wheel axle bend	0.05 max. (0.0020)	0.1 (0.0039)	17 – 3
Front and rear wheel hub I.D.	80.0 – 80.2 (3.150–3.158)	81.0 (3.189)	17 – 4 18 – 2
Front and rear brake lining thicknesses	3.5 (0.138)	2.0 (0.079)	17 – 4 18 – 2
Front wheel runout	0.05 max. (0.0020)	0.2 (0.0079)	17 – 4

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TROUBLE SHOOTING

Trouble	Probable Cause	Remedy
Engine does not start	1. Loss of compression	
	Primary compression leak past oil seal	Replace
	Primary compression leak past gasket surface	Repair
	Leaky cylinder head gasket	Retighten or replace
	Poorly tightened spark plug	Retighten
	Worn piston ring or seized piston	Replace
	Damaged or defective piston	Replace
	Blown out cylinder head gasket	Retighten or replace
	Scores or scratches on cylinder wall	Repair or replace
	2. No sparks across spark plug gap	
	Fouled plug or bridging	Clean or replace
	Wet spark plug	Clean or replace
	Fouled breaker points	Clean or replace
	Improper point gap	Adjust or replace
	Improper ignition timing	Adjust
	Defective ignition coil	Replace
	Ignition coil open or short circuited	Replace
	Shorted or defective condenser	Replace
	3. Fuel not reaching carburetor	
	Clogged fuel tube	Clean
	Clogged fuel cock	Clean
	Defective carburetor float valve	Replace
	Fuel filler cap hole clogged	Clean
	4. Clutch out of order	
	Burned or worn clutch weight shoe	Replace
	Weakened clutch weight spring	Replace
	5. Starter pedal out of operation	
	Too little a starter lever play	Adjust
	Starter arm spring out of proper position or damaged	Repair or replace
	Starter lever shaft stuck	Clean
	Wire rusted	Lubricate
	Weakened or damaged ratchet spring	Replace
	Worn or damaged starter ratchet	Replace
	Starter chain disconnected	Replace
	Starter spring out of proper position or damaged	Replace
	6. Starter spring not released	
	Excessive starter lever play	Adjust
	Drive sprocket shaft seized	Replace
	Sustaining plate out of proper position or damaged	Repair or replace

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Engine starts but stops soon	1. Spark plug fouled	Clean or replace
	2. Breaker points fouled	Clean or replace
	3. Engine out of time	Adjust
	4. Clogged fuel pipe	Clean
	5. Clogged carburetor jet	Clean
	6. Loss of crankcase compression	Repair
Starter pedal does not return	1. Starter arm spring weakened	Replace
	2. Drive sprocket spring weakened	Replace
	3. Starter ratchet out of order or damaged	Repair or replace
Engine lacks power	1. Worn or seized cylinder or piston ring	Repair or replace
	2. Engine out of time	Adjust
	3. Defective breaker points	Repair or replace
	4. Improper spark plug gap	Repair or replace
	5. Clogged carburetor jet	Clean or replace
	6. Improper float level	Adjust
	7. Air cleaner clogged	Clean or replace
	8. Excessive accumulation of carbon in exhaust muffler	Clean
Engine overheats	1. Excessive accumulation of carbon in combustion chamber	Clean
	2. Float level too low (too lean a mixture)	Adjust
	3. Timing too far advanced	Adjust
	4. Excessive accumulation of carbon in combustion chamber	Clean
	5. Starved engine	Inspect
	6. Brake not released	Adjust
	7. Excessive accumulation of carbon on piston and piston rings	Clean or replace
Poor engine performance at low speed	1. Ignition timing improper	Adjust
	2. Defective breaker point	Repair or replace
	3. Excessive spark plug gap	Repair or replace
	4. Spark too weak due to defective condenser or ignition coil	Replace
	5. Float level improper	Adjust
	6. Carburetor air screw out of specification	Adjust
Poor engine performance at high speed	1. Spark plug gap too little	Repair or replace
	2. Ignition timing too late	Adjust
	3. Breaker point defective	Replace
	4. Ignition coil at fault	Replace
	5. Improper float level	Adjust
	6. Clogged air cleaner element	Clean or replace
	7. Loss of crankcase compression	Repair
	8. Leaky exhaust pipe or excessive accumulation of carbon in exhaust pipe	Repair or replace

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Defective clutch	1. Clutch slips	
	Worn or burned clutch weight shoe	Replace
	2. Clutch does not disengage	
	Clutch weight not functioning properly	Repair
	3. Clutch engages too early (too late)	
	Clutch spring weakened	Replace
	Worn or burned clutch weight shoe	Replace
	4. Clutch drags at idling (engine stalls)	
	Idling speed too fast	Adjust
	Fatigued clutch spring	Replace
	Carburetor at fault	Adjust or replace
Sparks do not jump across spark plug gap	1. Defective ignition coil	Replace
	2. Defective spark plug	Replace
	3. Breaker points fouled or point gap improper	Adjust or replace
Excessive carbon accumulation on spark plug electrodes	1. Too rich a mixture (carburetor or air cleaner clogged)	Adjust or clean
	2. Spark plug heat range improper	Replace
Burned breaker points	1. Points out of alignment or not properly contacted	Replace
	2. Condenser at fault	Replace
Spark plug electrodes excessively fouled	1. Carburetor out of adjustment	Adjust
	2. Flooded carburetor	Adjust
Spark plug electrodes	1. Improper heat range	Replace
	2. Engine overheating	See page 74
	3. Engine out of time	Adjust
	4. Loosened spark plug in head	Retighten
	5. Mixture too lean	Adjust
Heavy steering	1. Improper tire pressure	Adjust
	2. Loose handlebars	Retighten
	3. Front axle not tightened properly	Retighten
	4. Loosened or excessively tightened steering stem nut	Retighten or adjust
	5. Loosened or broken spoke	Retighten
	6. Deformed rim	Repair or replace
	7. Excessive rattle in ball bearing	Replace
	8. Bound wire or cable	Repair
Poor braking	1. Brake shoe partially contacted with brake drum	Repair or replace

Poor braking	2. Oily or greasy substances on brake lining or drum	Clean
	3. Defective brake cable	Replace
	4. Brake out of proper adjustment	Adjust
Brake unable to be adjusted	1. Excessively worn brake shoe	Replace
	2. Excessively worn brake cam	Replace
	3. Improper installation of brake arm on brake arm spindle (serration)	Replace
Unusual noise	1. At front shock absorber	
	Front cushion starved of grease	Grease
	Loose front shock absorber	Retighten
	2. At drive chain or starter chain	
	Excessive chain slack or deflection	Adjust or replace
	Worn chain tensioner	Replace
	Worn or starved chain	Replace or lubricate
	Chain interfering with chain case	Adjust

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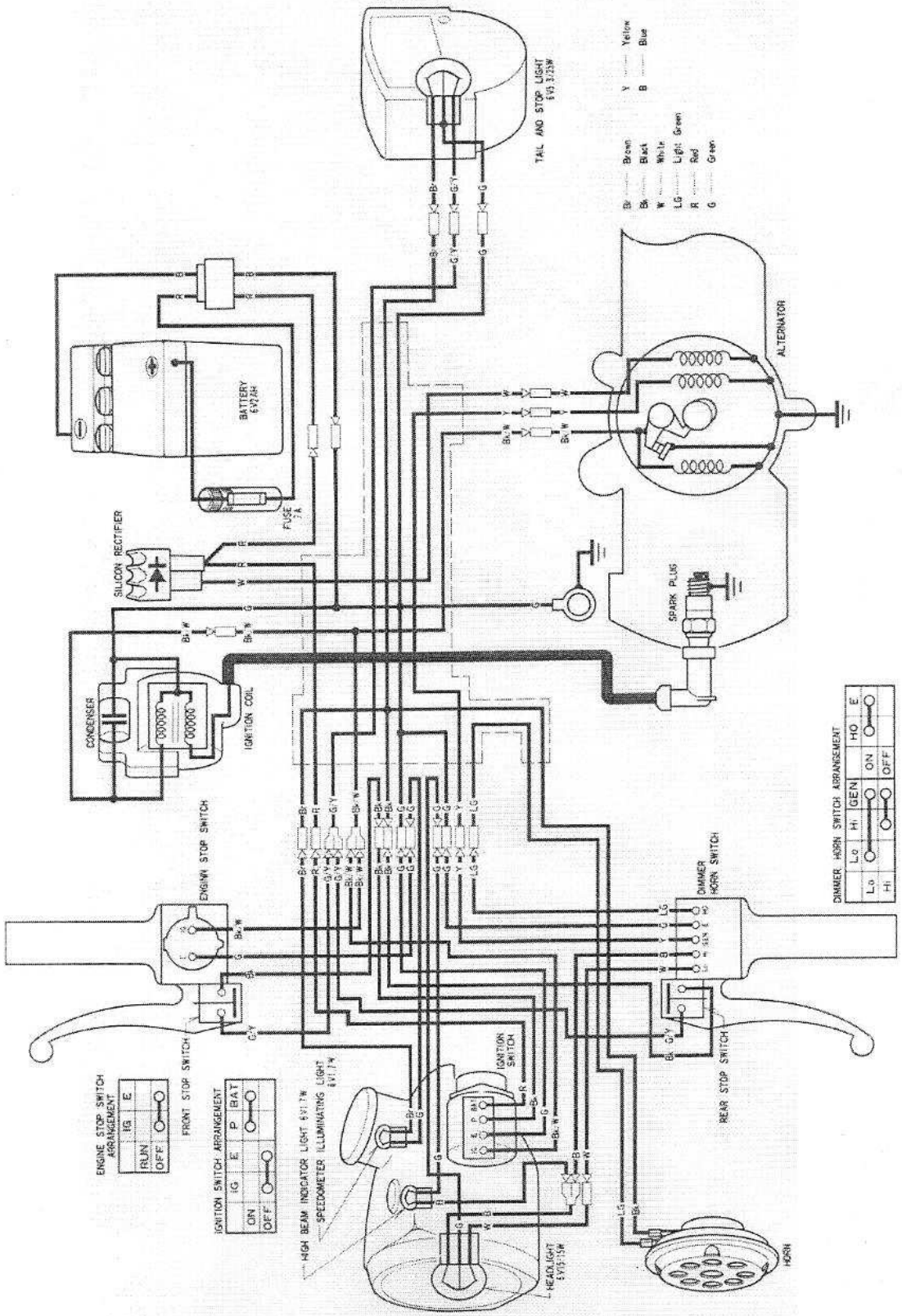
SPECIFICATIONS

DIMENSIONS	
Overall length	1,550 mm (61 in.)
Overall width	600 mm (23.6 in.)
Overall height	1,000 mm (39.4 in.)
Wheel base	1,050 mm (41.3 in.)
Ground clearance	125 mm (4.9 in.)
Dry weight	43 kg (94.8 lb.)
FRAME	
Type	Back bone
F. suspension	Telescopic fork
R. suspension	Swing arm
F. tire size, pressure	2.25 – 14 – 4PR 21 psi. (1.5 kg/cm^2)
R. tire size, pressure	2.25 – 14 – 4PR 28 psi. (2.0 kg/cm^2)
F. brake	Internal expanding shoes
R. brake	Internal expanding shoes
Fuel capacity	2.0 lit. (0.53 U.S. gal.)
Fuel reserve capacity	0.2 lit. (0.053 U.S. gal.)
Caster angle	67°
Trail length	72 mm (2.8 in.)
Front fork grease	5cc (0.18 ozs)
ENGINE	
Type	Air cooled, 2-stroke
Cylinder arrangement	Single-cylinder flat
Bore and stroke (1977 model)	40 x 39.6 mm (1.57 x 1.56 in.)
Bore and stroke (1978 model)	40 x 39.3 mm (1.57 x 1.55 in.)
Displacement	49 cc (2.99 cu. in.)
Compression ratio (1977 model)	6.7 : 1
Compression ratio (1978 model)	6.5 : 1
Transmission oil capacity	0.75 lit. (0.79 U.S. qt.); 10W-40 motor oil
Oil tank capacity	0.8 lit. (0.8 lit. (0.84 U.S. qt.); 2 stroke injector oil
Lubrication system	Forced and wet sump
Air screw opening	2-1/8
Intake Open	Automatically controlled
Close	Automatically controlled
Exhaust Open	65° BBDC
Close	65° ABDC
Scavenge Open	47° BBDC
Close	47° BBDC
Idle speed	1,800 rpm

DRIVE TRAIN	
Clutch	Automatic centrifugal wet type
Primary reduction	Chain and gear
Final reduction	14.220 : 1
ELECTRICAL	
Ignition	Magneto and battery
Starting system	Tap starter
Generator	A.C. generator 6V 0.063kw/6,000 rpm
Spark plug (1977 model)	NGK BP6HS, BP5HS; ND W20FP, W16FP
Spark plug (1978 model)	NGK BP5HS, BP4HS; ND W16FP, W14FP-L
Spark plug gap	0.6 – 0.7mm (0.024 – 0.028 in.)
Ignition timing	18° BTDC
Battery capacity	6V 2AH
Fuse capacity	7 amp.
Headlight Low/High	15/15 watt (21/21 CP)
Tail/stoplight	5.3/25 watt (3/32 CP)
Speedometer light	1.7 watt (1 CP) SAE TRADE No. 51
High beam indicator light	1.7 watt (1 CP) SAE TRADE No. 51

WIRING DIAGRAM

00303-147-6710



HONDA NA50

FORWORD

Refer to the base NC50 shop manual for service items not described in this addendum.

This addendum contains service procedures and data for the '79 Honda NA50.

HONDA MOTOR CO., LTD.
Service Publications Office

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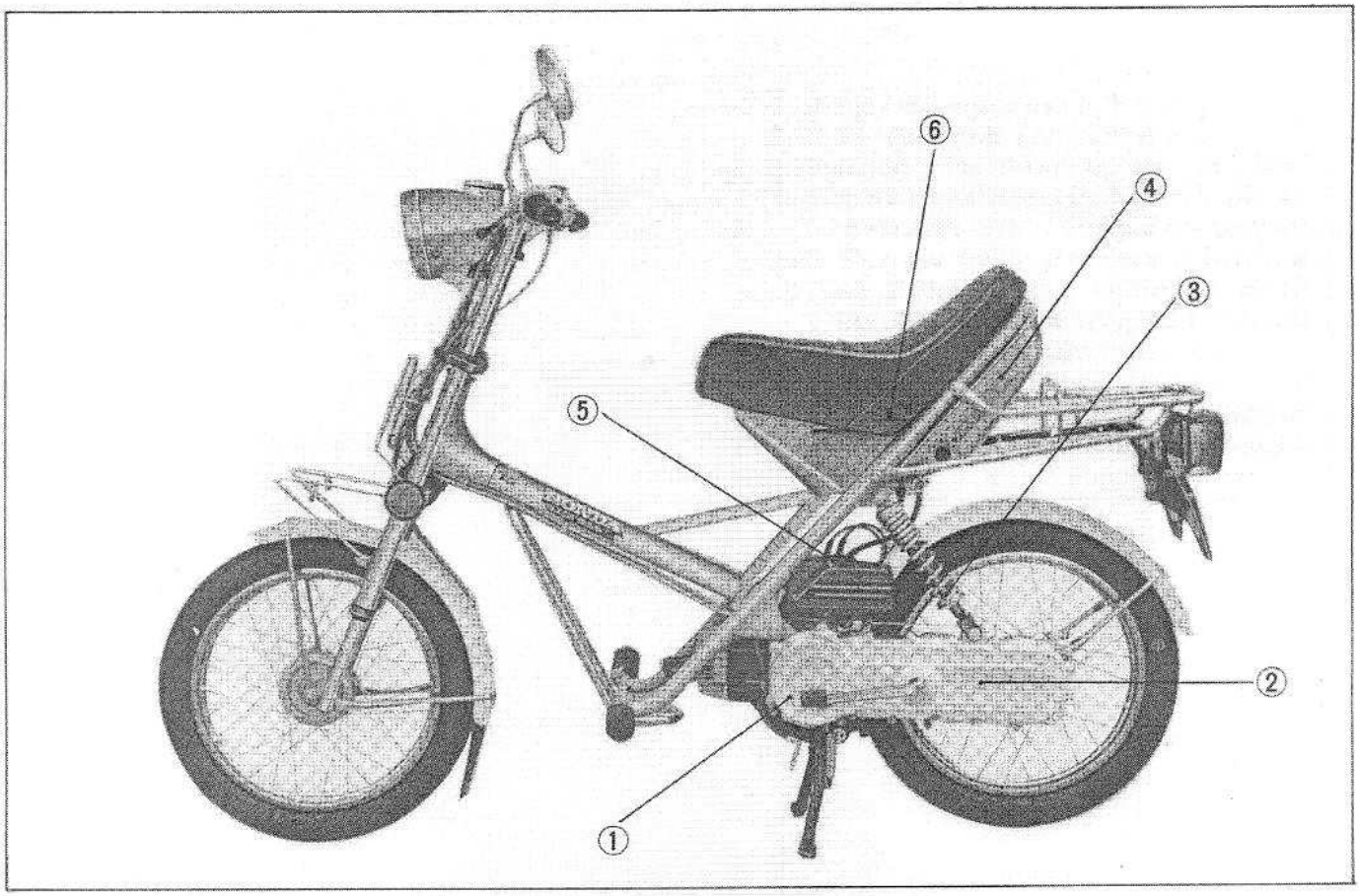
FEATURES

The Honda NA50 is powered by a 2-stroke, 49 cc, crankcase scavenged engine with two reed valves incorporated in the intake port.
Limited maintenance items and simplified service procedures provide a "easy-maintenance" model design.
A new starting mechanism design simplifies starting.

① A starting spring builds power for cranking the engine for easier starting.
② The power train enclosed in the left crankcase is oil-bath lubricated. The engine and left crankcase move together on a pivot in the frame.
③ The rear wheel is suspended by one rear shock absorber on the left side combined with the L crankcase.
④ Since an independent lubrication system is employed, fuel and oil are separately filled in to the gasoline tank.
⑤ A high-performance plunger type pump is utilized for lubrication purposes.
⑥ Electrical units, fuel and oil filler caps are beneath the seat.



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SERVICING PROCEDURES

1. INSPECTION/ADJUSTMENT
2. ENGINE REMOVAL/INSTALLATION
3. Frame HANDLEBAR/FRONT FORK/FRONT WHEEL
4. Frame REAR SHOCK ABSORBER/FUEL TANK /SEAT
5. ELECTRICAL
6. CABLE ROUTING
7. SPECIFICATIONS
8. WIRING DIAGRAM

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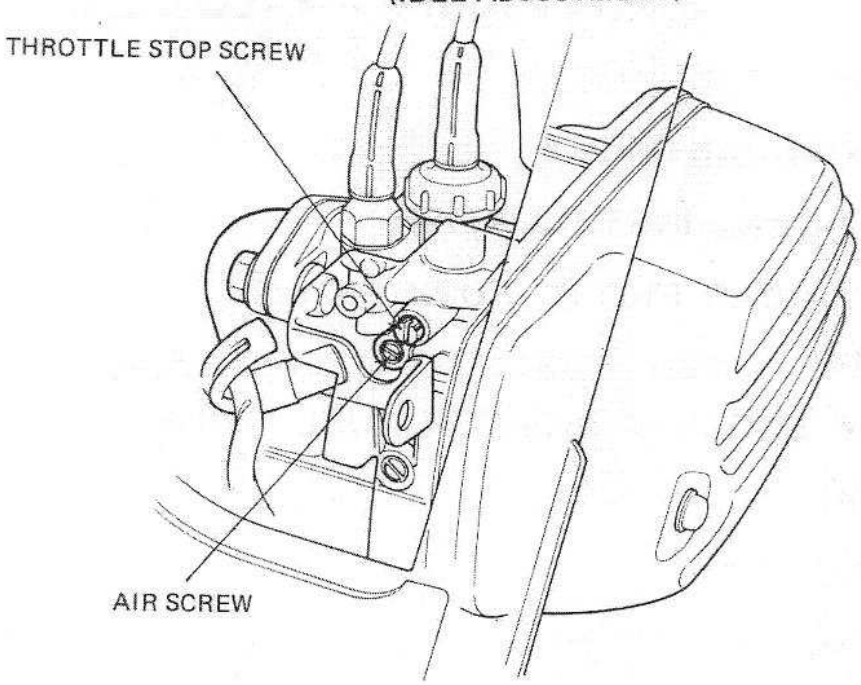
INSPECTION/ADJUSTMENT

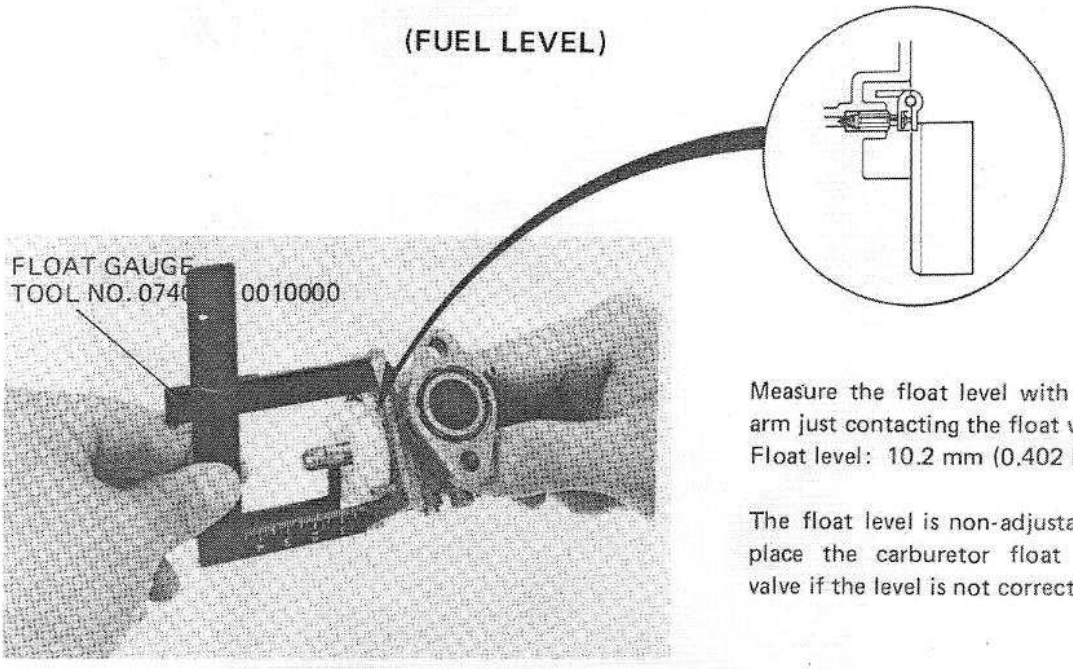
(IDLE ADJUSTMENT)



① Warm up the engine. Turn the throttle stop screw out to obtain the lowest stable idle speed.
② Turn the air screw either in or out to obtain the highest idle speed. Then turn the screw in approximately 1/4 turn.
③ Adjust the throttle stop screw until the engine runs at the specified idle speed.

IDLE SPEED: 1,800 rpm.

(FUEL LEVEL)



Measure the float level with the float arm just contacting the float valve.
Float level: 10.2 mm (0.402 in)

The float level is non-adjustable. Replace the carburetor float or float valve if the level is not correct.

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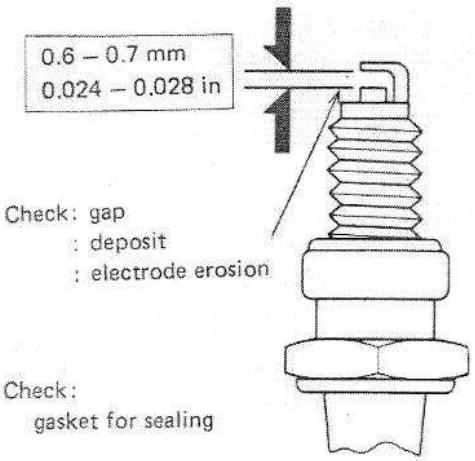
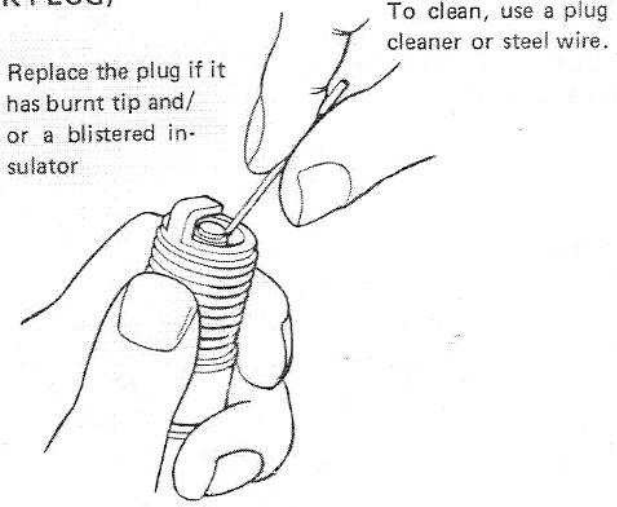
(SPARK PLUG)

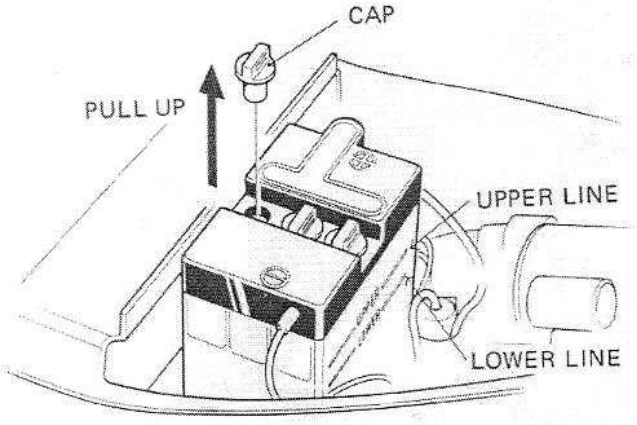




Use only the specified spark plug:

BP4HS, BP5HS [NGK]
W14FP-L, W16FP [ND]

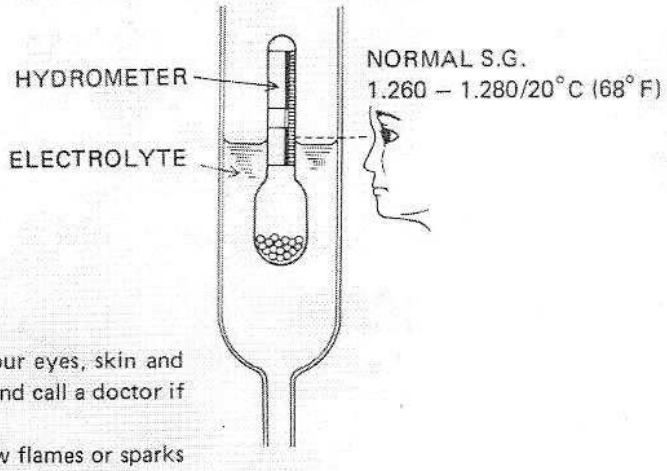
(BATTERY ELECTROLYTE LEVEL CHECK/REPLENISHMENT)



NOTE

Use only distilled water in the battery.
Tap water will shorten battery service life.

– READING SPECIFIC GRAVITY OF ELECTROLYTE –



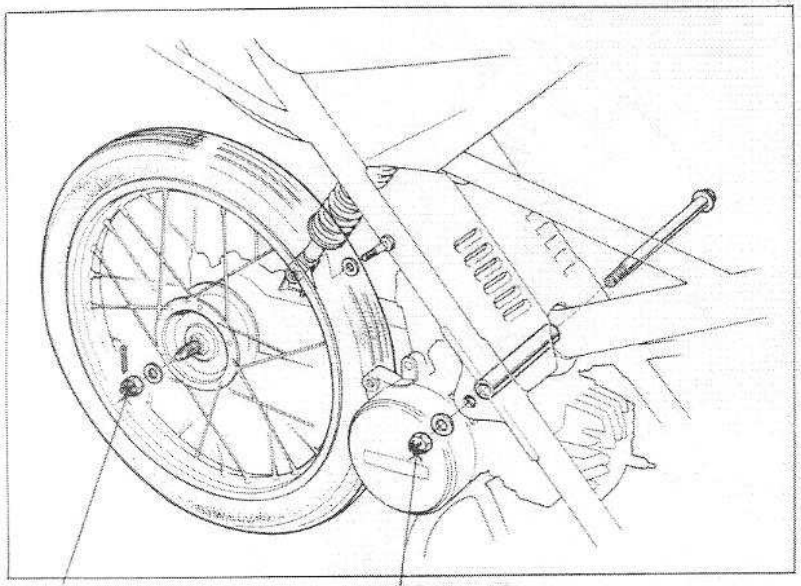
WARNING

- The battery electrolyte contains sulfuric acid. Protect your eyes, skin and clothing. In case of contact, flush thoroughly with water and call a doctor if electrolyte gets in your eyes.
- The battery generates hydrogen gas. Do not smoke or allow flames or sparks near the battery, especially while charging it.

ENGINE REMOVAL/ INSTALLATION

All service operations except crankshaft work may be performed with the engine in the frame.

⑪ REAR SHOCK ABSORBER/ENGINE MOUNTING BOLT/REAR WHEEL/MAIN STAND

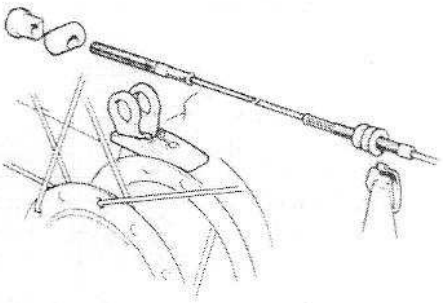


NOTE

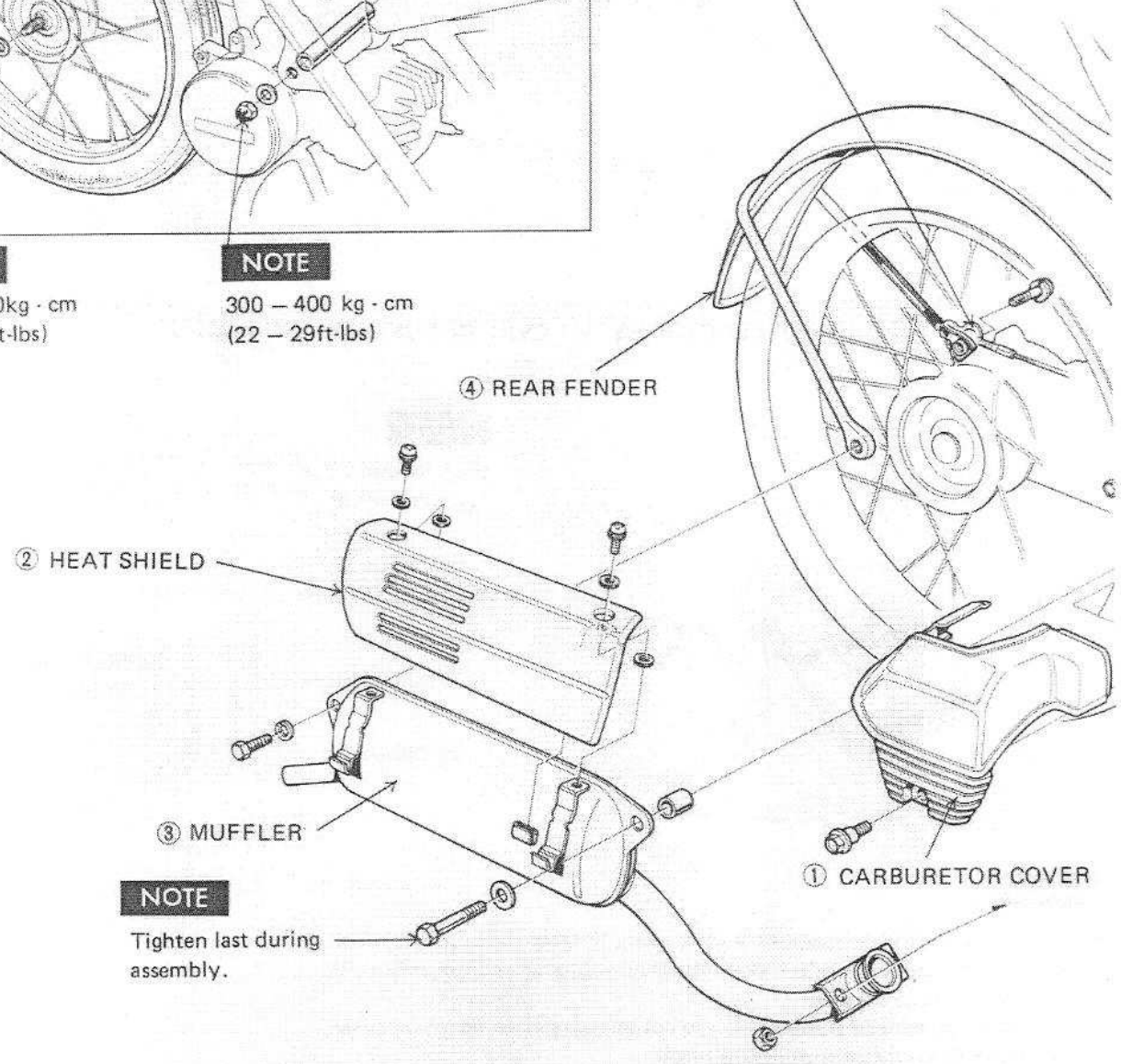
400 – 500kg · cm
(29 – 36ft-lbs)

NOTE

300 – 400 kg · cm
(22 – 29ft-lbs)



⑩ REAR BRAKE CABLE
Adjustment: Base Manual
Pages 8 - 1 and 8 - 2.



NOTE

Tighten last during assembly.

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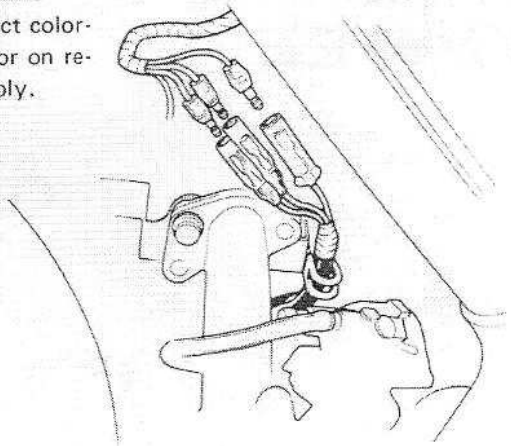
NOTE

Connect color-to-color on re-assembly.

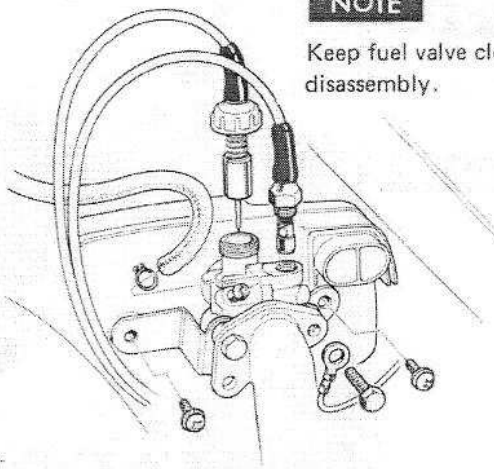


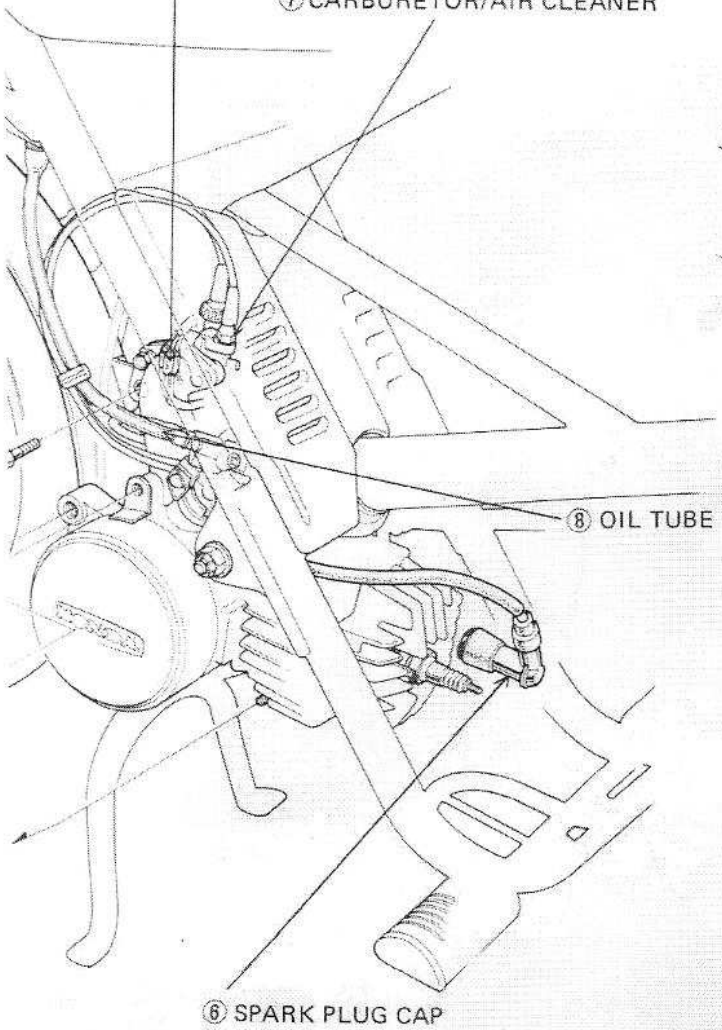
⑨ PRIMARY WIRE

⑦ CARBURETOR/AIR CLEANER

NOTE

Keep fuel valve closed during disassembly.



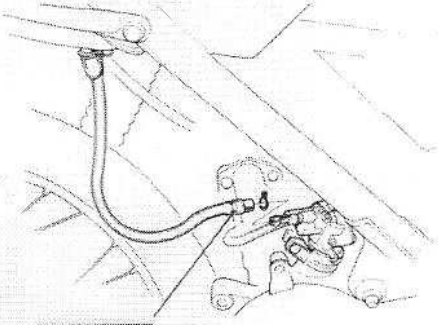


⑧ OIL TUBE

CAUTION

Bleed air from oil pump after assembly.

See Base Manual Page 8 - 7 "BLEEDING OIL PUMP."

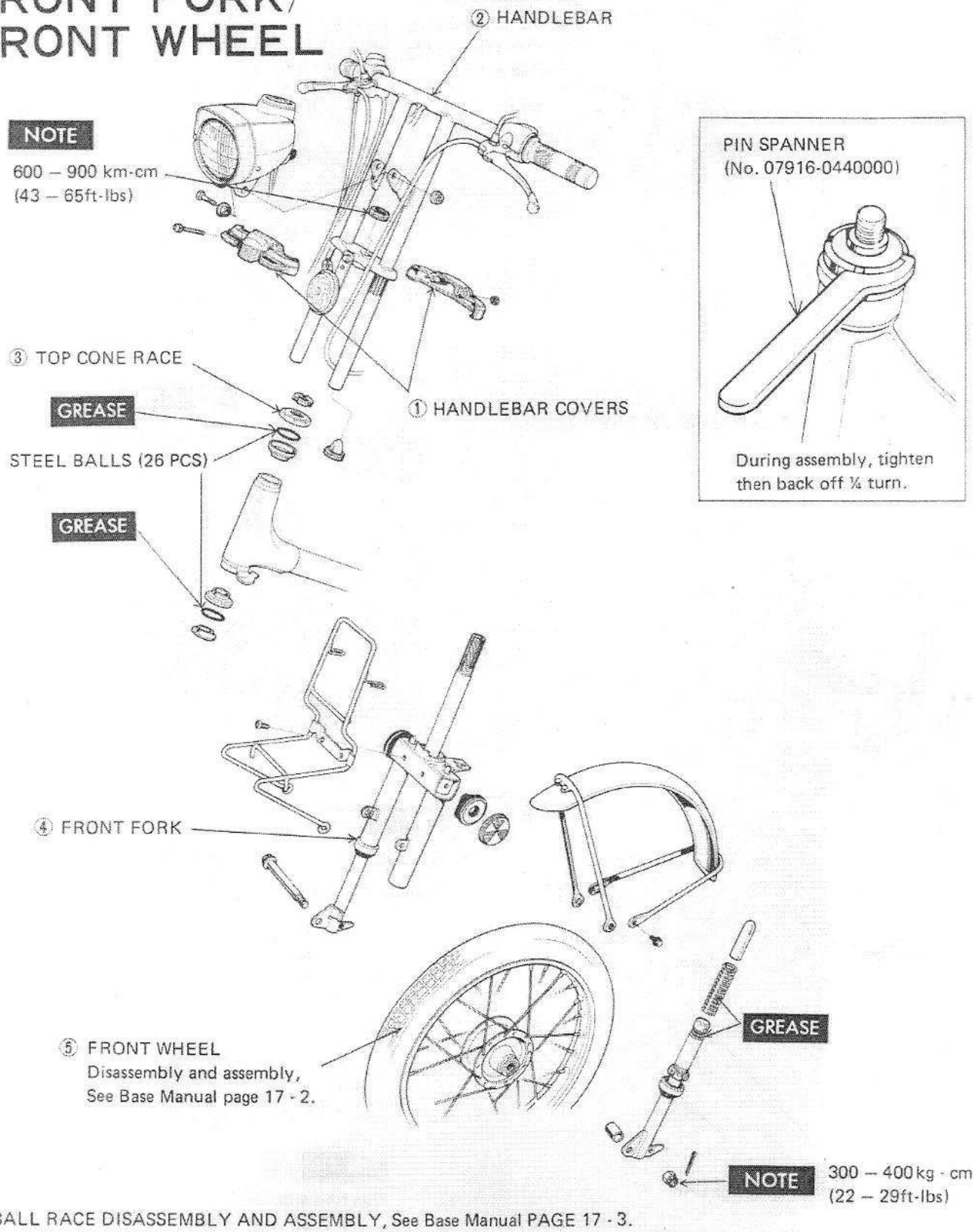


⑥ SPARK PLUG CAP

NOTE

Plug tube end.

HANDLEBAR/ FRONT FORK/ FRONT WHEEL



■ BALL RACE DISASSEMBLY AND ASSEMBLY, See Base Manual PAGE 17 - 3.

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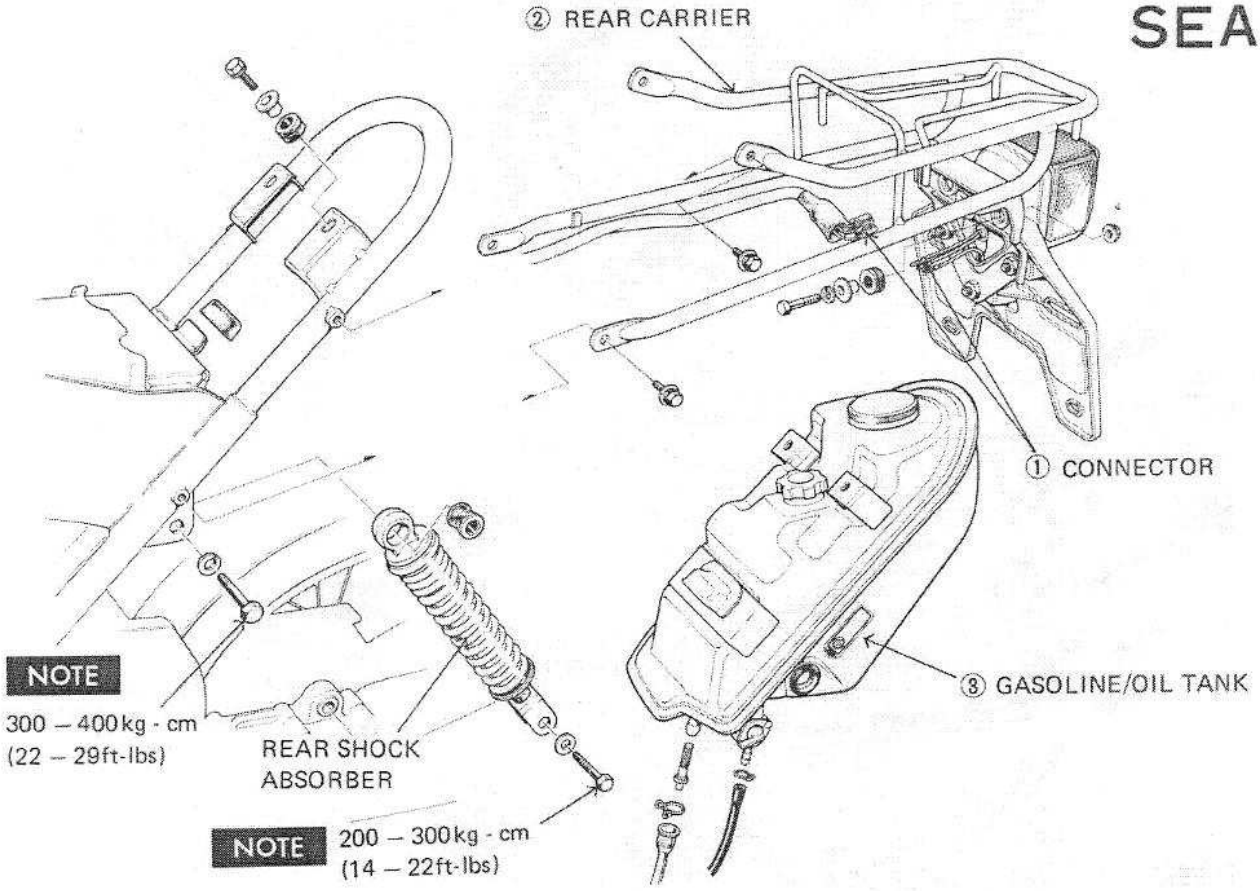
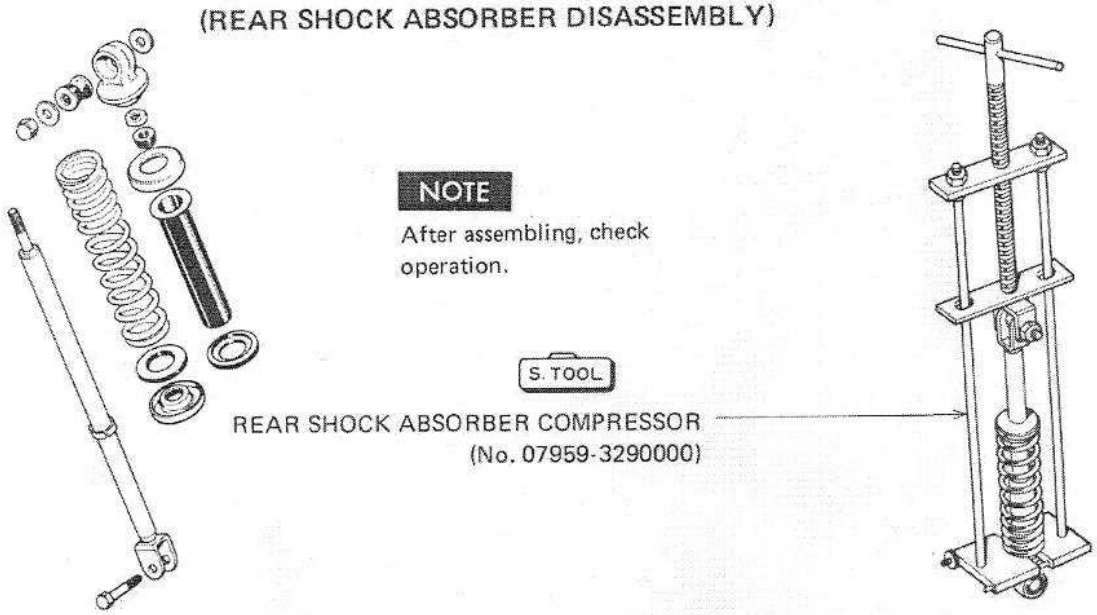
REAR SHOCK ABSORBER/ FUELTANK/ SEAT



(REAR SHOCK ABSORBER DISASSEMBLY)



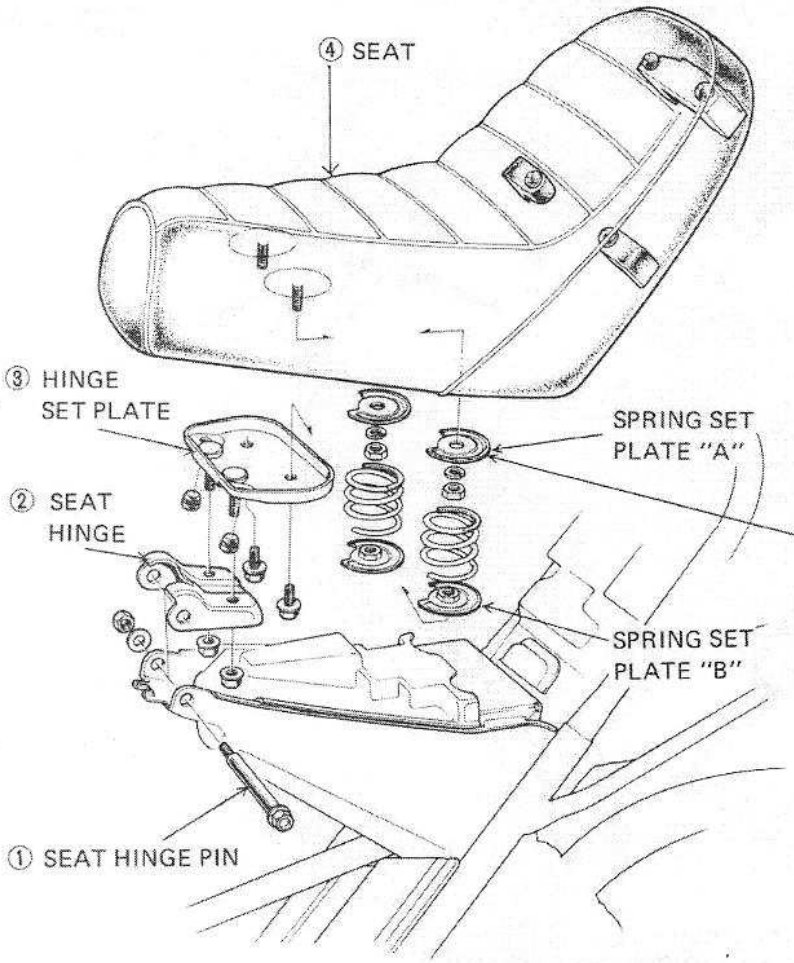
NOTE

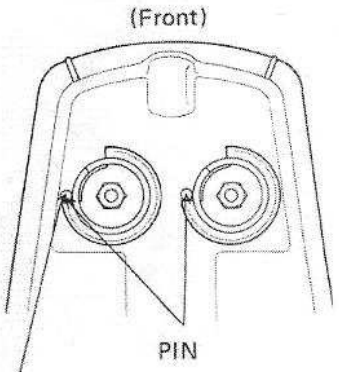
After assembling, check operation.

S. TOOL

REAR SHOCK ABSORBER COMPRESSOR
(No. 07959-3290000)

(SEAT)





NOTE

When installing, align the cut-out with the pin on the other side of the seat.

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ELECTRICAL ACCESSORIES AND THEIR LOCATIONS

1. IGNITION SYSTEM

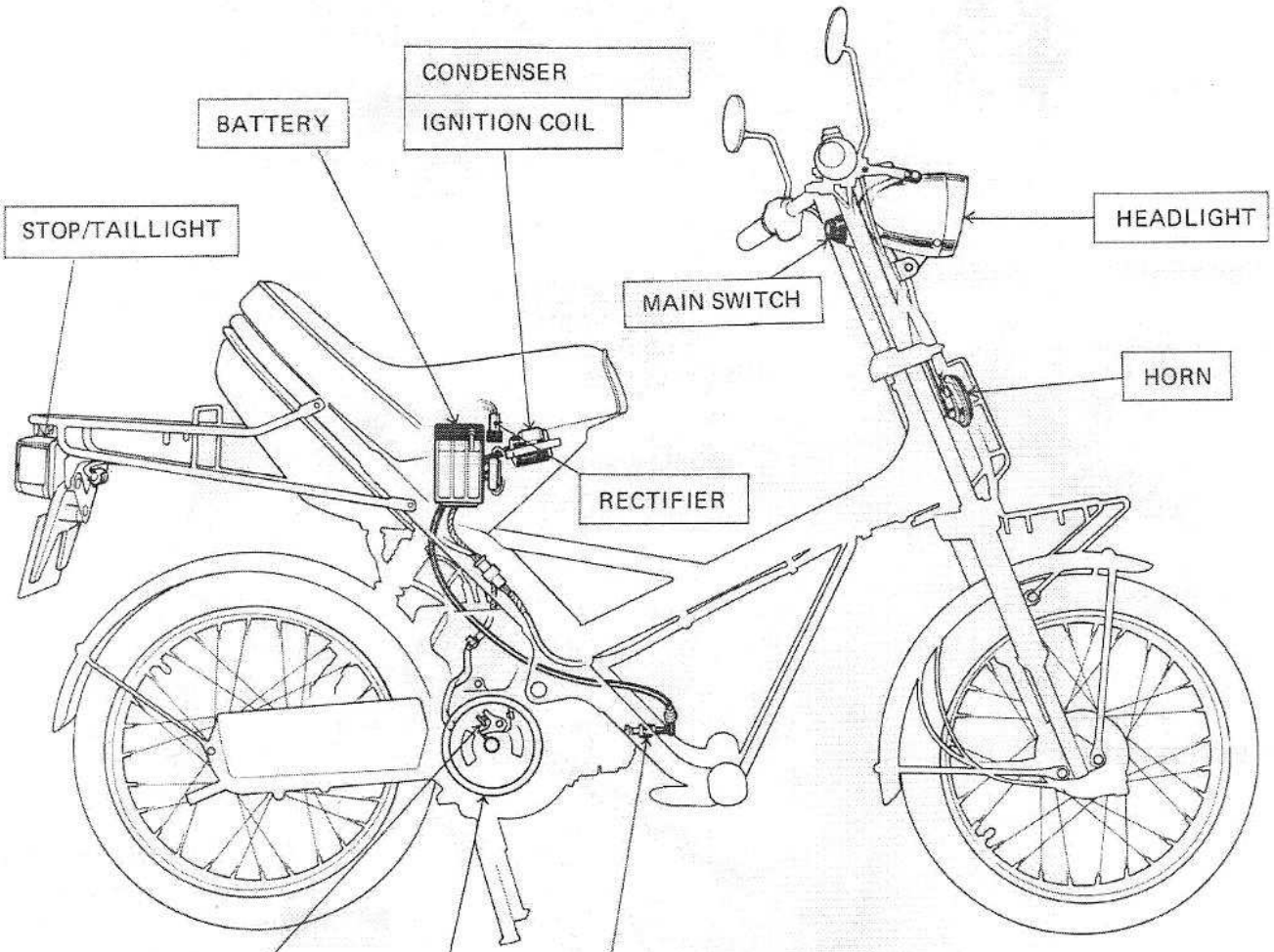
   CONTACT BREAKER
   IGNITION COIL
   CONDENSER
   SPARK PLUG

2. BATTERY CHARGING SYSTEM

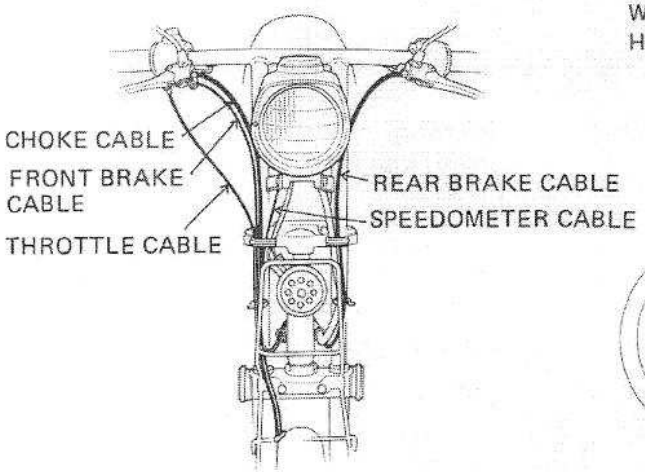
   A.C. FLYWHEEL GENERATOR
   RECTIFIER
   BATTERY

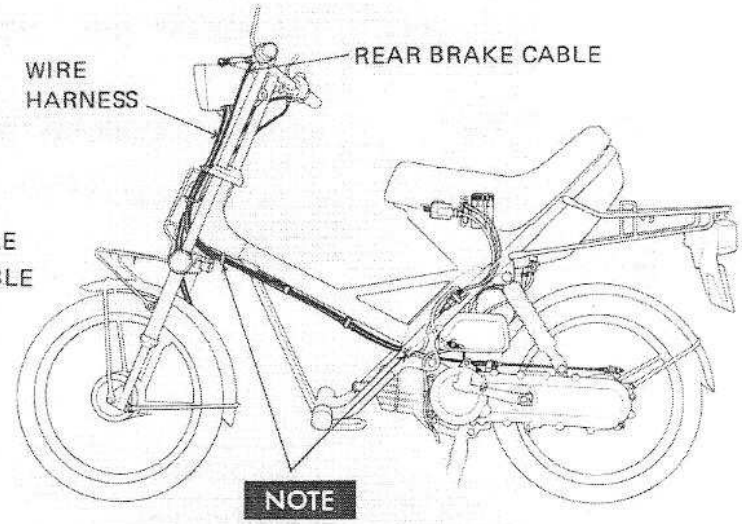
3. LIGHTING SYSTEM AND OTHERS

   HEADLIGHT
   STOP/TAILLIGHT
   HORN



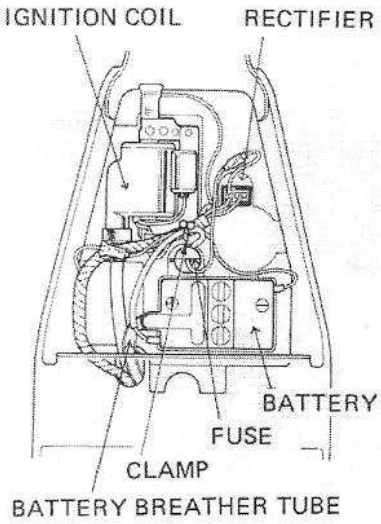
CABLE ROUTING

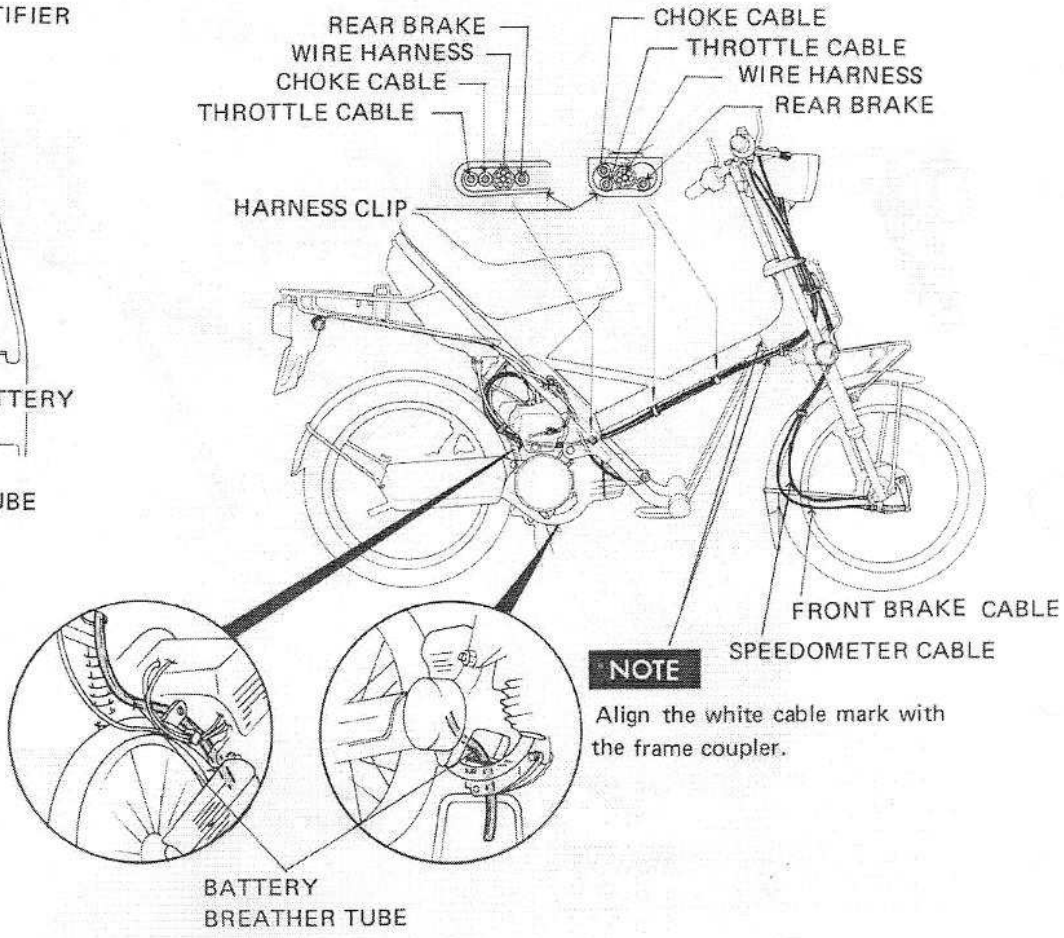




NOTE

Make sure the cables and harness are not twisted.





NOTE

Align the white cable mark with the frame coupler.

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SPECIFICATIONS

DIMENSIONS		
Overall length		1,590 mm (62.6 in)
Overall width		600 mm (23.6 in)
Overall height		995 mm (39.0 in)
Wheel base		1,050 mm (41.3 in)
Ground clearance		125 mm (4.9 in)
Dry weight		51 kg (112 lb)
FRAME		
Type		Back bone
F. suspension		Telescopic fork
R. suspension		Swing arm
F. tire size, pressure		2.25 – 14 – 4PR 18 psi (1.25kg/cm^2)
R. tire size, pressure		2.25 – 14 – 4PR 32 psi (2.25kg/cm^2)
F. brake		Internal expanding shoes
R. brake		Internal expanding shoes
Fuel capacity		2.5 lit (0.65 U S gal)
Fuel reserve capacity		0.6 lit (0.16 U S gal)
Caster angle		23° 30′
Trail length		76mm (3.0 in)
Front fork grease		5cc (0.18 ozs)
ENGINE		
Type		Air cooled, 2-stroke
Cylinder arrangement		Single-cylinder flat
Bore and stroke		40 x 39.3mm (1.57 x 1.55 in)
Displacement		49cc (3.0cu in)
Compression ratio		6.5 : 1
Transmission oil capacity		0.75 lit. (0.79 U S qt); 10W – 40 motor oil
Oil tank capacity		0.9 lit. (0.95 U S qt); 2 stroke injector oil
Lubrication system		Forced and wet sump
Air screw opening		2 1/8
Intake	Open	Reed valve controlled
	Close	Reed valve controlled
Exhaust	Open	65° BBDC
	Close	65° ABDC
Scavenge	Open	47° BBDC
	Close	47° ABDC
Idle speed		1,800 rpm

DRIVE TRAIN	
Clutch	Automatic centrifugal wet type
Primary reduction	Chain and gear
Final reduction	14.220 : 1
ELECTRICAL	
Ignition	Magneto and battery
Starting system	Tap starter
Generator	A.C. generator 6V 0.063kw/6,000 rpm
Spark plug	NGK BP4HS, BP5HS; ND W14FP-L, W16FP
Spark plug gap	0.6 – 0.7mm (0.024 – 0.028 in)
Ignition timing	18° BTDC
Battery capacity	6V 2AH
Fuse capacity	7 amp
Headlight Low/High	6V-15/15W (21/21 CP)
Tail/stoplight	6V-5.3/25W (3/32 cp)
Speedometer light	6V-1.5W (1 CP)
High beam indicator light	6V-1.7W (1 CP) SAE TRADE No. 51

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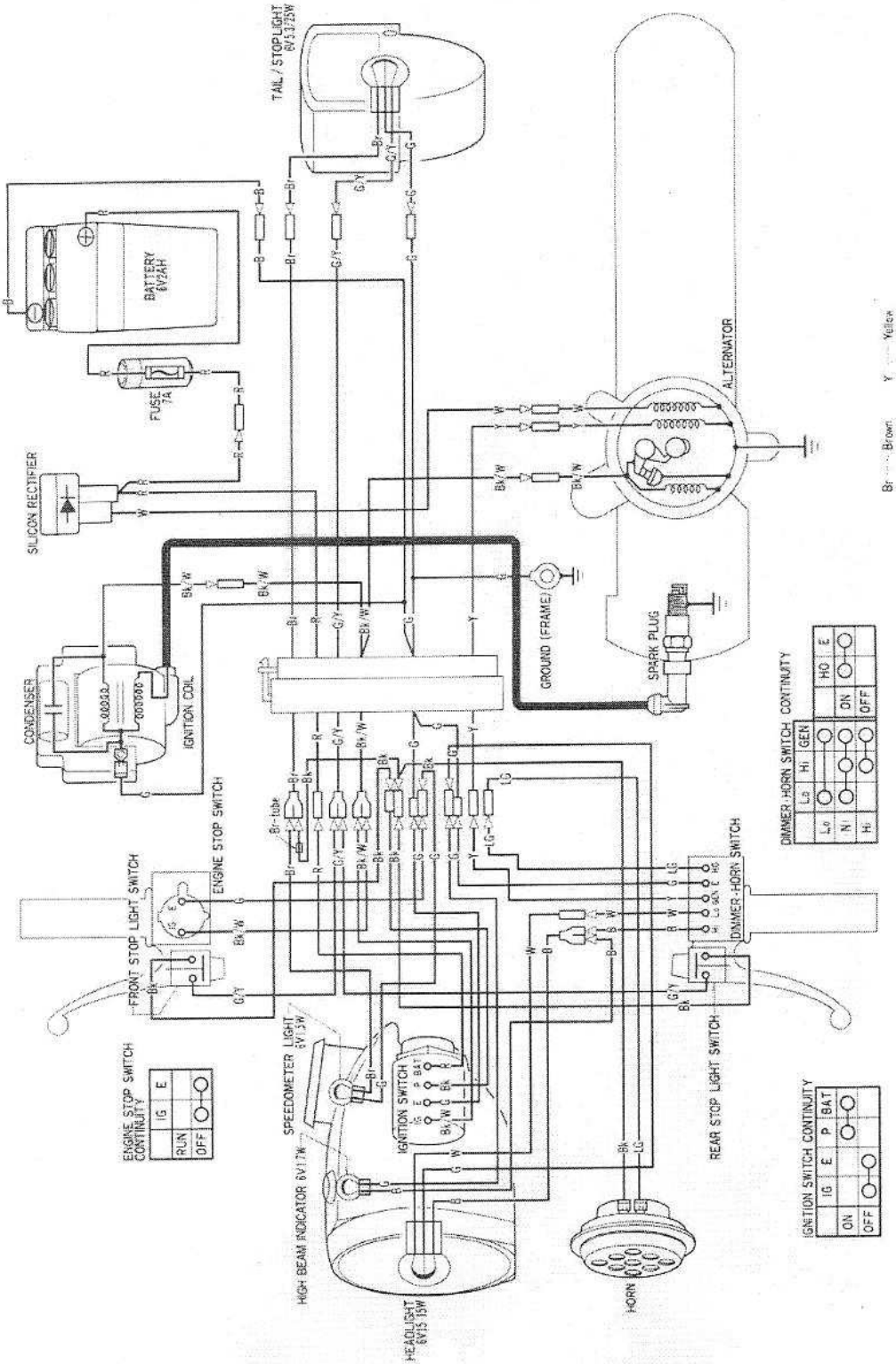
WIRING DIAGRAM



FOREWARD

Refer to the base shop manual for service items not described in this addendum.

This addendum contains service procedures and data for the 1980 Honda NC50.

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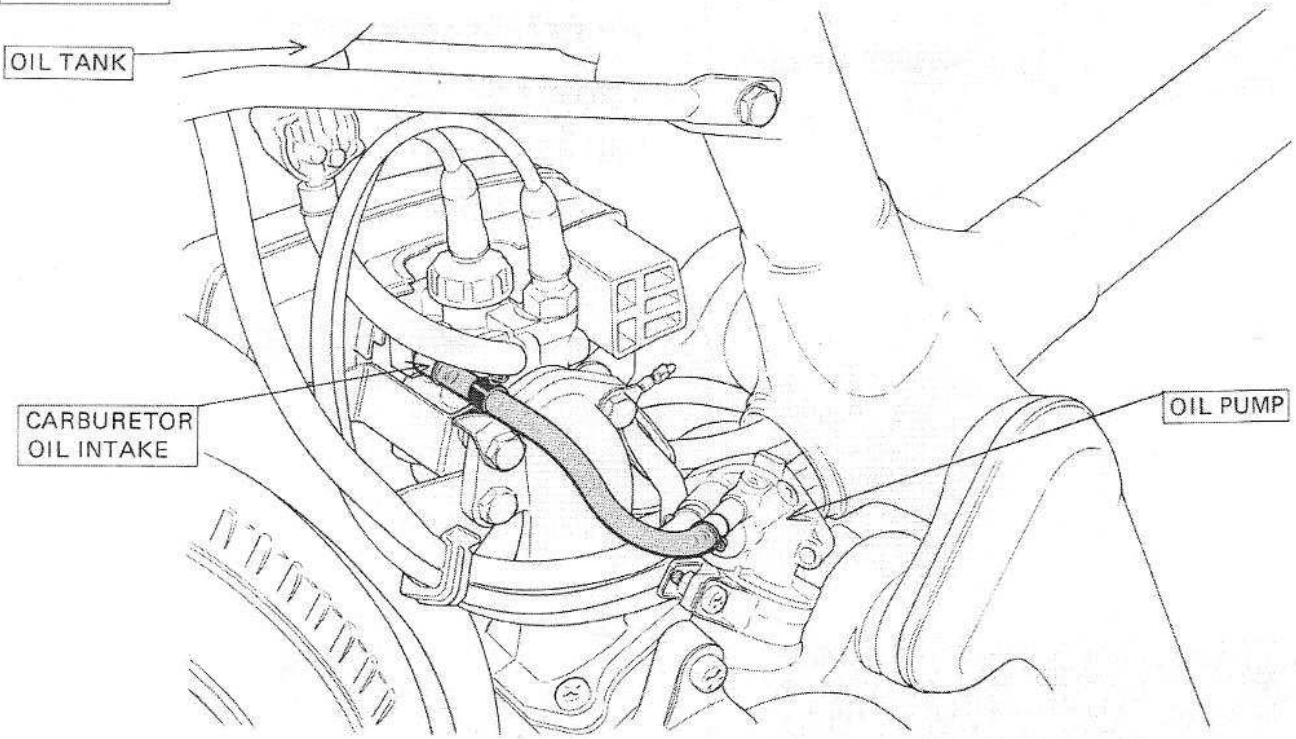
LUBRICATION SYSTEM

Engine lubricating oil is mixed with the fuel in the carburetor.

1980 NC50



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CONTROL CABLE LUBRICATION

Disconnect the throttle, choke and brake control cables at their upper ends. Thoroughly lubricate the cables and their pivot points with a commercially available cable lubricant.

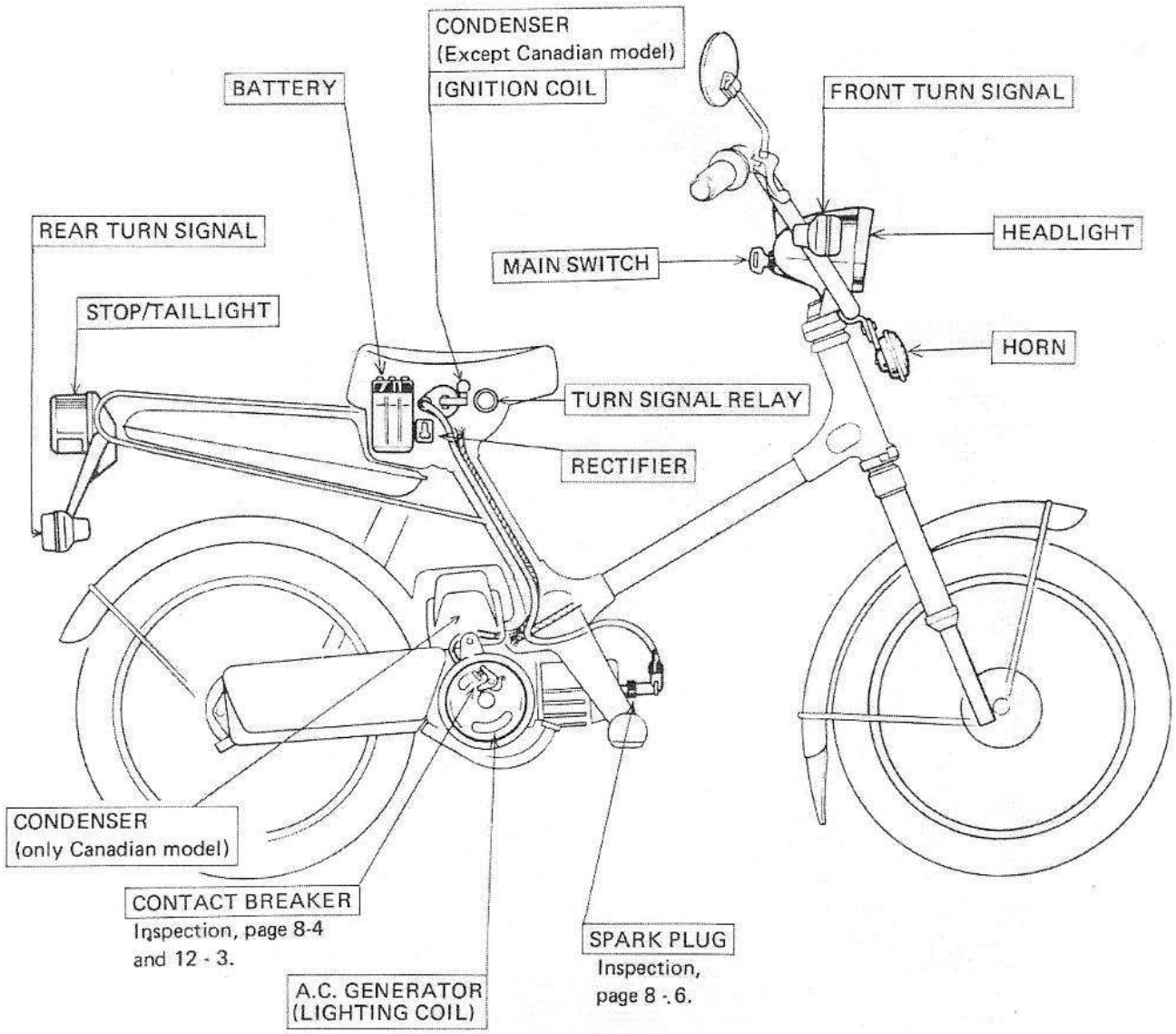
ELECTRICAL

ELECTRICAL ACCESSORIES AND THEIR LOCATIONS

1. IGNITION SYSTEM
   - CONTACT BREAKER
   - IGNITION COIL
   - CONDENSER
   - SPARK PLUG

2. BATTERY CHARGING SYSTEM
   - A.C. GENERATOR
   - RECTIFIER
   - BATTERY

3. LIGHTING SYSTEM
   - HEADLIGHT
   - STOP/TAILLIGHT
   - HORN
   - FRONT/REAR TURN SIGNAL
   - TURN SIGNAL RELAY



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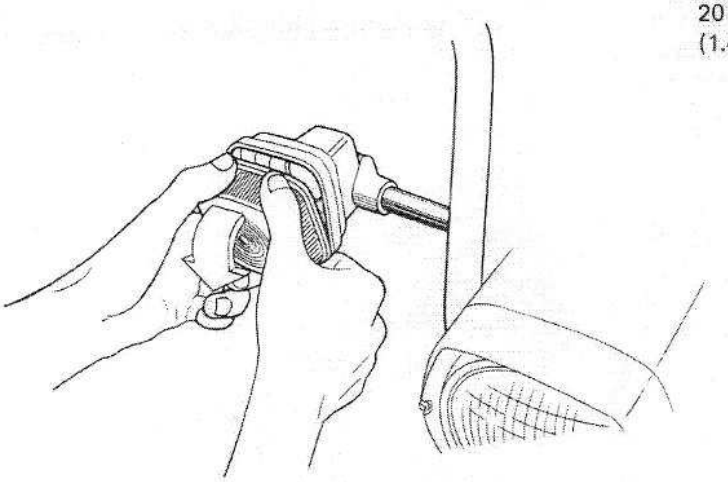
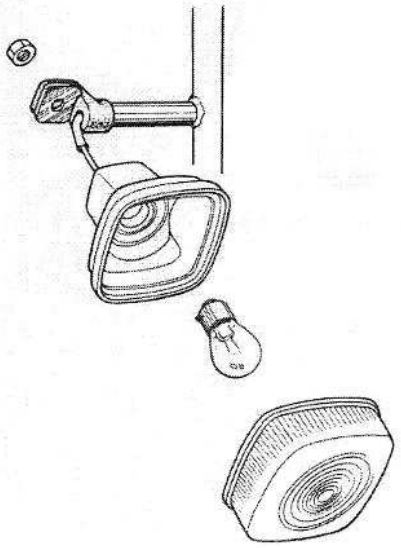
TURN SIGNAL

NOTE
20 – 40 kg-cm
(1.4 – 2.9 ft-lbs)





Remove the lens by pulling forward.
Install by pressing the lens top.

CONTINUITY

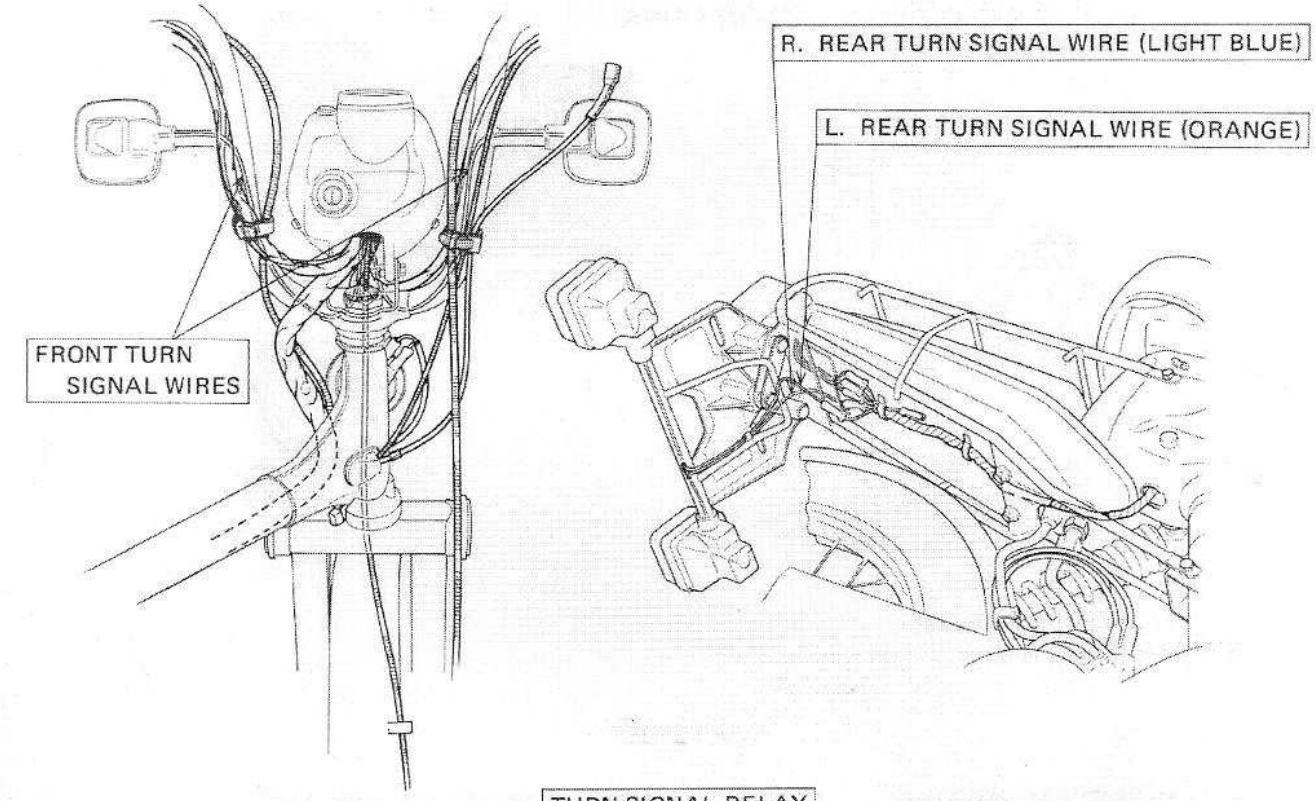
TURN SIGNAL SWITCH

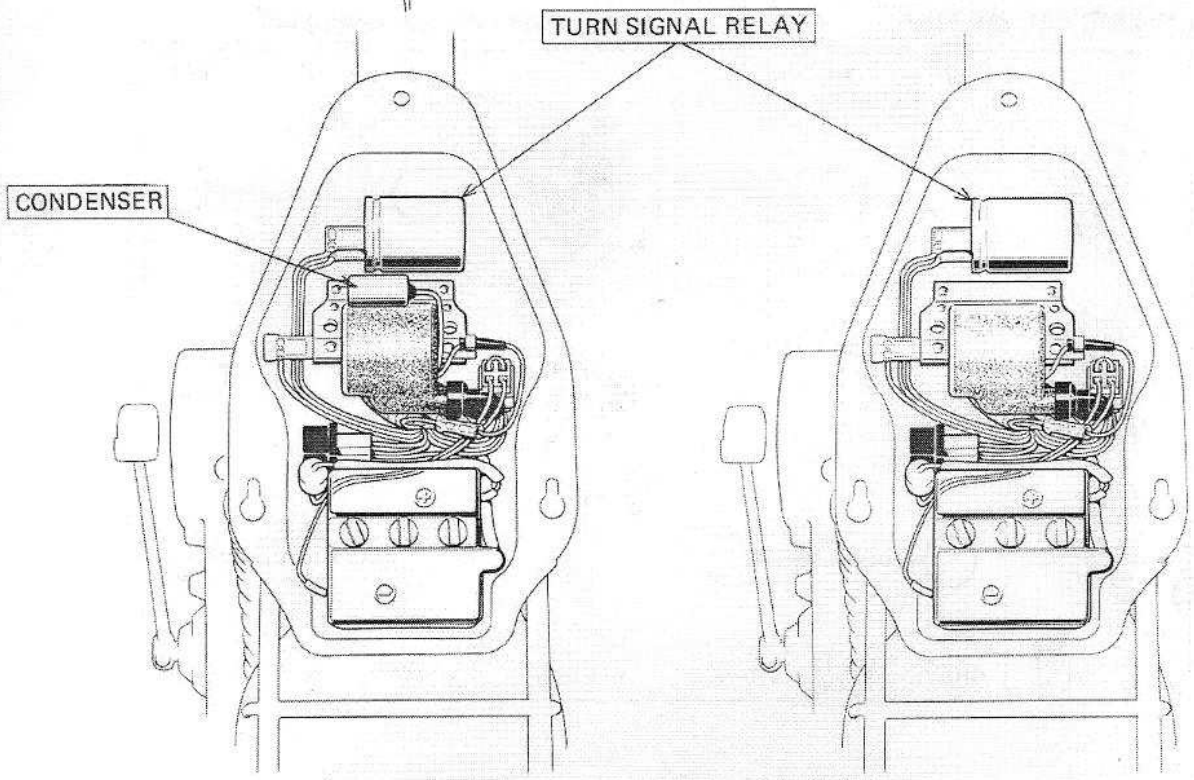
	W	R	L
HI LO / TURN / HORN	○ — ○		
HI LO / TURN			
HI LO / TURN	○ —	— ○	
Wire color	GRAY	LIGHT BLUE	ORANGE

HEADLIGHT HI-LOW SWITCH

	Lo	Hi	GEN
HI LO / TURN / HORN	○ —	— ○	
(N)	○ —	○ —	○
HI LO / TURN / HORN		○ —	— ○
Wire color	WHITE	BLUE	YELLOW

CABLE ROUTING





USA Model

CANADA Model

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MAINTENANCE SCHEDULE

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.	PRE-RIDE INSPECTION	INITIAL SAFETY INSPECTION	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.	
		1 month 200 miles 300 km	12 months 1,000 miles 1,500 km	24 months 2,000 miles 3,000 km
*TIRES AND PRESSURE	I			
CONTACT BREAKER POINTS		I	I	
IGNITION TIMING		I	I	
*THROTTLE OPERATION	I	I	I	
WHEEL TRUENESS AND SPOKES		I	I	
NUTS, BOLTS (TIGHTEN)		I	I	
BRAKE LININGS			I	
*BATTERY FLUID LEVEL	I			
BATTERY FLUID SPECIFIC GRAVITY			I	
SPARK PLUG			R	
AIR FILTER ELEMENT		(EVERY 6 MONTHS) C		
CARBURETOR		I	I	
FUEL FILTER SCREEN		C	C	
SUSPENSION OPERATION			I	
CLUTCH SHOEWEAR				I
TRANSMISSION OIL				R
DECARBONIZE CYLINDER HEAD AND MUFFLER				C
*BRAKE OPERATION AND FREE PLAY	I	I	I	
*OIL AND FUEL LEVEL	I			
*ALL LIGHTS	I			
*TRANSMISSION CASE FOR LEAKS	I			

I-Inspect and clean, adjust, lubricate or replace if necessary R—Replace C—Clean

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

SPECIFICATIONS '80 ADDENDUM

DIMENSIONS		
Overall length		1,580 mm (62.2 in.)
Overall width		600 mm (23.6 in.)
Overall height		1,000 mm (39.4 in.)
Wheel base		1,050 mm (41.3 in.)
Ground clearance		125 mm (4.9 in.)
Dry weight		47 kg (104 lb.)
FRAME		
Type		Back bone
F. suspension		Telescopic fork
R. suspension		Swing arm
F. tire size, pressure		2.25 – 14 (4 PR) 1.5kg/cm^2 (21 psi.)
R. tire size, pressure		2.25 – 14 (4 PR) 2.0kg/cm^2 (28 psi.)
F. brake		Internal expanding shoes
R. brake		Internal expanding shoes
Fuel capacity		2.0 lit. (0.53 U.S. gal. 0.44 Imp. gal.)
Fuel reserve capacity		0.2 lit. (0.053 U.S. gal. 0.044 Imp. gal.)
Caster angle		67°
Trail length		72mm (2.8 in.)
Front fork grease		5cc (0.18 ozs)
ENGINE		
Type		Air cooled, 2-stroke
Cylinder arrangement		Single-cylinder flat
Bore and stroke		40 x 39.3mm (1.57 x 1.55 in.)
Displacement		49cc (2.99 cu in.)
Compression ratio		6.5 : 1
Transmission oil capacity		0.75 lit. (0.79 U.S. qt., 0.66 Imp. qt); 10W – 40 motor oil
Oil tank capacity		0.8 lit. (0.84 U.S. qt., 0.70 Imp. qt); 2 storke injector oil
Lubrication system		Forced and wet sump
Air screw opening		2-1/8
Intake	Open	Reed valve controlled
	Close	Reed valve controlled
Exhaust	Open	65° BBDC
	Close	65° ABDC
Scavenge	Open	47° BBDC
	Close	47° ABDC
Idle speed		1,800 rpm

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DRIVE TRAIN	
Clutch	Automatic centrifugal wet type
Primary reduction	Chain and gear
Final reduction	14.220 : 1
ELECTRICAL	
Ignition	Magneto and battery
Starting system	Tap starter
Generator	A.C. generator 6V 63 w/6,000 rpm
Spark plug ( ) Optional	NGK BP4HS (BP5HS, BP2HS) } [U.S.A. model] ND W14FP-L (W16FP, W9FP-L) }
	NGK BPR4HS (BPR2HS, BPR5HS) } [CANADA model] ND W14FPR–L (W9FPR–L, W16FPR) }
Spark plug gap	0.6 – 0.7mm (0.024 – 0.028 in.)
Ignition timing	18° BTDC
Battery capacity	6V 4AH
Fuse capacity	10 amp.
Headlight Low/High	6V-15/15 W (21/21 CP)
Tail/stoplight	6V-5.3/25 W (3/32 cp)
Speedometer light	6V-1.5 W (1 CP)
High beam indicator light	6V-1.7 W (1 CP) SAE No. 51
Turn signal light (Front/Rear)	6V-18/18W (21/21 CP)

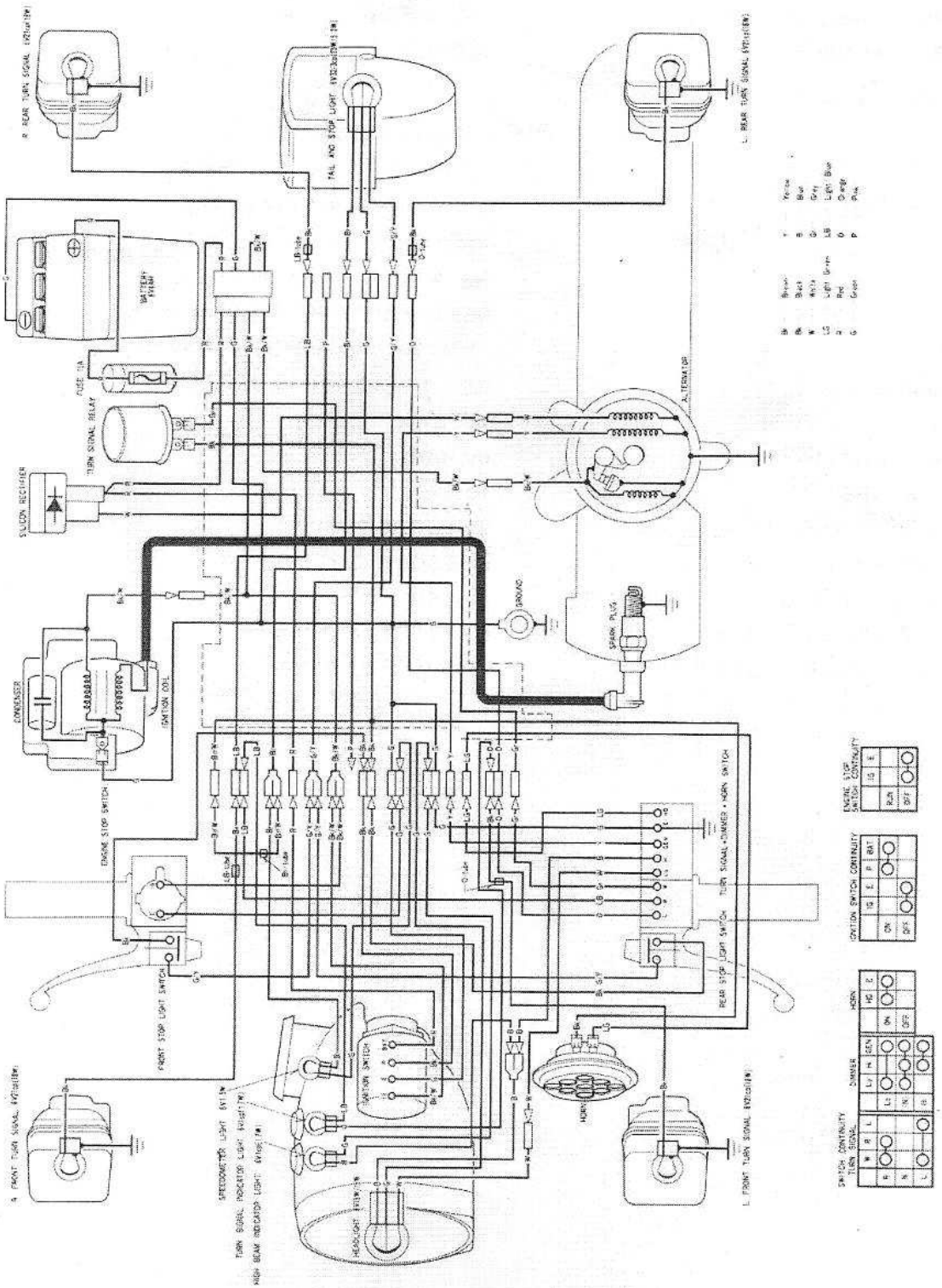
WIRING DIAGRAM

'80 ADDENDUM

HONDA NC50

0030Z-147-9700

USA model



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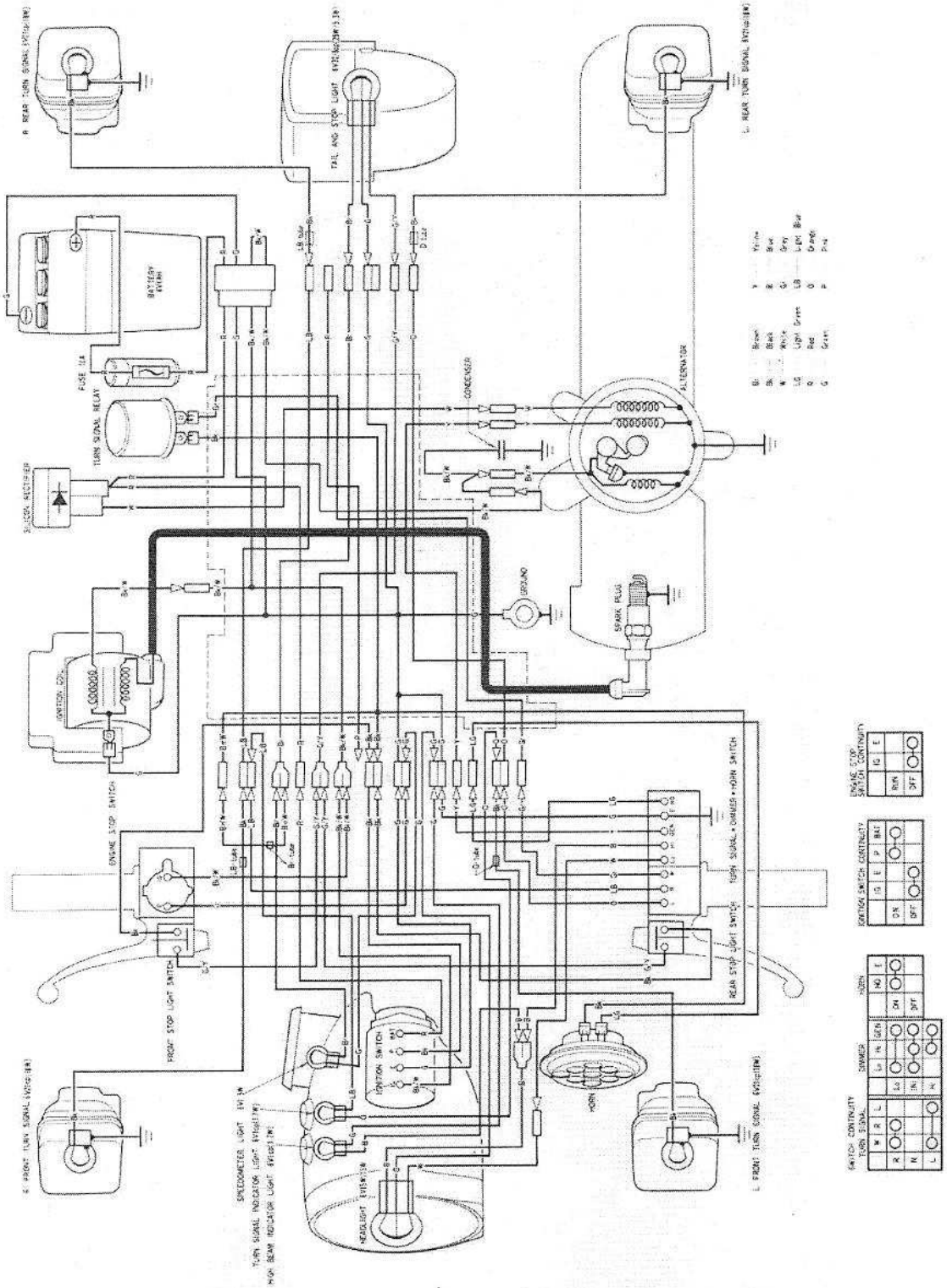
0030Z—147—9800

CANADA model



FOREWARD

Refer to the base shop manual for service items not described in this addendum.

This addendum contains service procedures and data for the 1980 Honda NA50.

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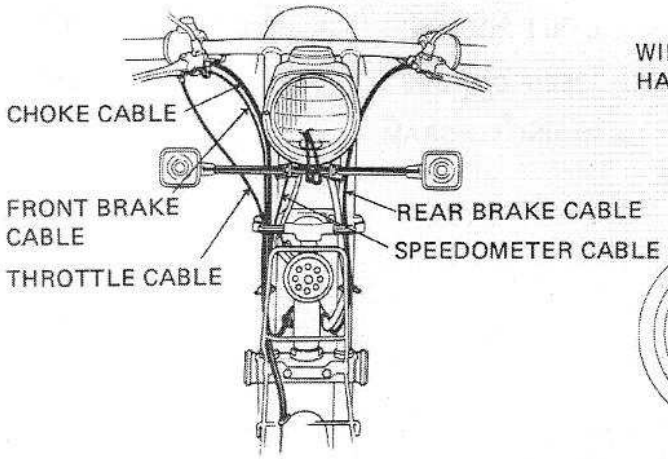
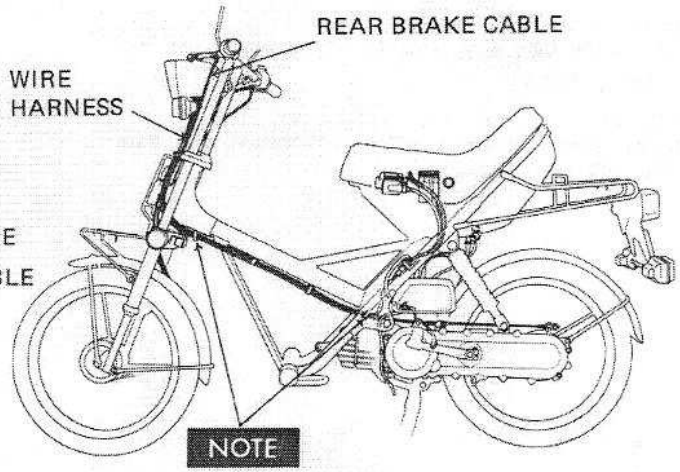
CABLE ROUTING

'80 ADDENDUM

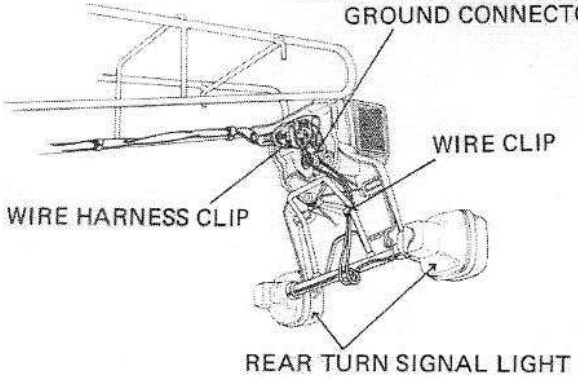
HONDA NA50

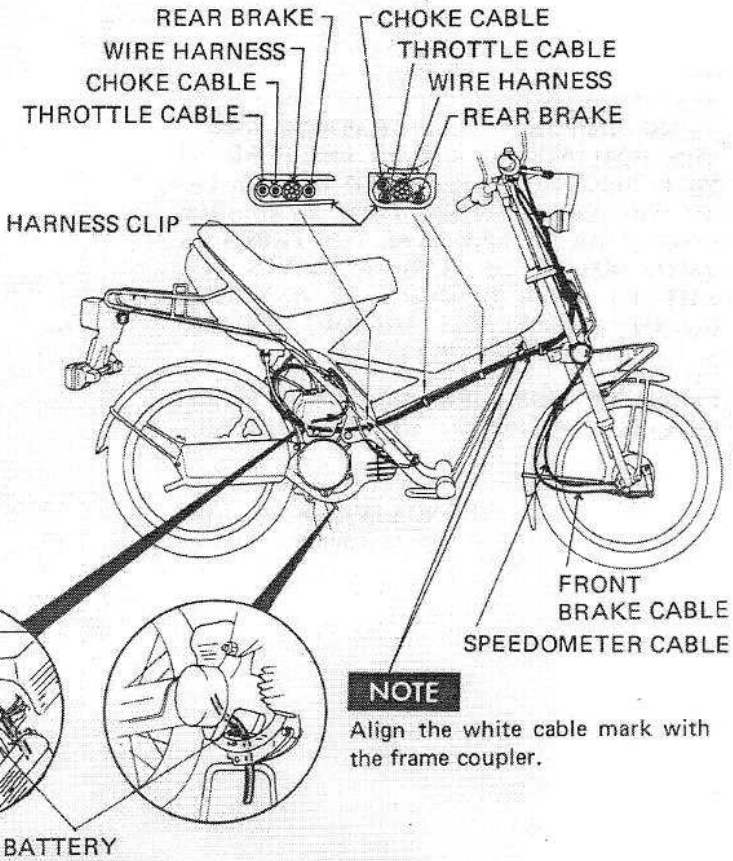


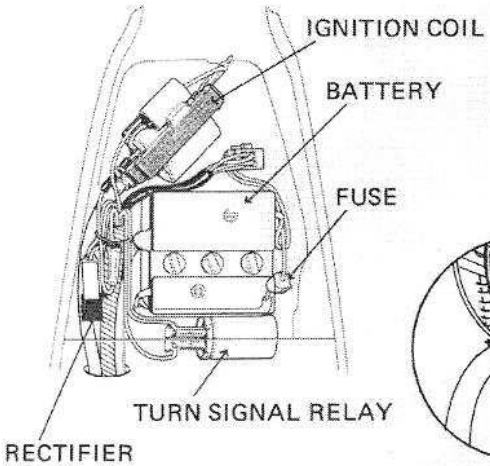


NOTE

Make sure the cables and harness are not twisted.







NOTE

Align the white cable mark with the frame coupler.

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SPECIFICATIONS

DIMENSIONS		
Overall length		1,660 mm (65.4 in)
Overall width		600 mm (23.6 in)
Overall height		995 mm (39.2 in)
Wheel base		1,050 mm (41.3 in)
Ground clearance		125 mm (4.9 in)
Dry weight		52 kg (114.7 lb)
FRAME		
Type		Back bone
F. suspension		Telescopic fork
R. suspension		Swing arm
F. tire size, pressure		2.25 – 14 – 4PR 18 psi (1.25kg/cm^2)
R. tire size, pressure		2.25 – 14 – 4PR 32 psi (2.25kg/cm^2)
F. brake		Internal expanding shoes
R. brake		Internal expanding shoes
Fuel capacity		2.5 lit (0.65 U S gal)
Fuel reserve capacity		0.5 lit (0.13 U S gal)
Caster angle		23° 30′
Trail length		76mm (3.0 in)
Front fork grease		5cc (0.18 ozs)
ENGINE		
Type		Air cooled, 2-stroke
Cylinder arrangement		Single-cylinder flat
Bore and stroke		40 x 39.3mm (1.57 x 1.55 in)
Displacement		49cc (3.0cu in)
Compression ratio		6.5 : 1
Transmission oil capacity		0.75 lit. (0.79 U S qt); 10W – 40 motor oil
Oil tank capacity		0.9 lit. (0.95 U S qt); 2 stroke injector oil
Lubrication system		Forced and wet sump
Air screw opening		2-1/8
Intake	Open	Reed valve controlled
	Close	Reed valve controlled
Exhaust	Open	65° BBDC
	Close	65° ABDC
Scavenge	Open	47° BBDC
	Close	47° ABDC
Idle speed		1,800 rpm

DRIVE TRAIN	
Clutch	Automatic centrifugal wet type
Primary reduction	Chain and gear
Final reduction	14.220 : 1
ELECTRICAL	
Ignition	Magneto and battery
Starting system	Spring starter
Generator	A.C. generator 6V 63W/6,000 rpm
Spark plug	NGK BP4HS, (BP5HS) ND W14FP-L (W16FP)
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)
Ignition timing	18° BTDC
Battery capacity	6V 4AH
Fuse capacity	10 amp
Headlight Low/High	6V-15/15W (21/21 CP)
Tail/stoplight	6V-5.3/25W (3/32 CP)
Turn signal	6V-18/18W (21/21 CP)
Speedometer light	6V-1.5W (1 CP)
High beam indicator	6V-1.7W (1 CP) SAE No. 51
Turn signal indicator	6V-1.7W (1 CP) SAE No. 51

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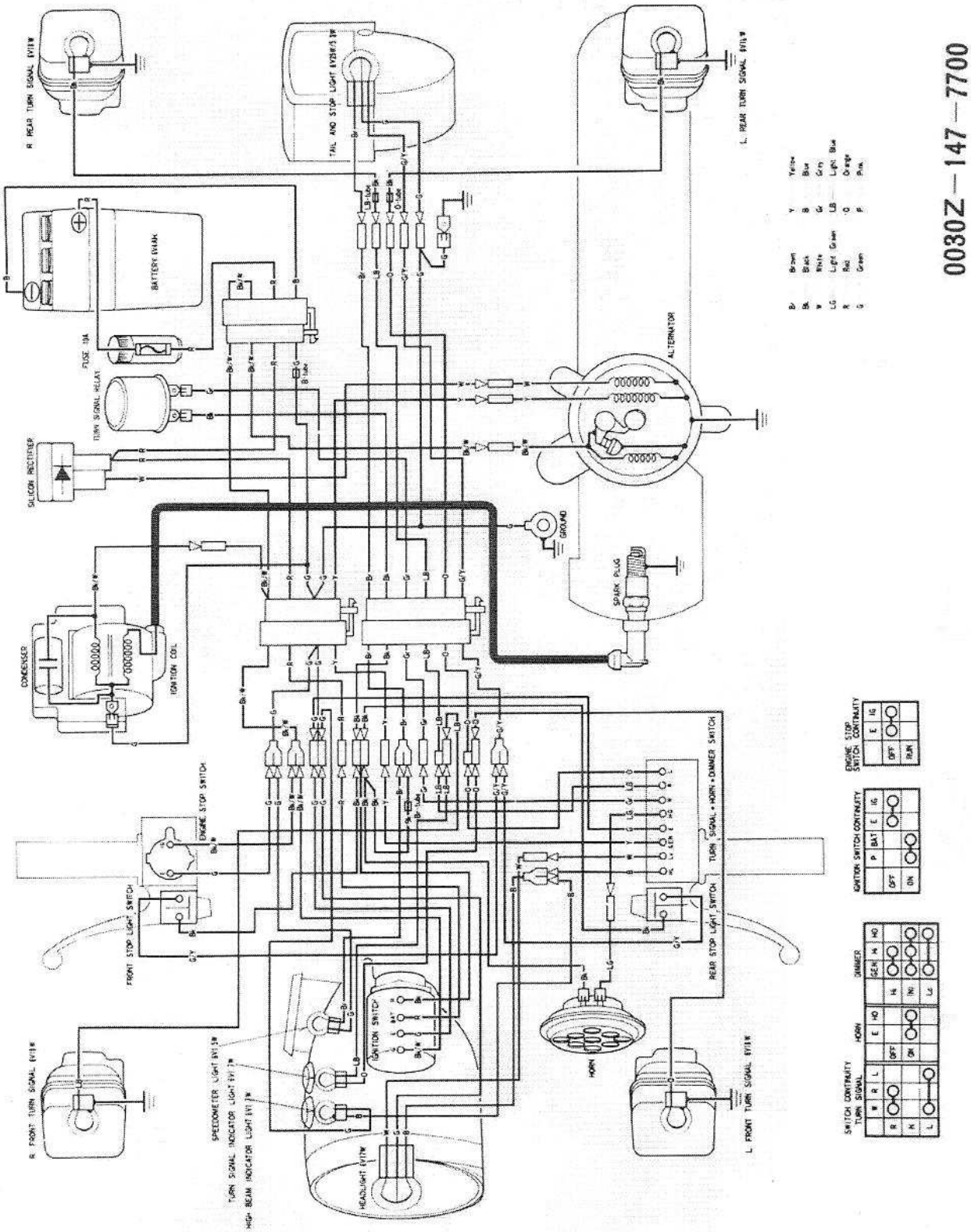
WIRING DIAGRAM

0030Z—147—7700

NA50—A TYPE



FOREWORD

This addendum contains service procedures and data for the 1981 Honda NC and NA50.

Refer to the base shop manual for items not described in this addendum.

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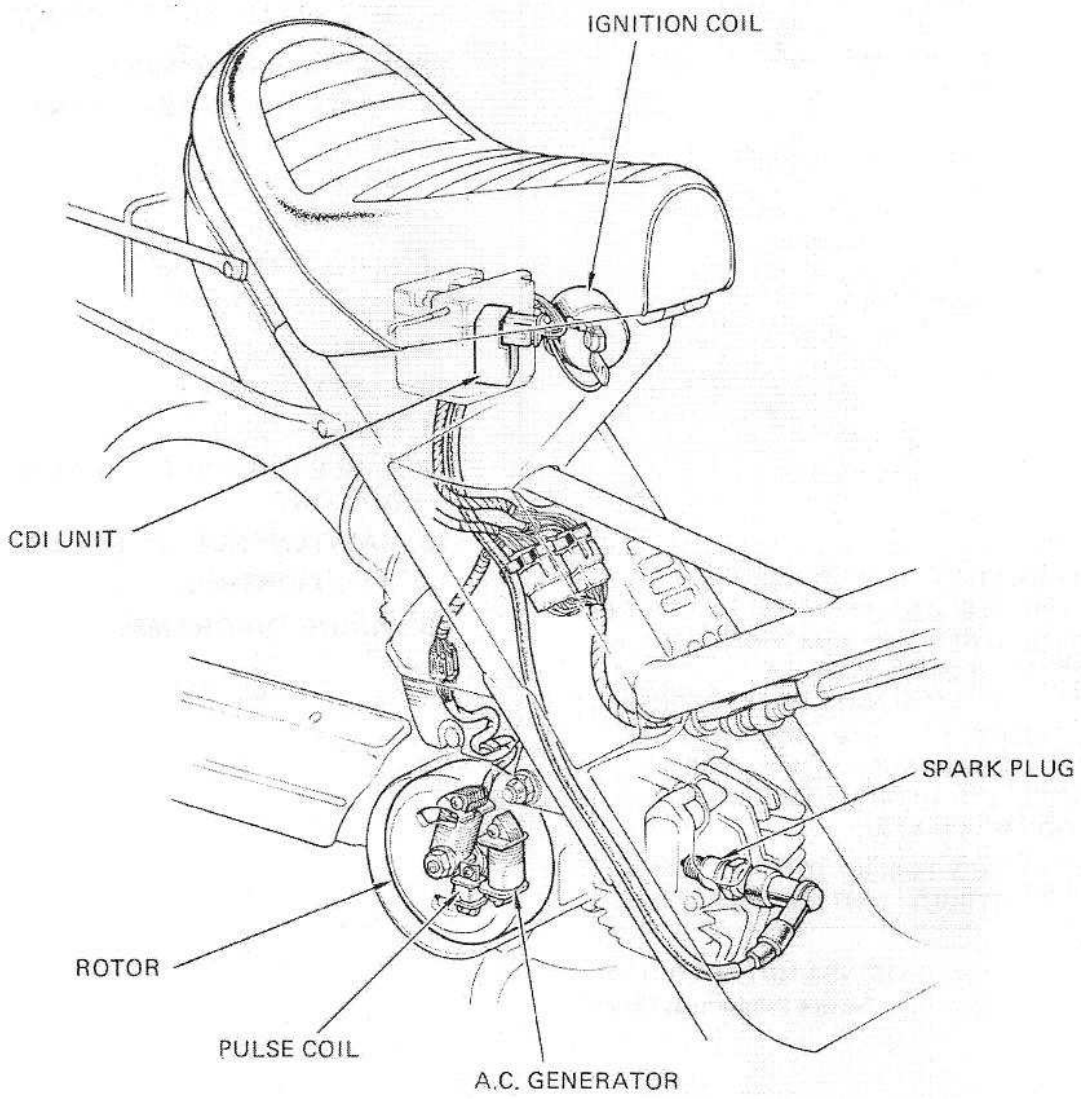
1. CAPACITOR DISCHARGE IGNITION

- Component Location



- Advantages of CDI

1. CDI gives a strong spark at high rpm and resists spark plug fouling at low rpm.
2. The CDI system does not require adjustment; it has no wearing parts.
3. The NC/NA50 ignition systems uses A.C. voltage.

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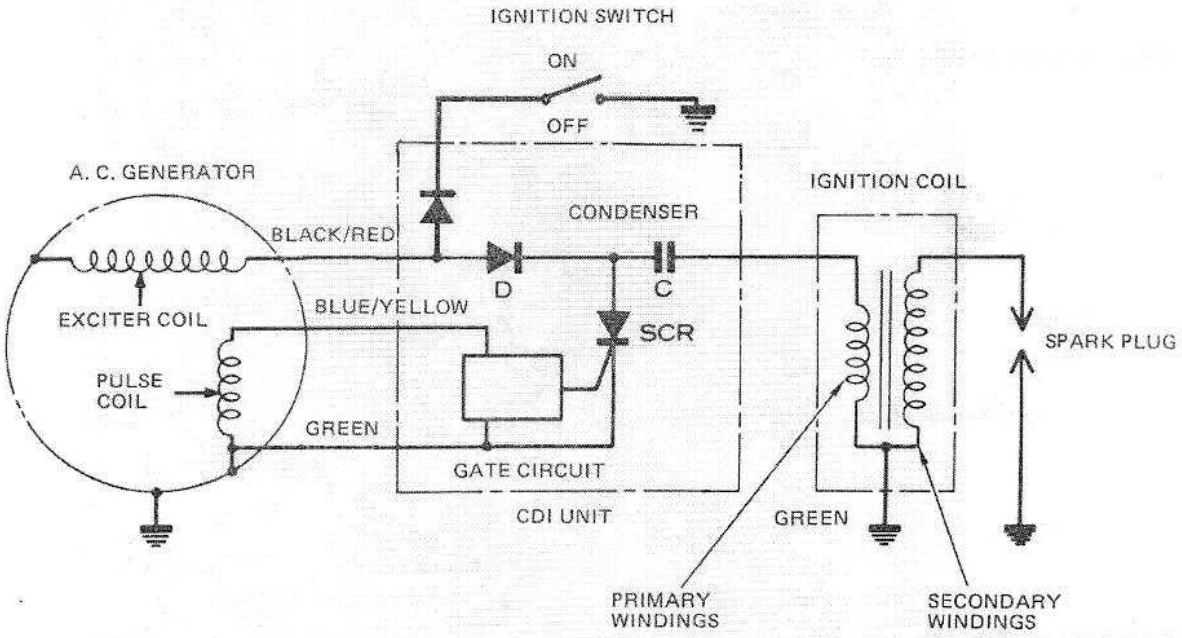


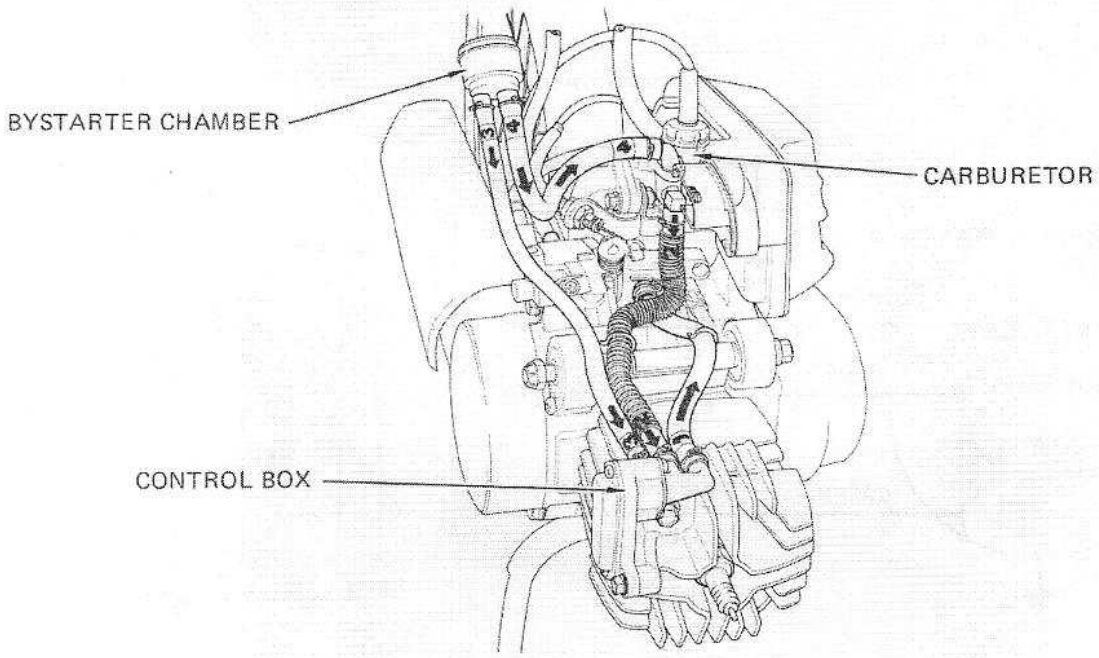
OPERATION

A.C. voltage is induced when the rotor magnets pass the exciter coil. The positive half of the A.C. wave passes through the CDI unit diode D to charge the condenser C. The condenser cannot discharge through the magneto because the diode allows current to pass in one direction only.

Alternating current induced in the pulse coil is used to open and close the CDI units electronic switch (SCR) through the gate circuit (the SCR and gate circuit are more complex than shown). The magneto charges the condenser with the SCR open. The condenser is grounded through the SCR when the SCR closes. The condenser then discharges through the ignition coil primary windings, causing a rapid magnetic field build up. High voltage is then induced in the coil's secondary windings which flows through the spark plug and causes the spark.

2. AUTOMATIC CHOKE

An automatic choke richens the fuel mixture for cold engine starting. The choke system has a bystarter chamber and a control box.

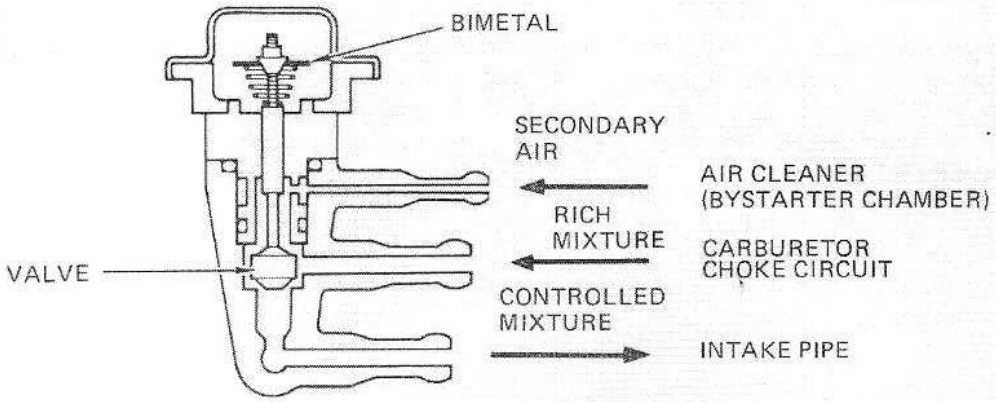


BYSTARTER CHAMBER

The bystarter chamber is like an air cleaner box except it supplies air to the carburetor choke circuit and to the control box.

CONTROL BOX

The control box has three control lines connected to it; (1) an air line from the bystarter, (2) a fuel line from the carburetor choke circuit, and (3) a fuel line to the intake pipe. The flow of air and fuel through these lines is controlled by a bimetal and valve inside the control box.



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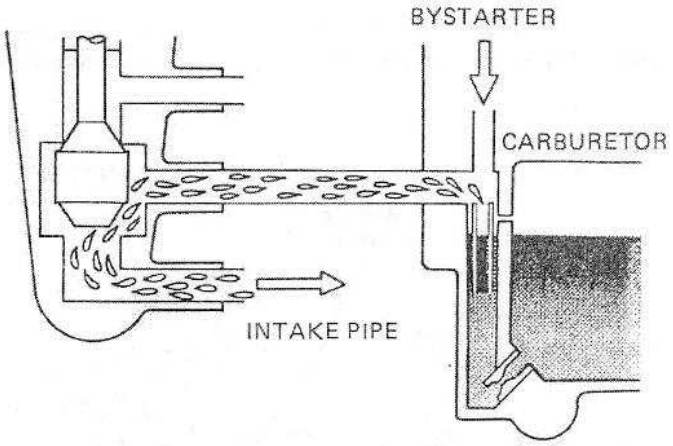
OPERATION

This how the automatic choke system works.

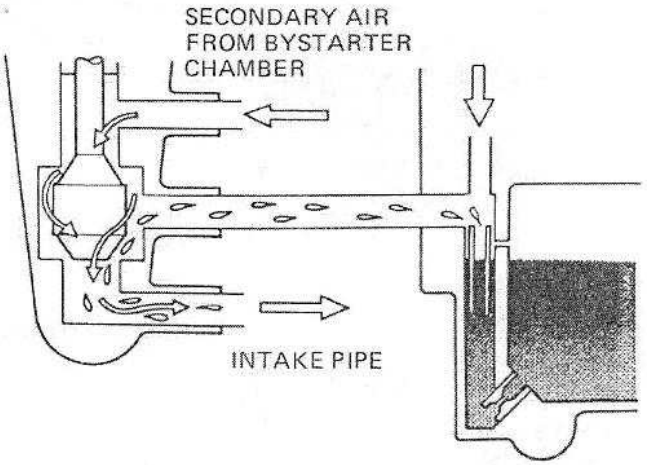
BELOW 10° C (50° F)

With engine temperature below 10° C (50° F), the control box bimetal valve holds the valve up so air directly from the bystarter is blocked. When the engine is started, air from the bystarter to the carburetor choke circuit draws and mixes with fuel, then flows through the control box and to the intake pipe. This richens the engine's air-fuel mixture.



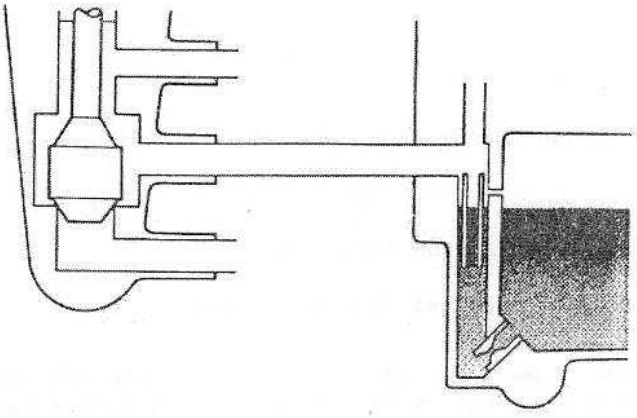
BETWEEN 10° C (50° F) and 46° C (115° F)

The bimetal bends and moves the control valve as it is heated by the engine. The valve moves 0.05 mm for each one degree centigrade (1.8° F) change in engine temperature. As the valve moves, it opens the air passage directly from the bystarter. This air mixes with the carburetor choke circuit mixture and slowly leans it out to keep the engine running smoothly.



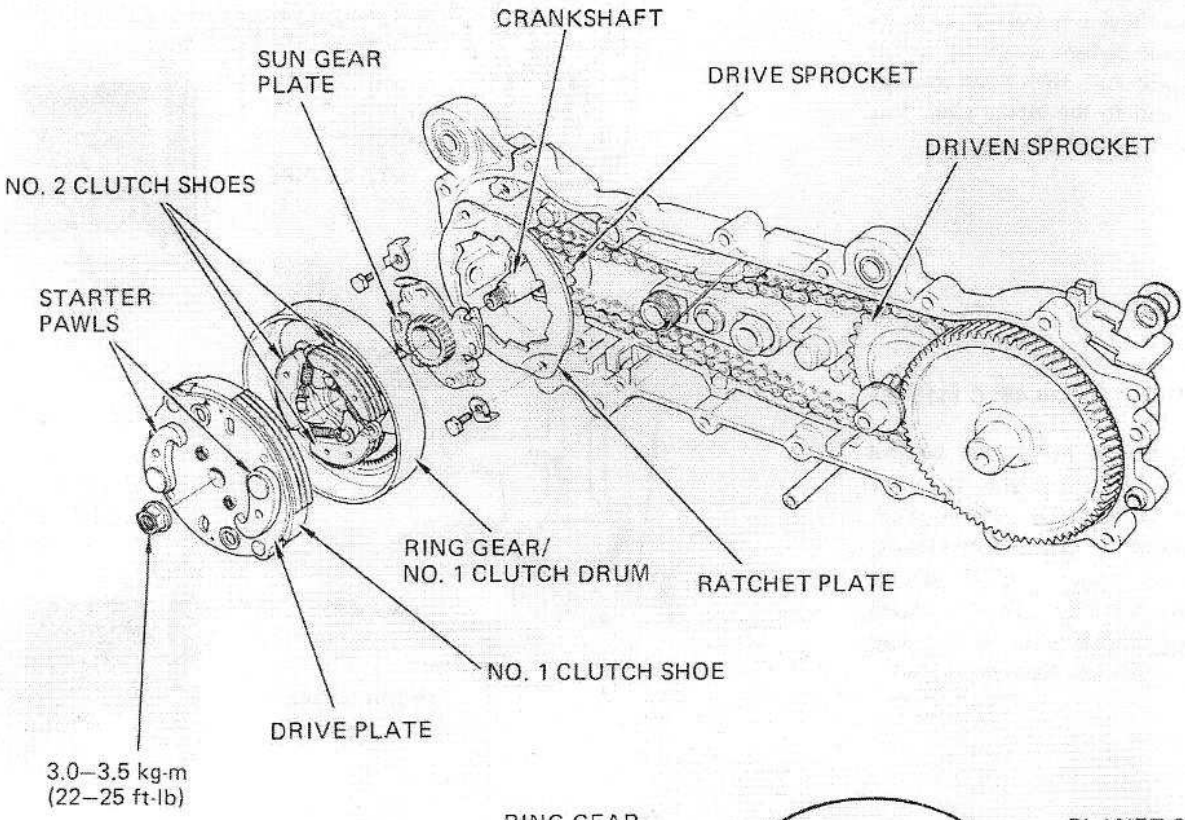
ABOVE 46° C (115° F)

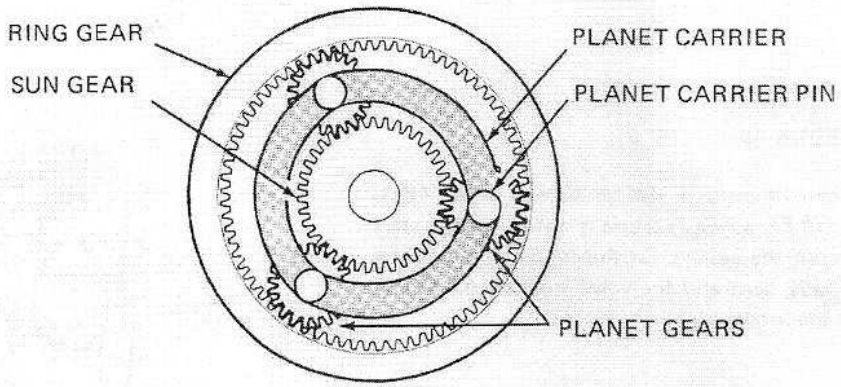
When the engine temperature is above 46° C (115° F), a rich mixture is not needed to start or run the engine. So the control box bimetal is fully bent and the valve blocks the fuel line to the intake pipe.



3. NA50 TWO-SPEED AUTOMATIC TRANSMISSION

The NA50 transmission is a compact combination of two centrifugal clutches, a ratcheting one-way clutch, and a planetary gearset. The whole unit spins, on a common axis with the crankshaft.





The gearset has three main components:

- The sun gear (in the center).
- The ring gear (around the outside).
- The planet gears/planet carrier assembly.

Planetary gears are simple, compact, durable and extremely versatile. A single gearset can perform a number of different torque multiplication tasks; holding different parts of the gearset stationary, or locking different parts together can change the behavior of the unit.

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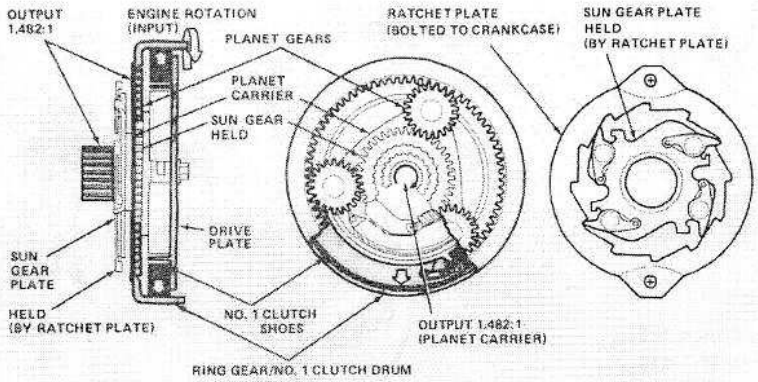
HOW THE TRANSMISSION WORKS IN 1ST GEAR



At idle, neither centrifugal clutch is engaged; the *drive plate,* bolted solidly to the crankshaft, is allowed to spin freely inside the *No. 1 clutch drum/ring gear.* As engine speed rises to 2600 rpm the No. 1 clutch shoes on the drive plate move outward against their springs. They contact the inside face of the No. 1 clutch drum/ring gear, forcing it to rotate at engine speed.

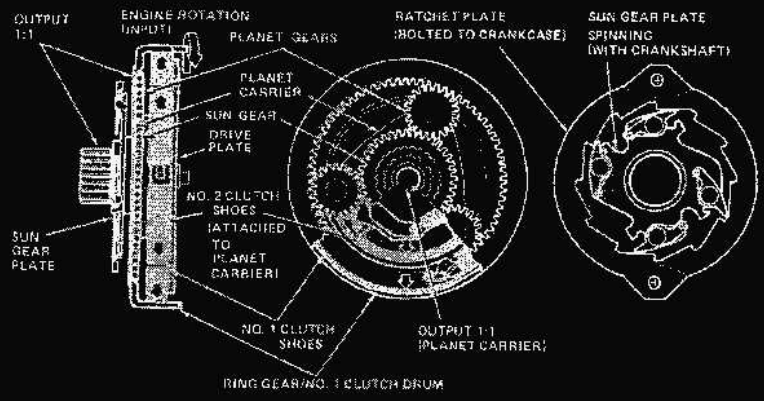
This forces the *planet gears* to walk around the sun gear which in turn, tries to rotate in the opposite direction of the ring gear.

The *sun gear plate,* which is firmly splined to the sun gear, has four spring-loaded ratchet teeth. These engage with the rubber-covered *ratchet plate,* bolted to the crankcase, and prevent the sun gear from rotating backwards.

This puts the planetary set into the basic reduction mode, with the sun gear motionless. The planet carrier rotates, with reduced speed and multiplied torque, around the sun gear.

The *drive sprocket,* splined to the *planet carrier,* drives the rear wheel through a chain and separate gear pair in the rear of the chaincase.

HOW THE TRANSMISSION WORKS IN 2ND GEAR



At a ground speed of 20 - 25 kph (12 - 13 mph) the *No. 2 clutch,* rigidly attached to the planet carrier (and output shaft), engages the inside face of the drive plate. This locks the ring gear and the planet carrier together.

Locking any two members of a planetary set automatically locks the third with them. The ring gear and planet carrier are now turning at engine speed; the sun gear must go with them.

In 1st gear the sun gear tried to spin *opposite* engine rotation; its ratchet teeth and the ratchet plate stopped it. Now it is forced to spin *with* engine rotation, and the ratchet teeth on the sun gear plate fold to let it do so.

With the entire transmission unit locked, the drive sprocket, splined to the planet carrier, spins directly with engine rotation. Power is transmitted to the rear wheel as it was in 1st gear.

4. INSPECTION/ADJUSTMENT

IGNITION TIMING

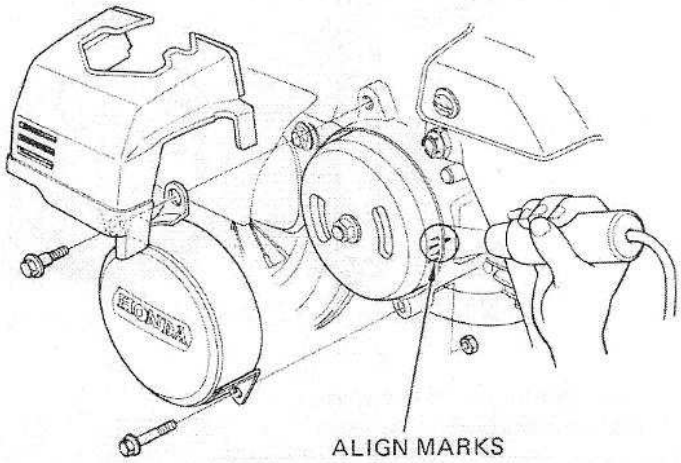
Ignition timing is correct if the index mark aligns with the "F" mark (± 3°) at 2,000 rpm.

NOTE

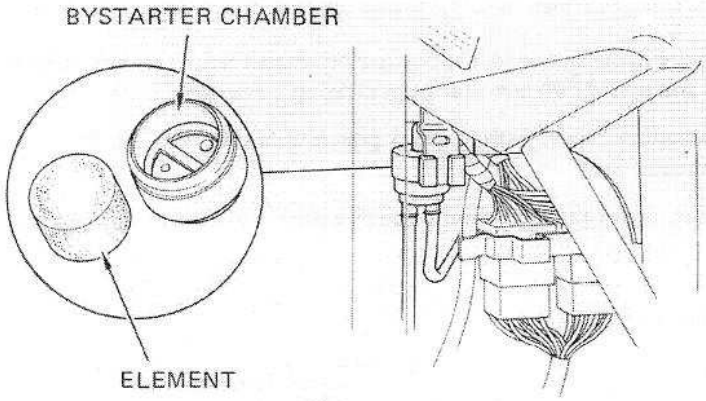
Use the HONDA GENUINE SERVICE TESTER (07308-0070000) to check the ignition timing.

The ignition timing is not adjustable.

If the ignition timing is incorrect, check the CDI unit or A.C. generator and replace any faulty parts.



BYSTARTER ELEMENT CLEANING

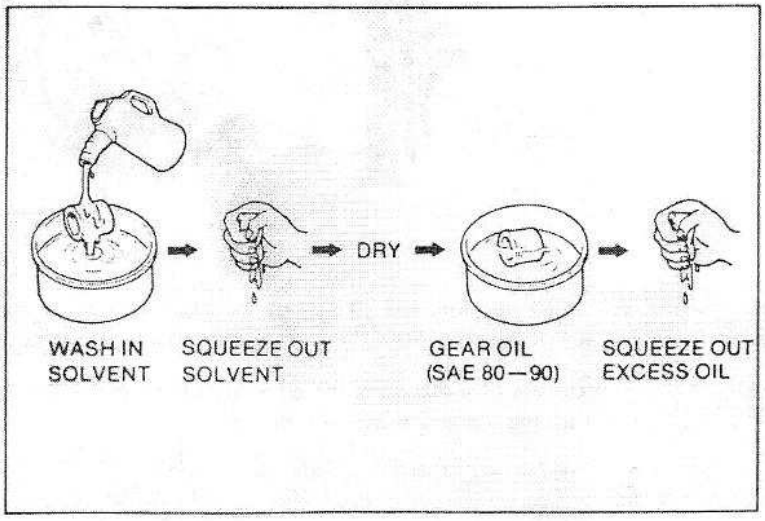


Remove the element from the bystarter chamber.

Wash the element in non-flammable or high flash point solvent, squeeze out the solvent thoroughly, and allow to dry.

Soak the element in gear oil (SAE 80-90) and squeeze out excess.

Install the element.



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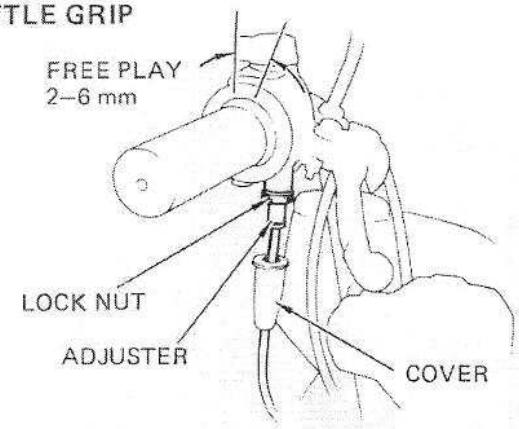
THROTTLE GRIP



Adjust throttle grip free play as follows:

Pull the adjuster cover off.

Loosen the lock nut and turn the adjuster to obtain 2–6 mm (1/8–1/4 in) of free play at the grip flange.

Adjust the oil pump cable.

OIL PUMP CABLE

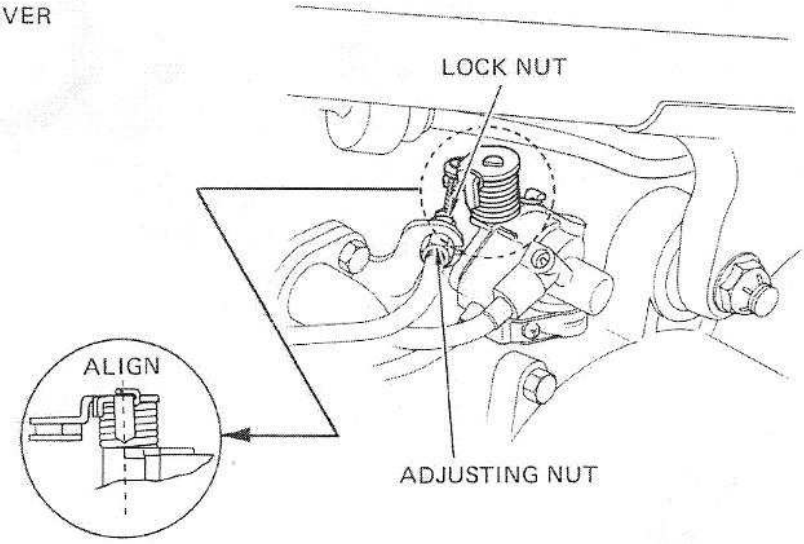
NOTE

- Excessive exhaust smoking can be caused by incorrect oil pump cable adjustment.
- Adjust the oil pump cable after adjusting throttle grip free play.

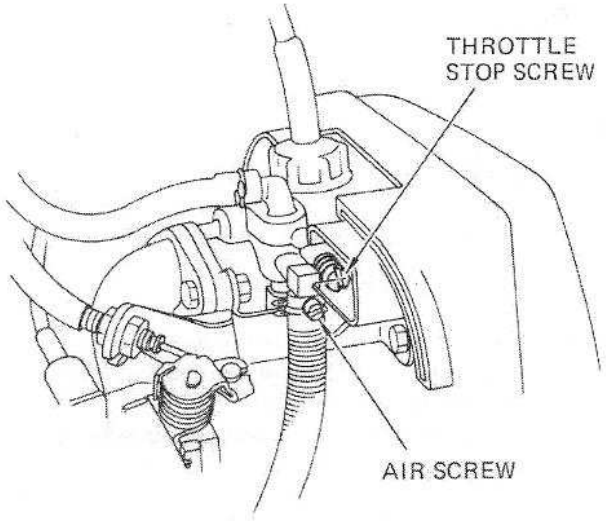
Close the throttle grip.

Check that the oil pump body projection and control lever pointer align. If not, adjust:

Loosen the adjuster lock nut and turn the adjusting nut as required.
Tighten the lock nut.



IDLE SPEED



NOTE

The engine must be warm for accurate idle speed adjustment.

Attach a tachometer.
Turn the throttle stop screw to obtain an idle speed of 1,800 rpm. If the engine misses or runs erratic when the throttle grip is operated, do the following:
Screw the air screw in until it lightly seats, then turn it out 1 full turn.
Reset the idle speed with the throttle stop screw.
Turn the air screw in or out to obtain the highest idle speed.
Reset the idle speed with the throttle stop screw.
Make sure that the engine does not miss or run rough. If necessary, repeat steps 2 through 4.

OIL PUMP BLEEDING/PRIMING

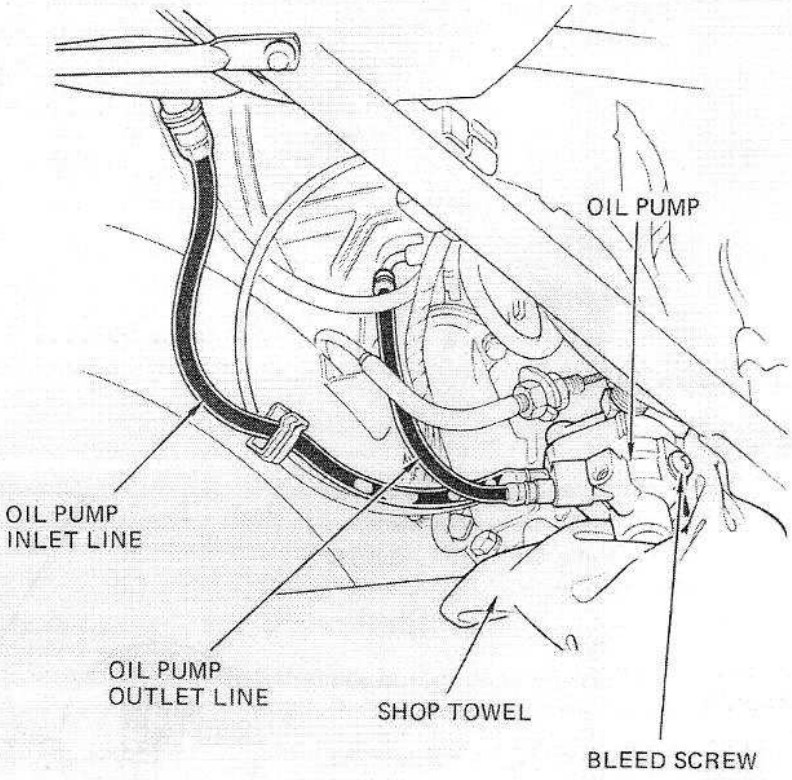
NOTE

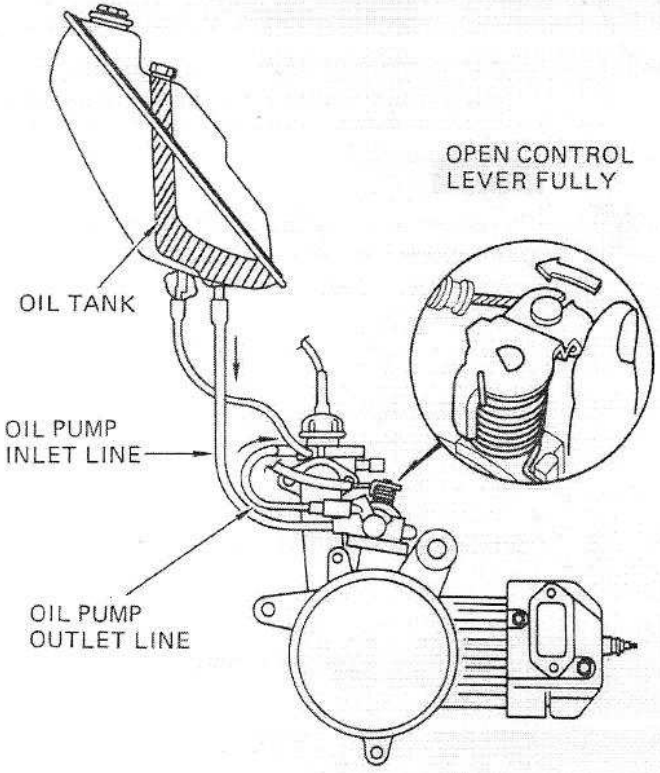
Bleed the oil pump inlet line when it has been removed from the oil pump or if it contains air bubbles.

Fill the oil tank with two-stroke injector oil, SAE 30W.

Place a shop towel under the bleed screw.

Bleed the oil pump inlet line by loosening the bleed screw. Allow oil to run out until the oil line is free of air bubbles, then tighten the screw.





Prime the oil pump outlet line as follows:

Start the engine and let it idle.

Hold the oil pump control lever full open by hand and check for air bubbles in the oil line to the carburetor.
Hold the pump open until all air bubbles are gone.

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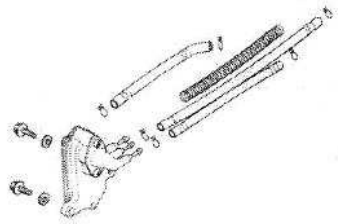
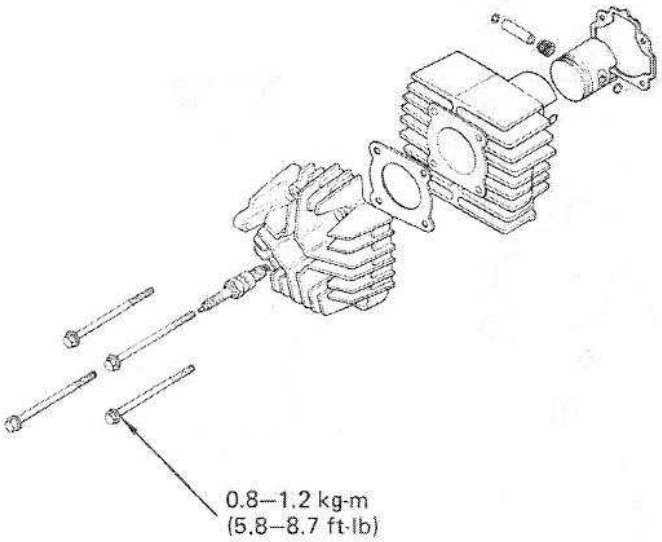
5. CYLINDER HEAD/ CYLINDER/PISTON

CONTROL BOX

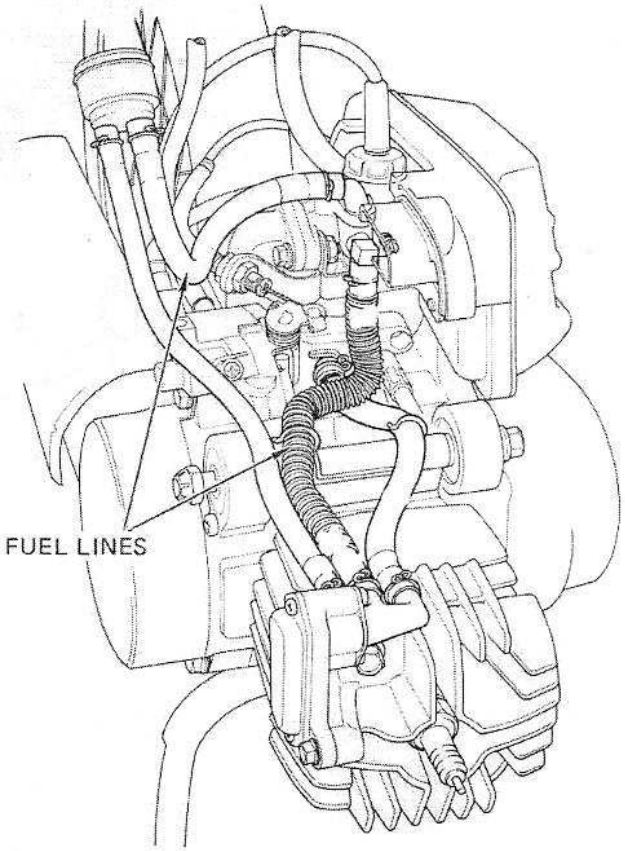
Do not disassemble the control box assembly.



Clean the cylinder and control box mating surfaces before assembly.

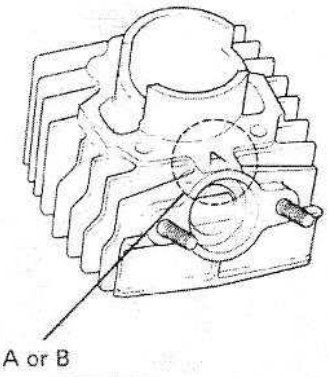


FUEL LINES ROUTING



CYLINDER REPLACEMENT

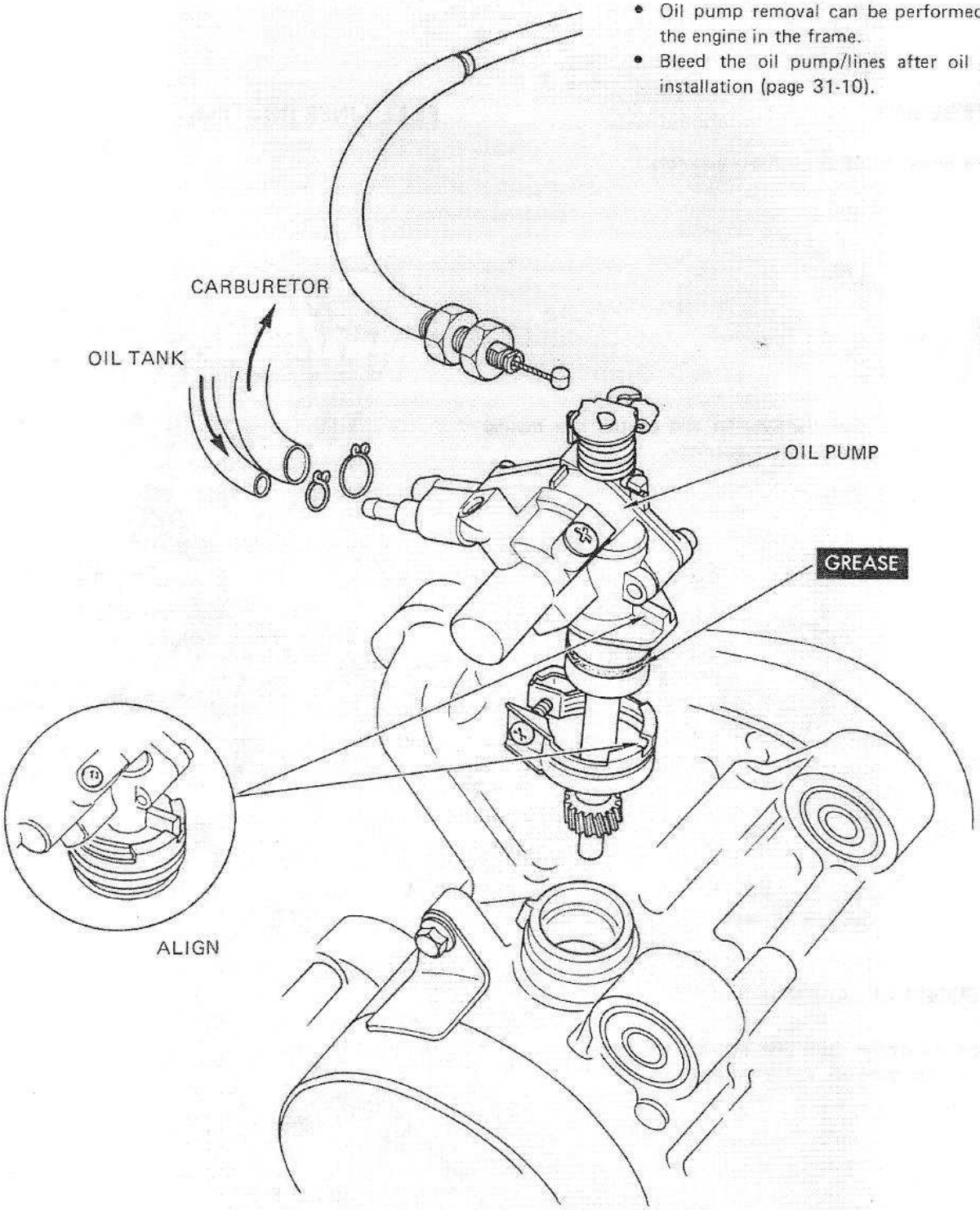
Replace the cylinder with one that has the same A or B letter code at the exhaust part.



6. OIL PUMP

NOTE

- Oil pump removal can be performed with the engine in the frame.
- Bleed the oil pump/lines after oil pump installation (page 31-10).



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7. A.C. GENERATOR

② FLYWHEEL

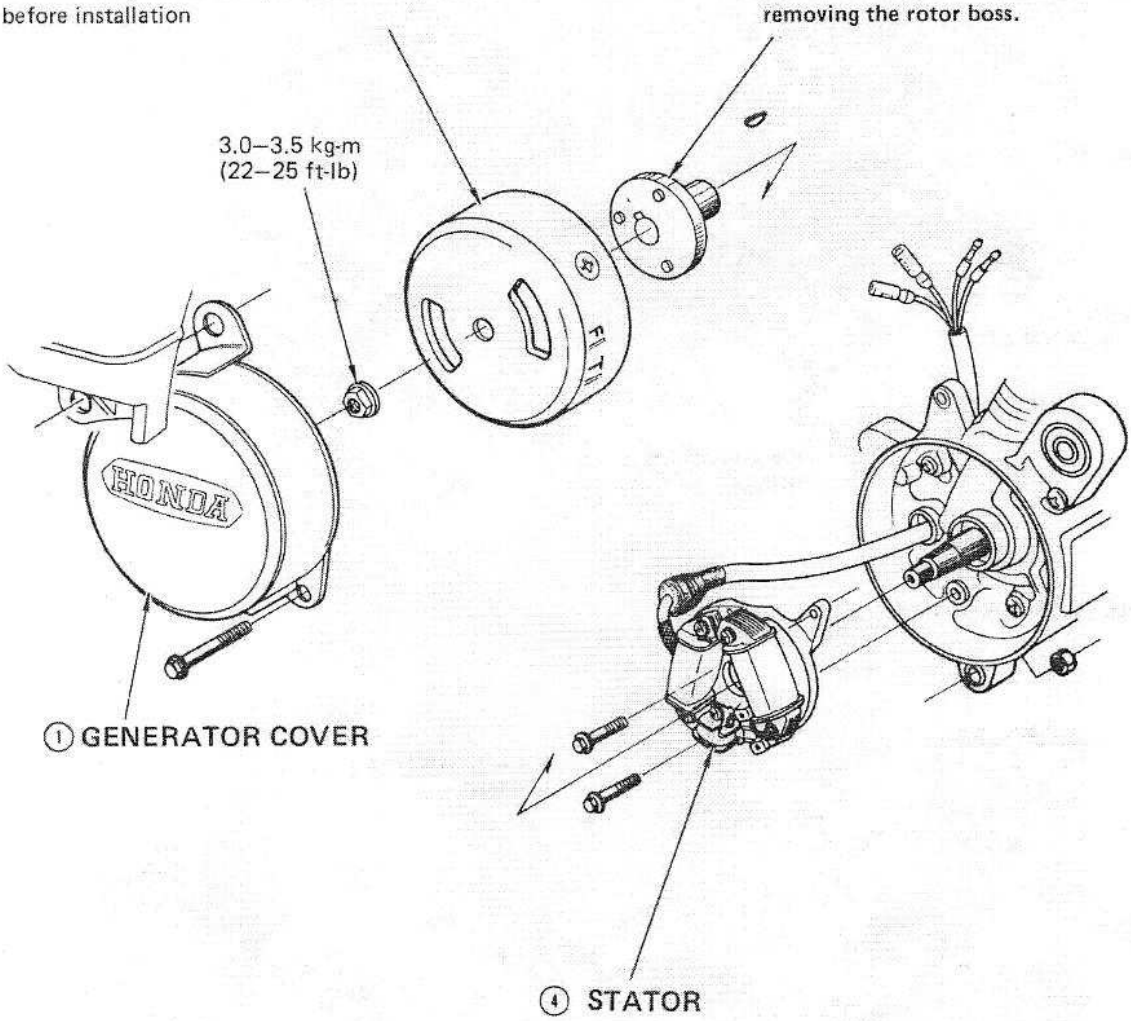
NOTE

Remove any metal filings from the flywheel before installation

③ ROTOR BOSS

CAUTION

Do not damage the generator windings when removing the rotor boss.



① GENERATOR COVER

④ STATOR

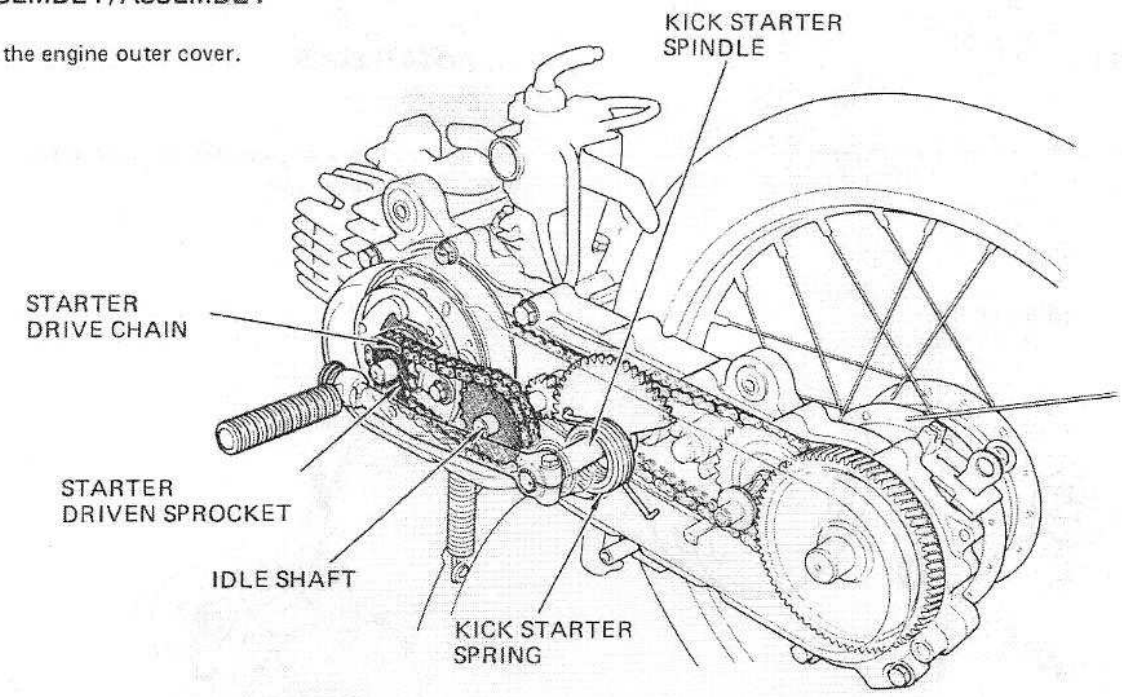
NOTE

Install the stator assembly, routing the wires through the case.

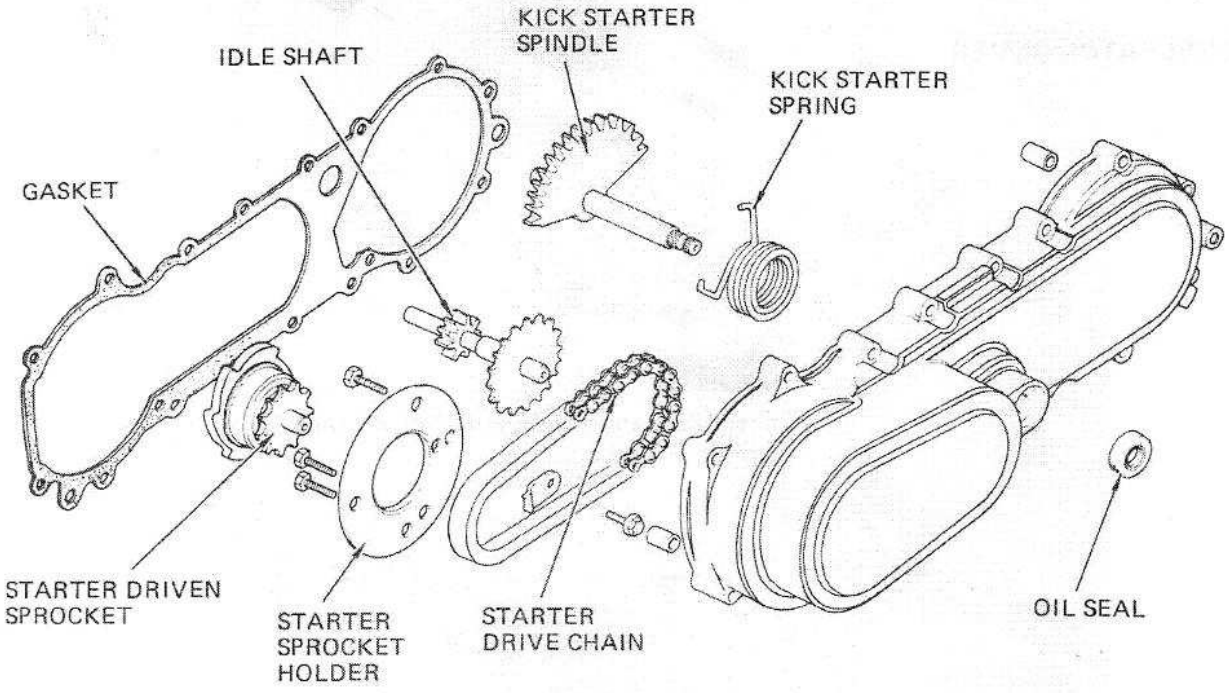
8. KICK STARTER

DISASSEMBLY/ASSEMBLY

Remove the engine outer cover.



Remove the kick starter components from the outer cover.



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Install the kick starter spindle into the outer cover, while positioning the kick starter spring into place.

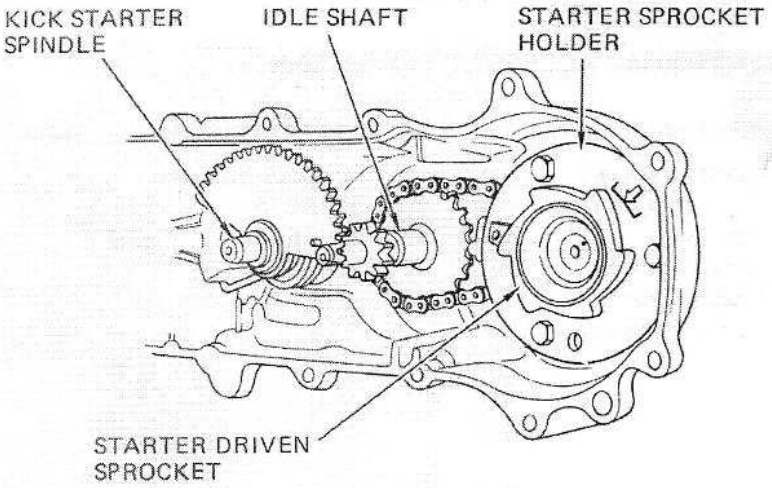
Install the kick starter pedal onto the spindle.

Install the outer cover assembly with a new gasket.

Fill the case with the recommended type and quantity of oil.

TYPE: Above 5° C (41° F), SAE 10W–40
Below 5° C (41° F), SAE 5W–30

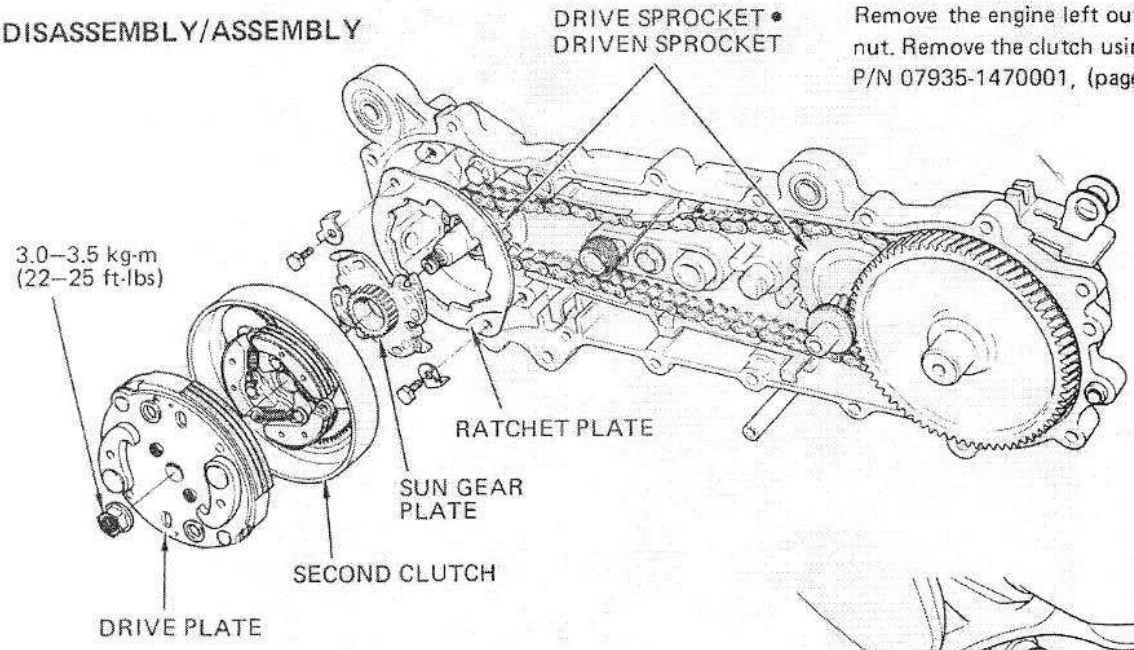
Quantity: After draining, 400 cc (14 oz)
After disassembly, 600 cc (20 oz)

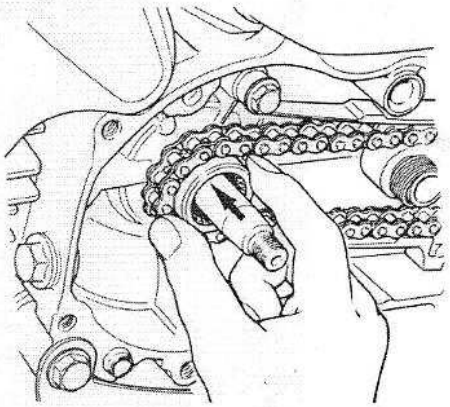


9. CLUTCH

DISASSEMBLY/ASSEMBLY

Remove the engine left outer cover and clutch nut. Remove the clutch using the clutch puller, P/N 07935-1470001, (page 31-21).



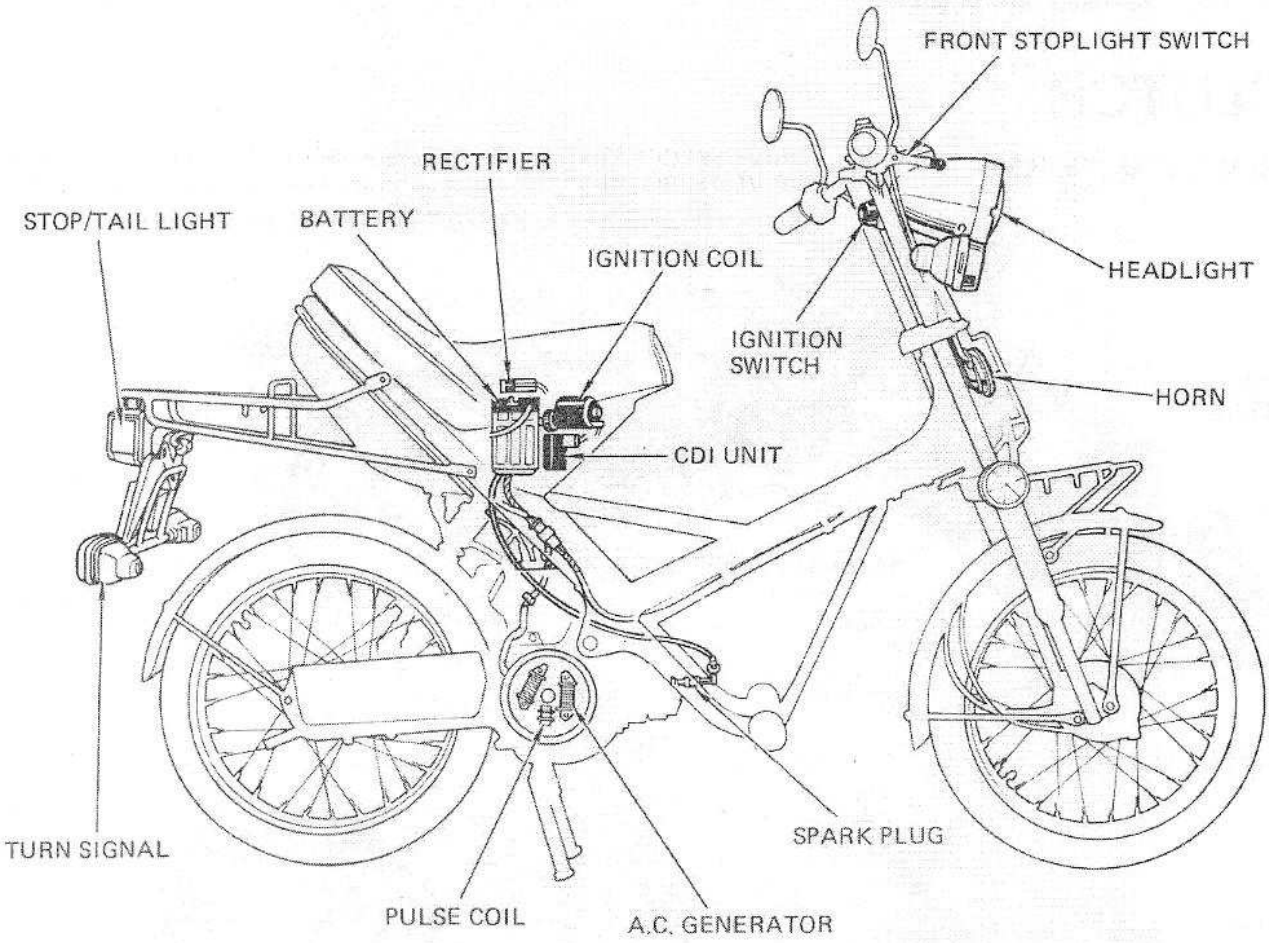


Assembly is the reverse of removal. Be sure to push the drive sprocket onto the crankshaft securely.

10. ELECTRICAL

ELECTRICAL ACCESSORY LOCATIONS

1. IGNITION SYSTEM
   - IGNITION COIL
   - A. C. GENERATOR
   - CDI UNIT
   - SPARK PLUG
   - PULSE COIL
   - IGNITION SWITCH
2. BATTERY/CHARGING SYSTEM
   - A. C. GENERATOR
   - RECTIFIER
   - BATTERY
3. LIGHTING SYSTEM AND HORN
   - HEADLIGHT
   - STOP/TAILLIGHT
   - HORN
   - TURN SIGNAL



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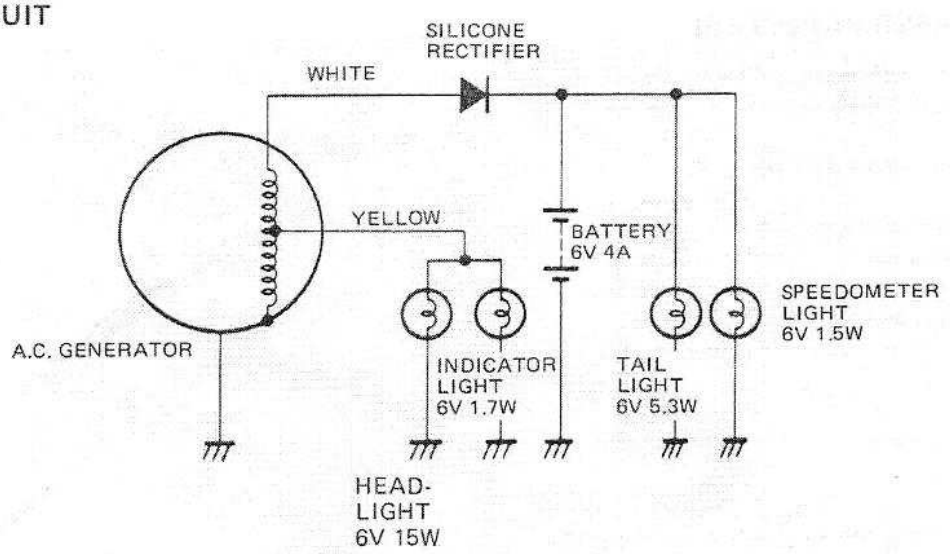
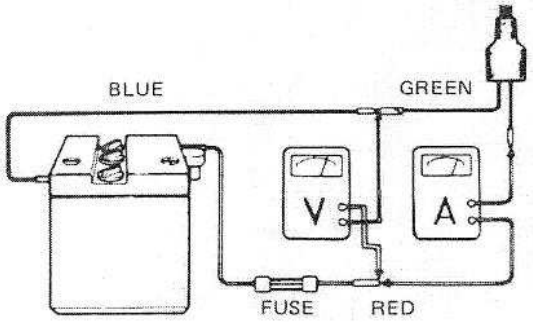
CHARGING CIRCUIT



PERFORMANCE TEST



Warm up the engine before taking readings.

Use a fully charged battery to check the charging system output.

BATTERY SPECIFIC GRAVITY:
1.260-1.280 (20° C)

Connect a voltmeter and an ammeter as shown.

NOTE

Raise the engine speed gradually observing the meter readings.

Charging Starts	4,000 rpm	6,000 rpm
2,000 rpm max, (7.0V)	0.7A min, (8.5V)	2.0A max, (8.7V)

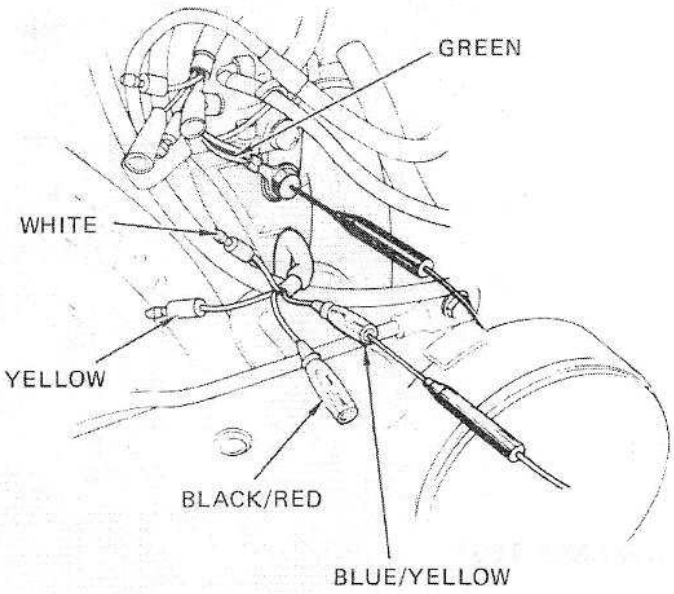
Check the battery, A.C. generator and resistor when the readings do not match the given specifications.

A. C. GENERATOR INSPECTION

Unplug the stator connector and measure the resistances between the leads with an ohmmeter.
Set the ohmmeter to the RX1 scale.

(X1 Ω)

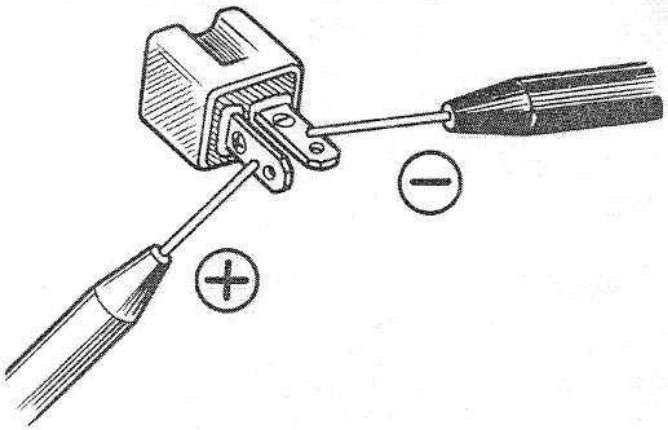
White and engine ground	0.1 – 1.0 Ω
Yellow and engine ground	0.3 – 1.5 Ω
Blue/Yellow and engine ground	10 – 100 Ω
Black/Red and engine ground	50 – 300 Ω



NOTE

Replace the stator coil and flywheel as a set. Do not replace one without replacing the other.

RECTIFIER INSPECTION



Check the rectifier with an ohmmeter, reversing the test leads once.

There should be continuity in one direction and no continuity in the other direction.

Replace the rectifier if there is continuity in both directions or if there is no continuity in both directions.

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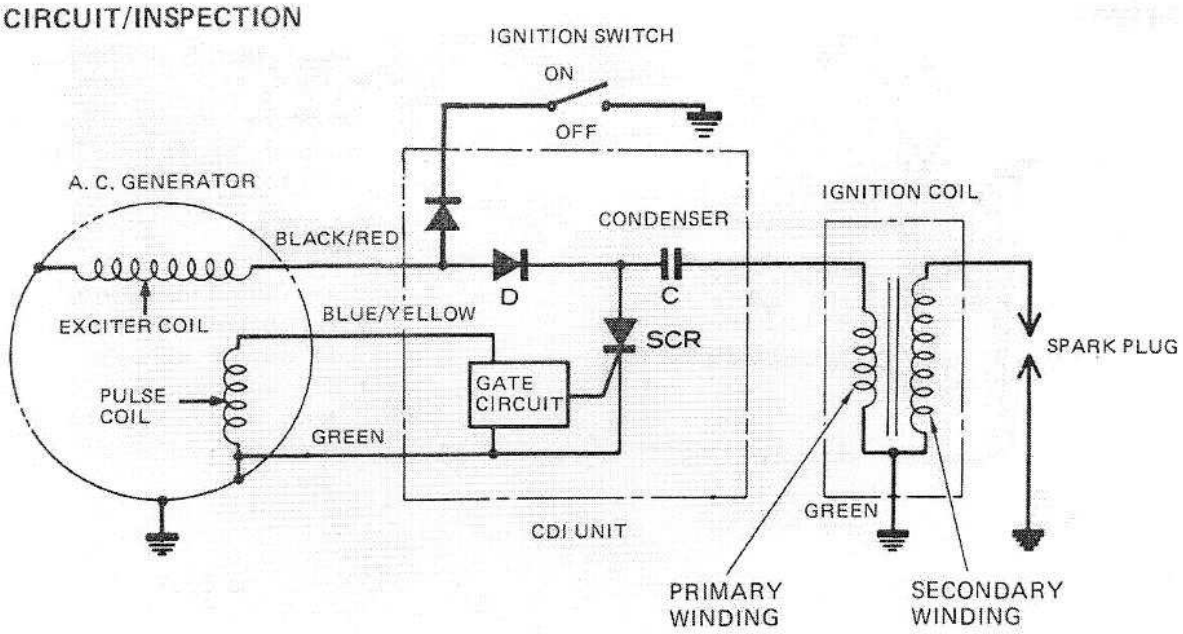
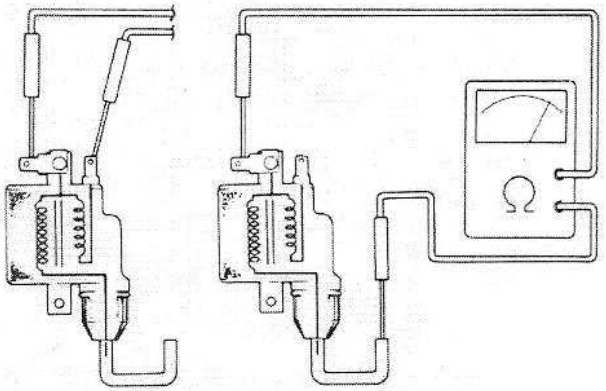
IGNITION CIRCUIT/INSPECTION

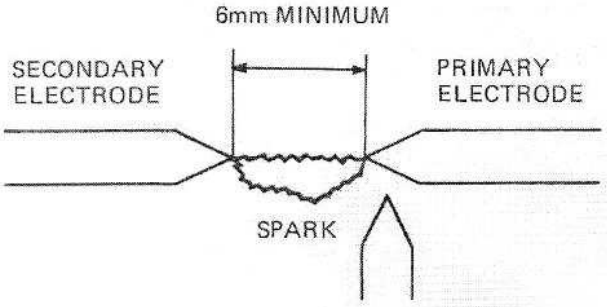


IGNITION COIL

Check the primary and secondary windings for continuity between the leads with an ohmmeter.

RESISTANCES	
Primary	0.2 – 0.3 Ω
Secondary	3.4 – 4.2k Ω

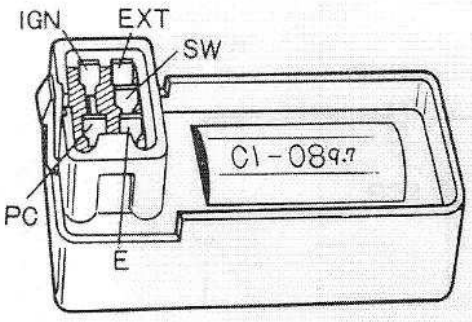




Perform a spark test with a service tester according to the tester manufacturer's instructions.

SERVICE LIMIT:	6 mm min.

CDI UNIT



Measure the resistances between the CDI unit terminals with an ohmmeter.
Replace the CDI unit with a new one if the readings do not fall within the limits shown in the table.

NOTE

- The CDI is a transistorized unit.
- 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.

Measuring units:
SANWA [SP-10D type] : Xk Ω
KOWA [TH-5H type] : X100 Ω

Tester ⊖ \ Tester ⊕	SW	EXT	PC	E	IGN
SW		∞	∞	∞	∞
EXT	0.1 – 10		∞	∞	Needle swings, then returns
PC	0.5 – 200	0.5 – 50		1 – 50	∞
E	0.2 – 30	0.1 – 10	∞		∞
IGN	∞	∞	∞	∞	

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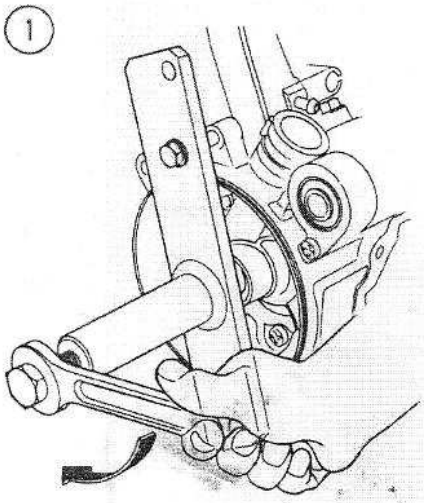
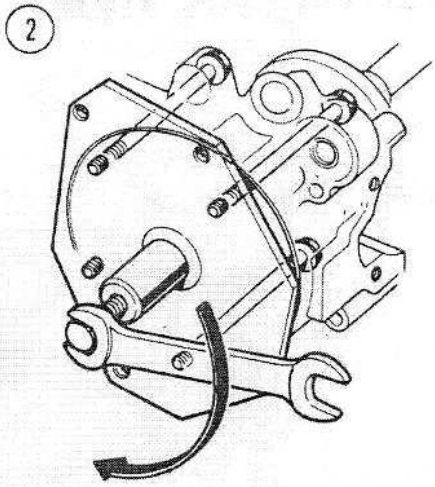
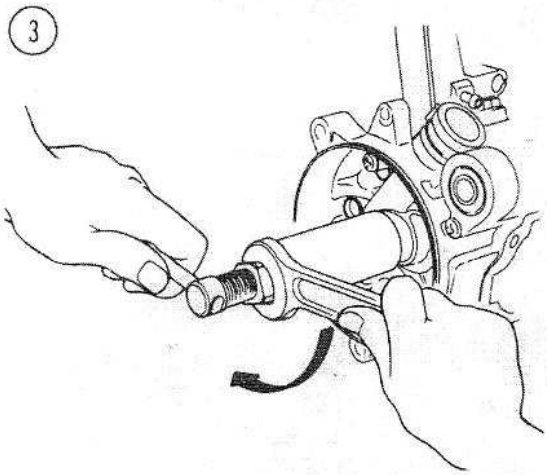
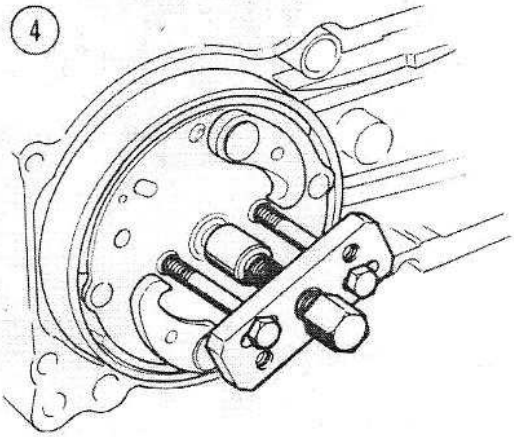
11. TOOLS





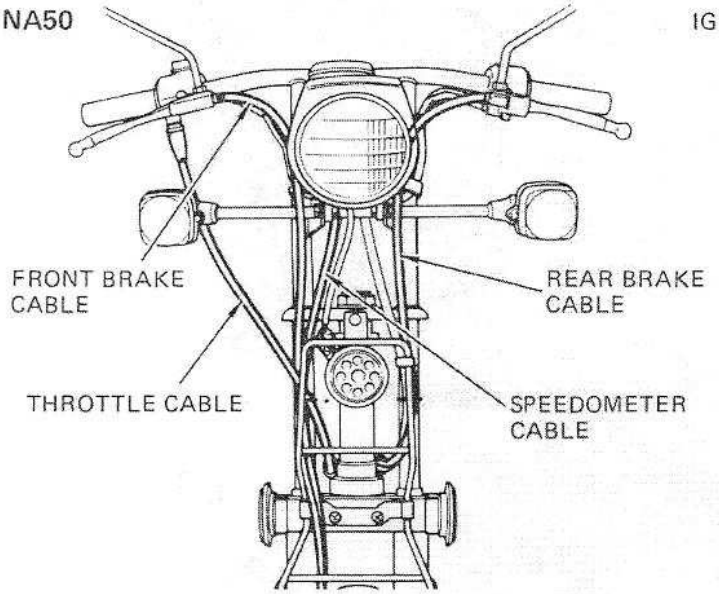


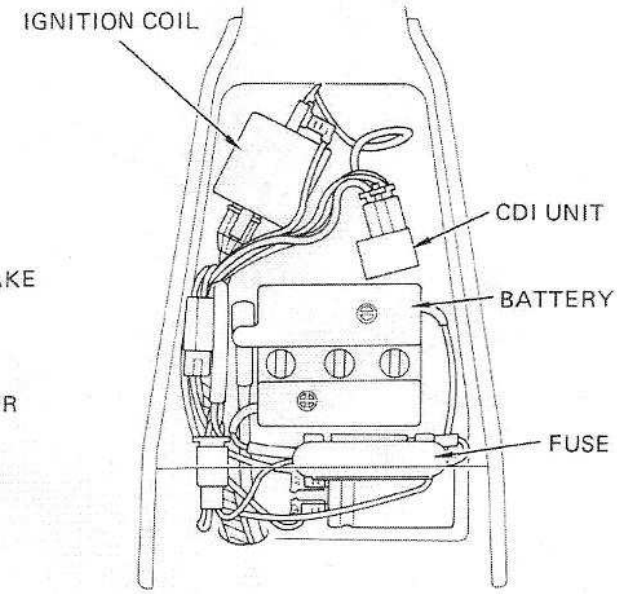


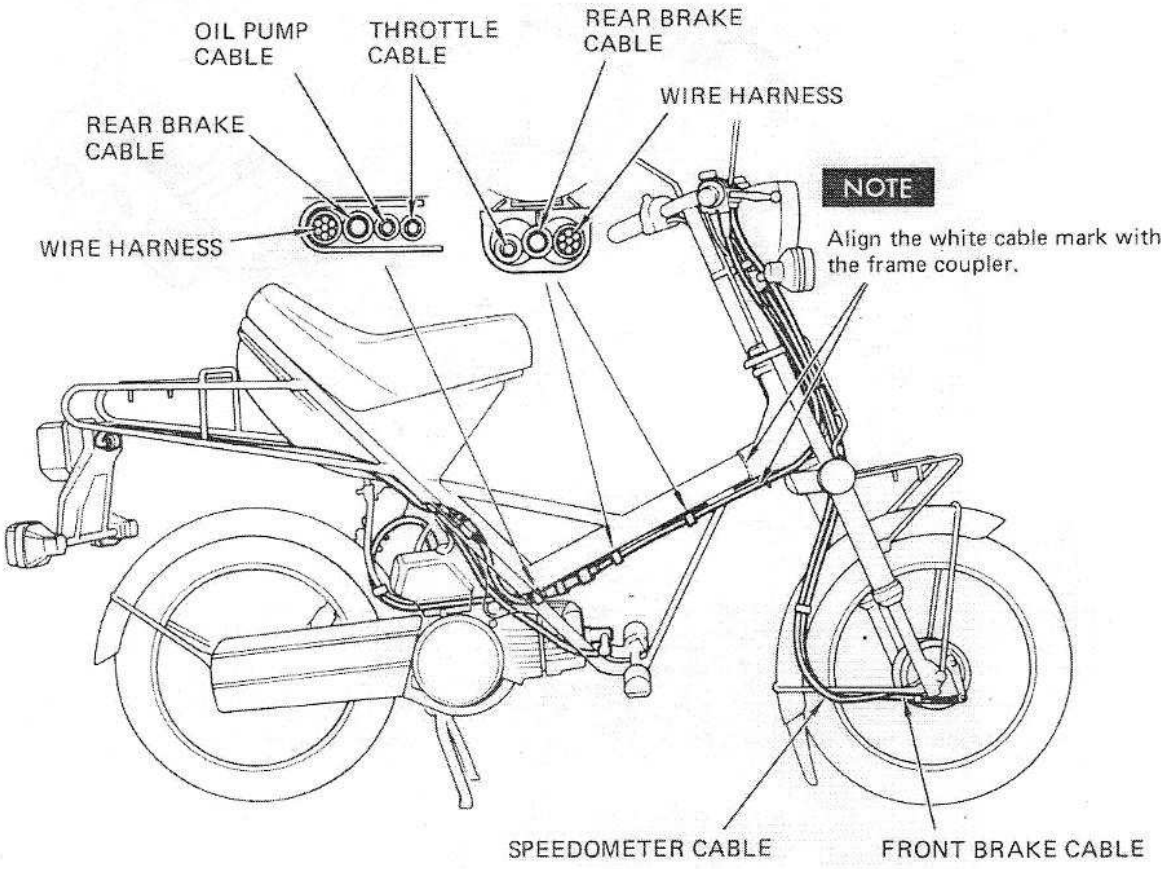
Ref. No.	Tool parts No.	Description	Remarks
①	07935 – 1870000	Case puller	Right crankcase disassembly
②	07933 – 1470000	Case puller	Left crankcase disassembly
③	07965 – 1480001	Oil seal assembling tool	Crankcase, crankshaft and oil seal assembly
④	07935 – 1470001	Clutch puller	Clutch drive plate removal

12. CABLE AND WIRE HARNESS ROUTING

• NA50







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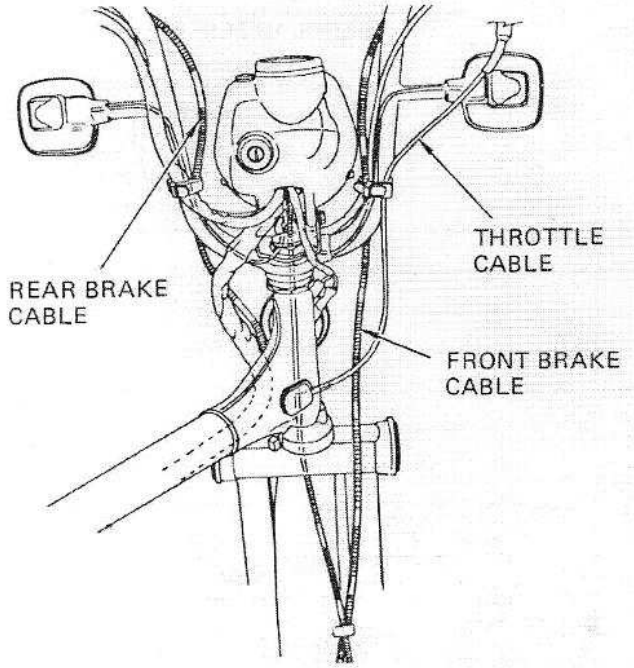
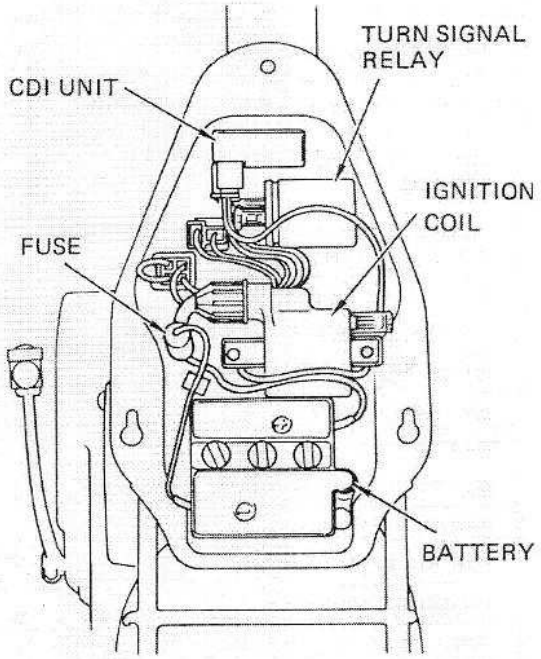
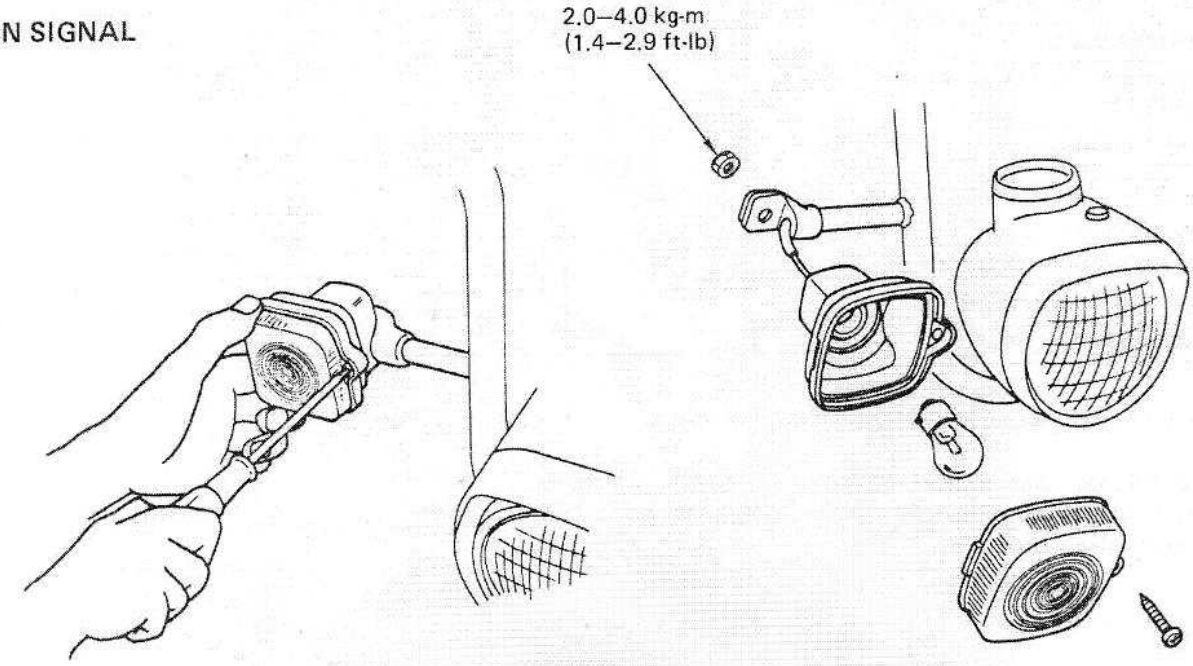
• NC50





TURN SIGNAL



Remove the turn signal lens screws and lens. When installing the turn signal lens, do not overtighten the lens screws to avoid cracking.

13. MAINTENANCE SCHEDULE

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.	PRE-RIDE INSPECTION	INITIAL SAFETY INSPECTION	REGULAR SERVICE Perform at every indicated month or mileage interval, whichever comes first.	
		1 month 200 miles 300 km	12 months 1,000 miles 1,500 km	24 months 2,000 miles 3,000 km
*TIRES AND PRESSURE	I			
*THROTTLE OPERATION	I	I	I	
WHEEL TRUENESS AND SPOKES		I	I	
NUTS, BOLTS (TIGHTEN)		I	I	
BRAKE LININGS			I	
*BATTERY FLUID LEVEL	I			
BATTERY FLUID SPECIFIC GRAVITY			I	
SPARK PLUG			R	
AIR FILTER ELEMENT		(EVERY 6 MONTHS) C		
CARBURETOR		I	I	
FUEL FILTER SCREEN		C	C	
SUSPENSION OPERATION			I	
CLUTCH SHOE WEAR				I
TRANSMISSION OIL				R
DECARBONIZE CYLINDER HEAD AND MUFFLER				C
*BRAKE OPERATION AND FREE PLAY	I	I	I	
*OIL AND FUEL LEVEL	I			
*ALL LIGHTS	I			
*TRANSMISSION CASE FOR LEAKS	I			
OIL PUMP ADJUSTMENT			I	
BYCHAMBER ELEMENT		I		

I-Inspect and clean, adjust, lubricate or replace if necessary R-Replace C-Clean

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

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14. SPECIFICATIONS

NOTE: Specifications for the NC50 are the same as for the NA50 except as noted.

	NA 50	NC50
DIMENSIONS		
Overall length	1,660 mm (65.4 in)	1,580 mm (62.2 in)
Overall width	600 mm (23.6 in)	
Overall height	995 mm (39.2 in)	1,000 mm (39.4 in)
Wheel base	1,050 mm (41.3 in)	
Ground clearance	125 mm (4.9 in)	
Dry weight	52.5 kg (116 lb)	46.5 kg (102.5 lb)
FRAME		
Type	Back bone	
F. suspension	Telescopic fork	
R. suspension	Swing arm	
F. tire size, pressure	2.25 – 14 – 4PR 1.25kg/cm^2 (18 psi)	1.5 kg/cm^2 (21 psi)
R. tire size, pressure	2.25 – 14 – 4PR 2.25kg/cm^2 (32 psi)	2.0 kg/cm^2 (28 psi)
F. brake	Internal expanding shoes	
R. brake	Internal expanding shoes	
Fuel capacity	2.5 lit (0.65 U S gal)	2.0 lit (0.53 U S gal)
Fuel reserve capacity	0.5 lit (0.13 U S gal)	0.2 lit (0.05 U S gal)
Caster angle	23° 30′	23°
Trail length	76 mm (3.0 in)	72 mm (2.8 in)
Front fork grease	5 cc (0.18 ozs)	
ENGINE		
Type	Air cooled, 2-stroke	
Cylinder arrangement	Single-cylinder flat	
Bore and stroke	40 x 39.3 mm (1.57 x 1.55 in)	
Displacement	49cc (3.0 cu in)	
Compression ratio	7.3:1	
Transmission oil capacity	0.55 lit. (0.59 U S qt); SAE 10W–40 motor oil	
Oil tank capacity, NA50	0.9 lit. (0.95 U S qt); 2-stroke injector oil	SAE 30W
NC50	0.8 lit. (0.84 U S qt); 2-stroke injector oil	SAE 30W
Lubrication system	Forced	
Air screw opening	1 turn out	
Intake Open	Reed valve controlled	
Close	Reed valve controlled	
Exhaust Open	65° BBDC	
Close	65° ABDC	
Scavenge Open	47° BBDC	
Close	47° ABDC	
Idle speed	1,800 rpm	

	NA50	NC50
DRIVE CHAIN		
Clutch	Automatic centrifugal wet type	
Primary reduction	Chain and gear	
Gear ratio I	1.482:1	1.000:1
II	1.000:1	Not applicable
Final reduction	14.220:1	
ELECTRICAL		
Ignition	Capacitive Discharge Ignition	
Starting system	Kick Starter	
Generator	A.C. generator 6V, 68W/5,000 rpm	
Spark plug ( ) : optional	NGK:BP4HS, (BP5HS), ND:W14FP-L (W16FP)	
Spark plug gap	0.6 – 0.7 mm (0.024 – 0.028 in)	
Ignition timing	18° BTDC	
Battery capacity	6V 4AH	
Fuse capacity	10 amp	
Headlight Low/High	6V-15/15W	
Tail/stoplight	6V-5.3/25W (3/32 CP)	
Turn signal	6V-17/17W (21/21 CP)	
Speedometer light	6V-1.5W (1 CP)	
High beam indicator	6V-1.7W (1 CP) SAE No. 51	
Turn signal indicator	6V-1.7W (1 CP) SAE No. 51	

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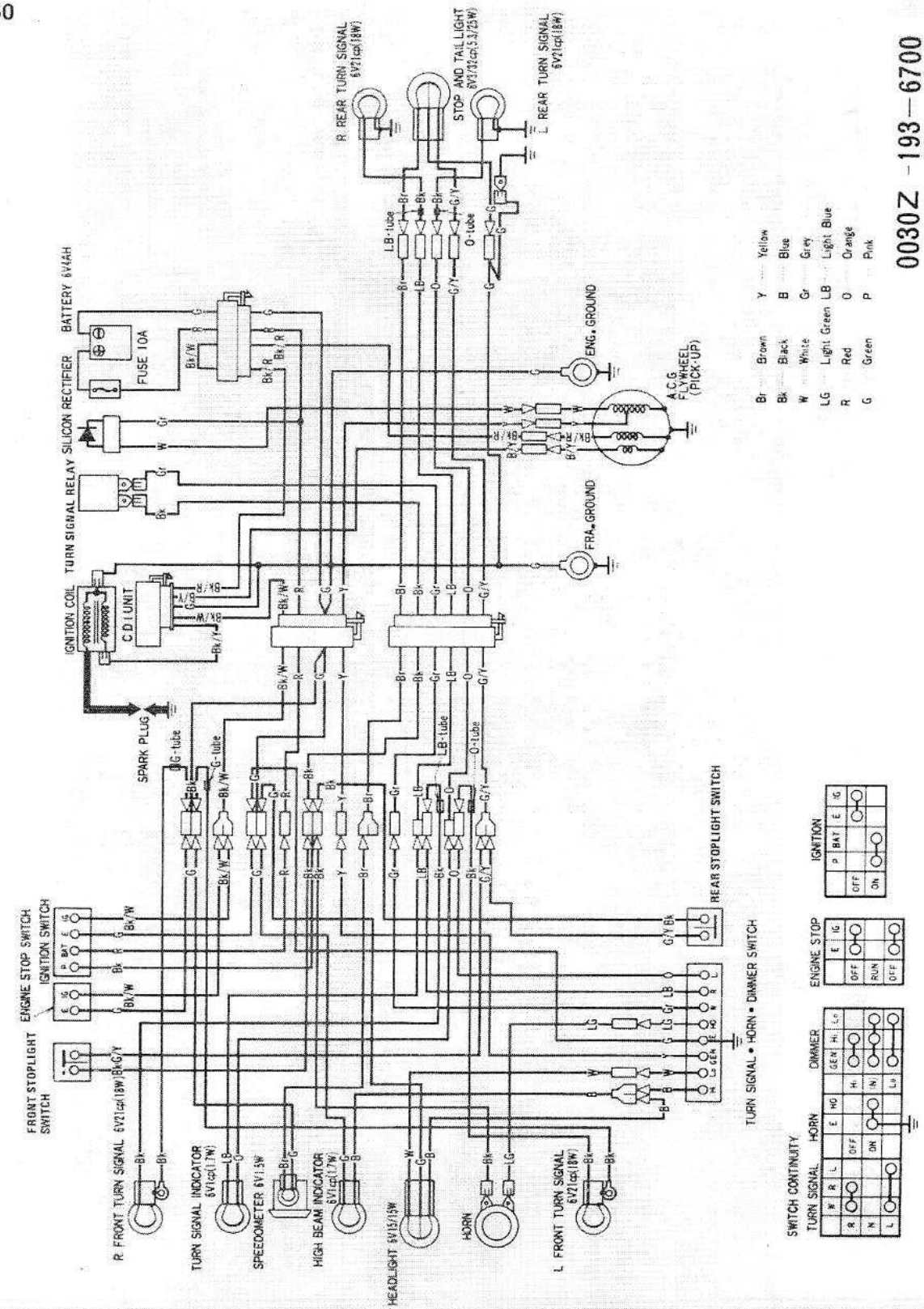
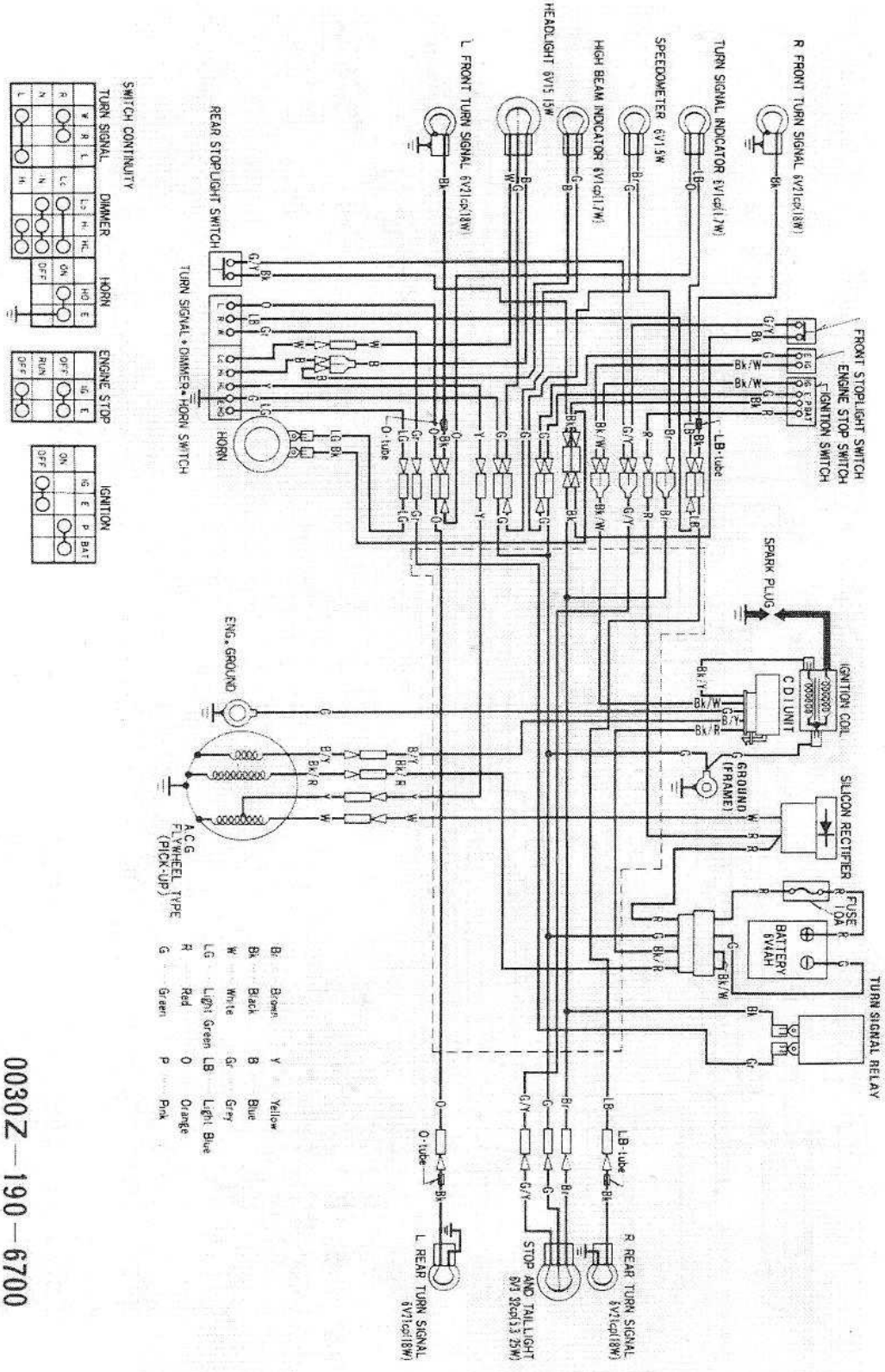
15. WIRING DIAGRAMS

'81 NA50



'81 NC50



0030Z-190-6700

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32. '82 ADDENDUM

FOREWORD

This addendum contains service procedures and data for the 1982 Honda NC50.

Refer to the base shop manual for service items not described in this addendum.

HONDA MOTOR CO., LTD.
Service Publications Office

TABLE OF CONTENTS

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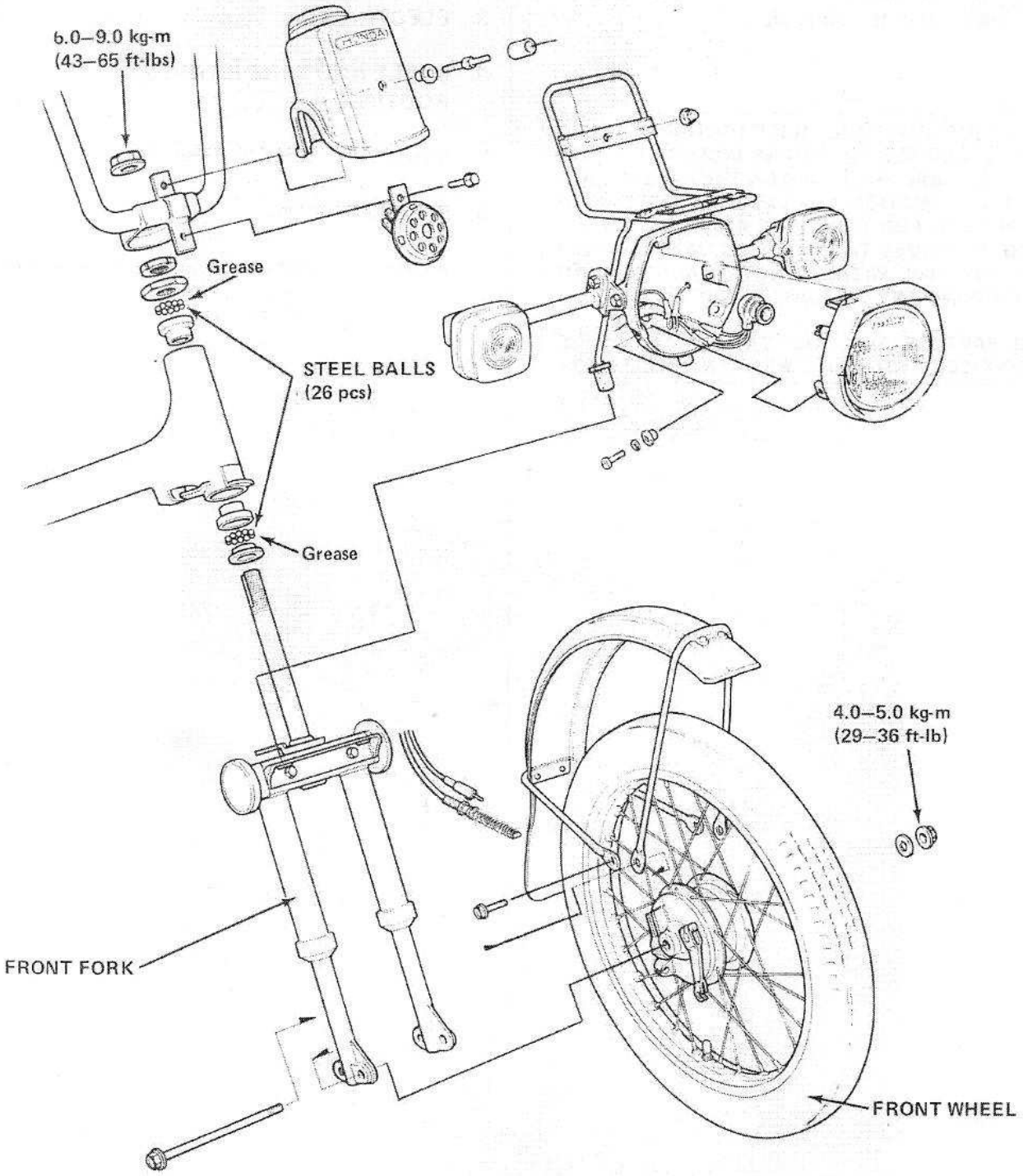
1. FRONT FORK/FRONT WHEEL

NOTE: The front axle nut torque has been increased. Refer to page 17-1 for steering stem tightening procedures.



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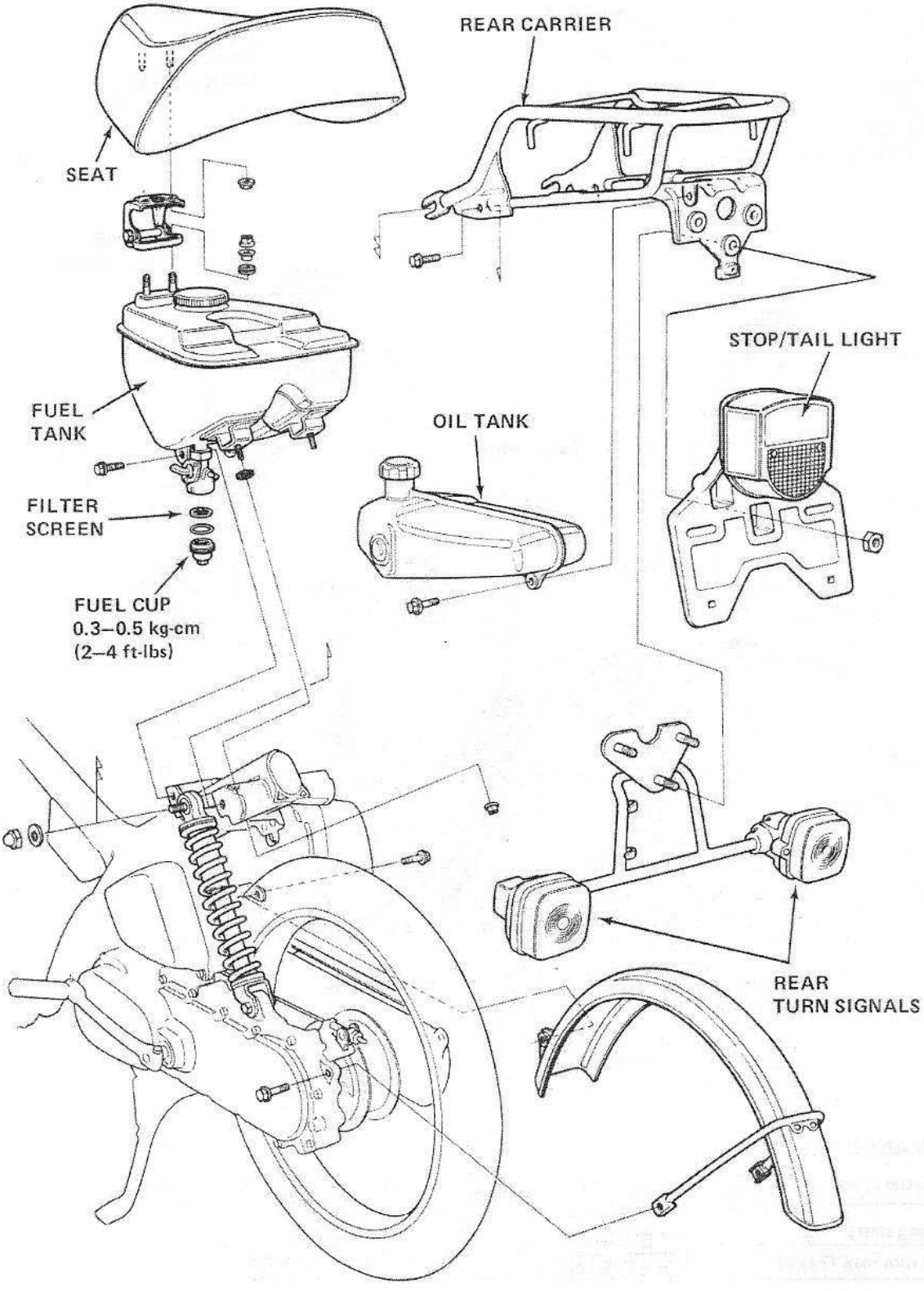
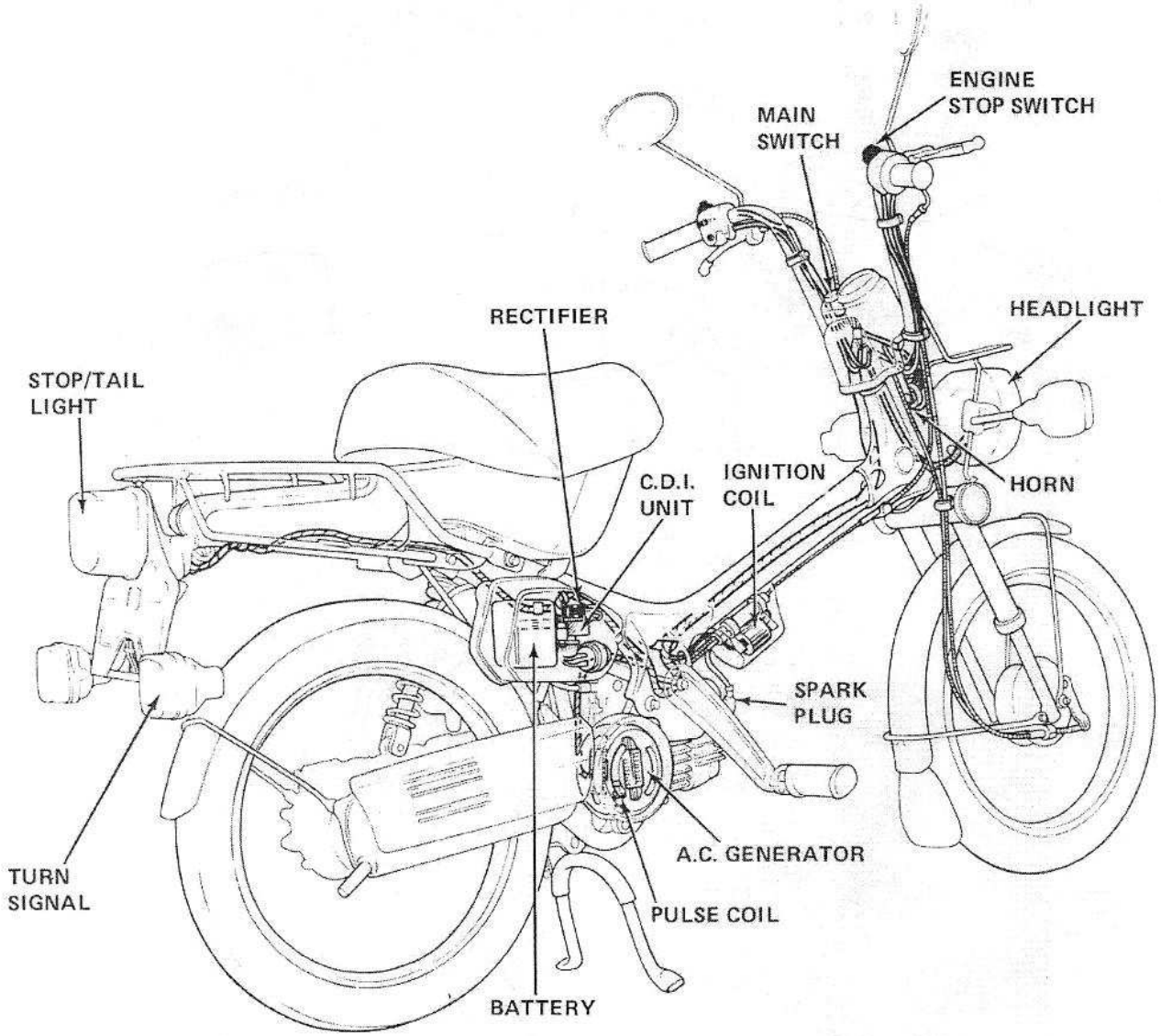
2. FUEL TANK/SEAT/REAR CARRIER



3. ELECTRICAL

COMPONENT LOCATIONS

1. IGNITION SYSTEM
   - IGNITION COIL
   - A.C. GENERATOR
   - C.D.I. UNIT
   - SPARK PLUG
   - PULSE COIL
   - MAIN SWITCH
   - ENGINE STOP SWITCH
2. BATTERY/CHARGING SYSTEM
   - A.C. GENERATOR
   - RECTIFIER
   - BATTERY
3. LIGHTING SYSTEM AND HORN
   - HEADLIGHT
   - STOP/TAIL LIGHT
   - HORN
   - TURN SIGNAL



PERFORMANCE TEST

Check the battery, A.C. generator and resistor when the readings do not match the specifications below.

Charging starts	4,000 rpm	6,000 rpm
1,600 rpm max (7.0 V)	1.3 A min, (8.5 V)	2.5 A max (8.7 V)

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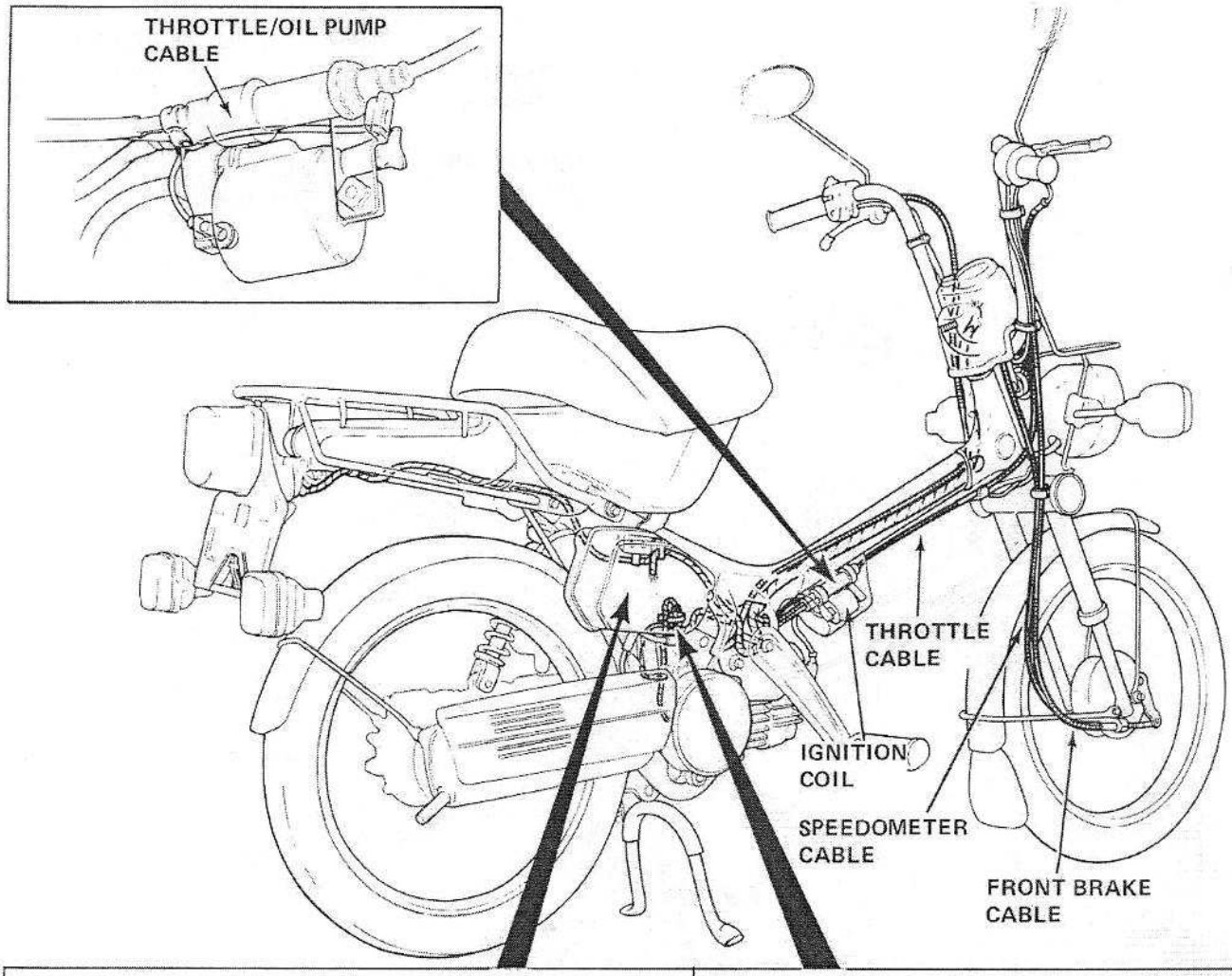
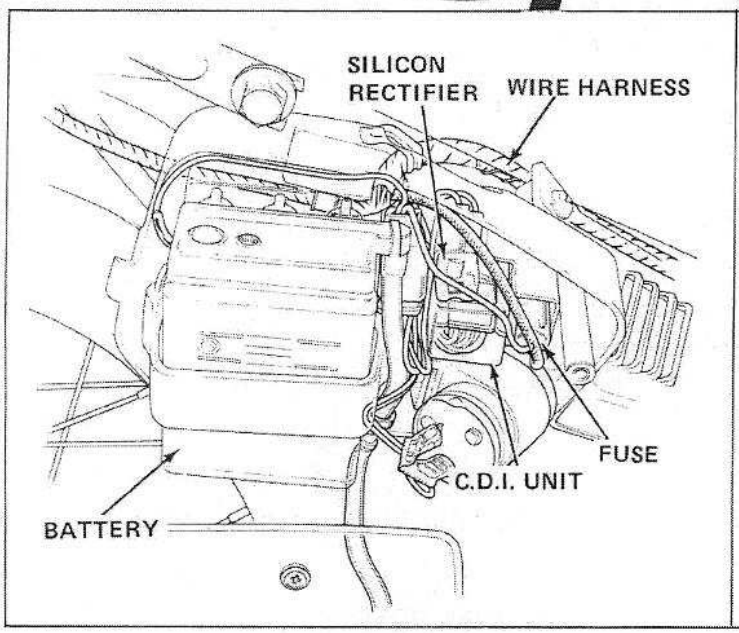
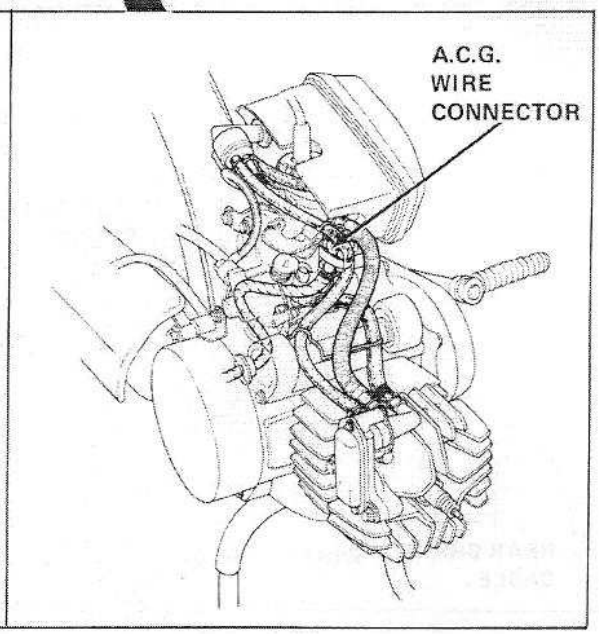
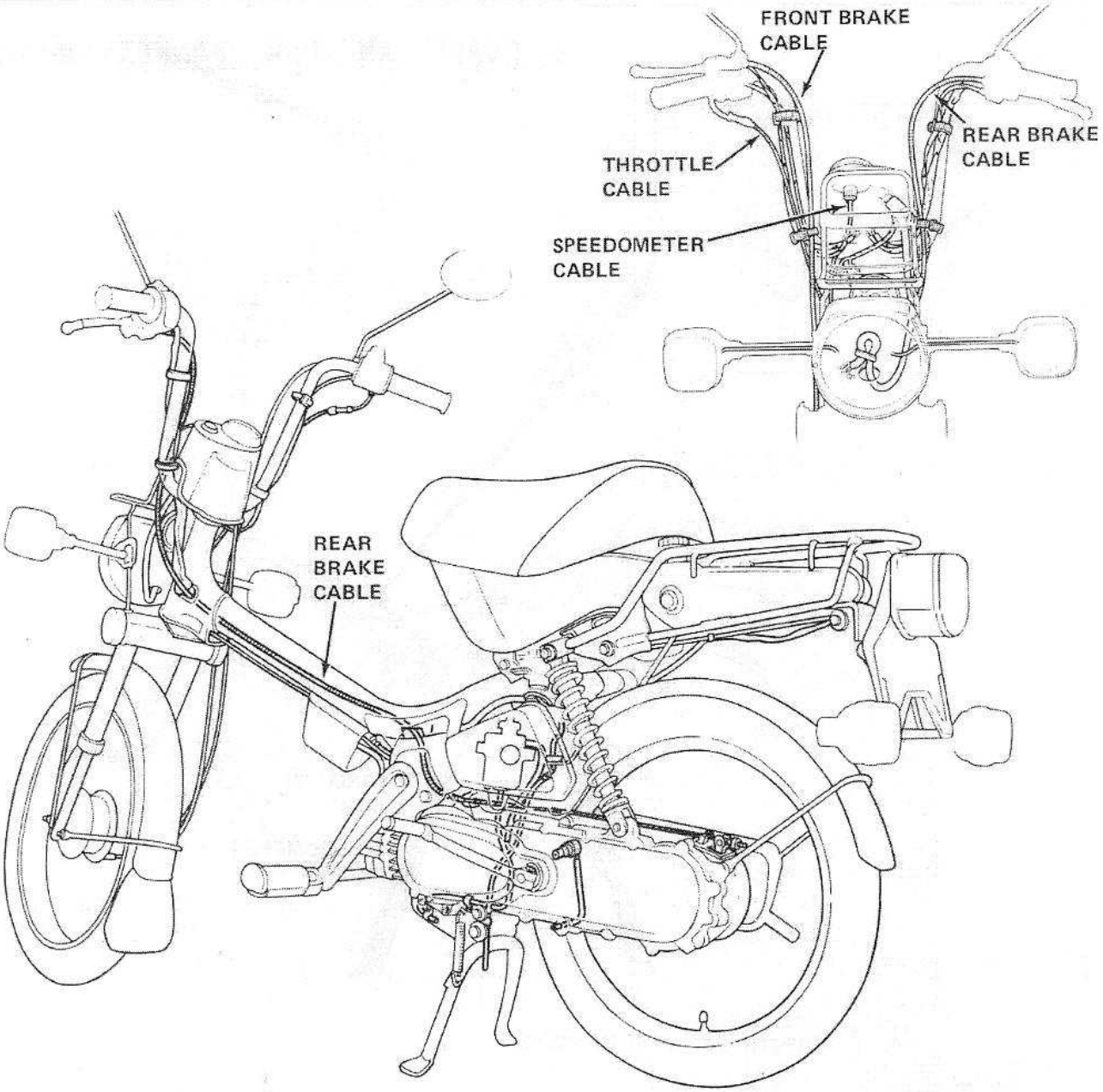
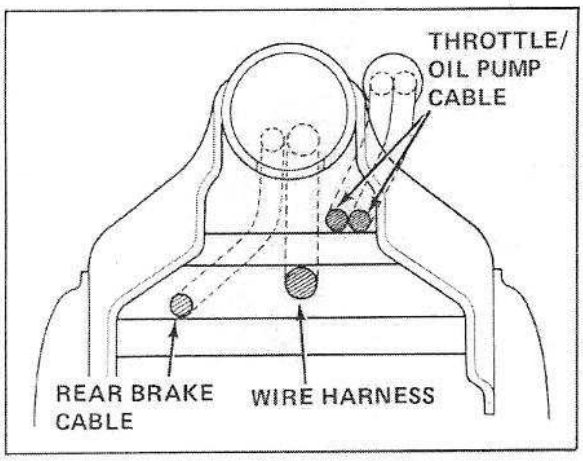
4. CABLE AND WIRE HARNESS ROUTING

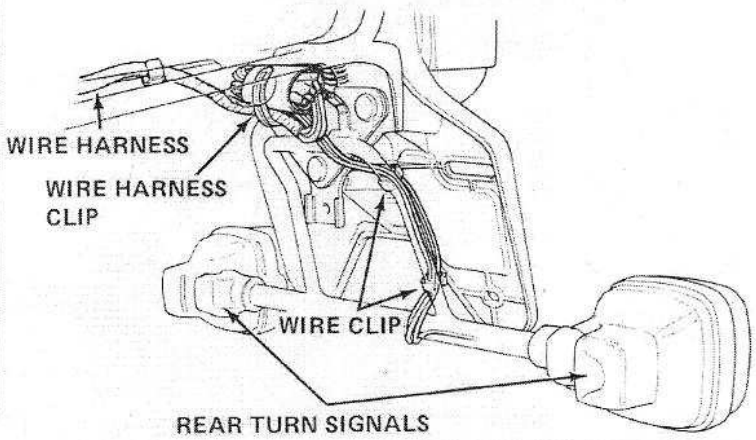












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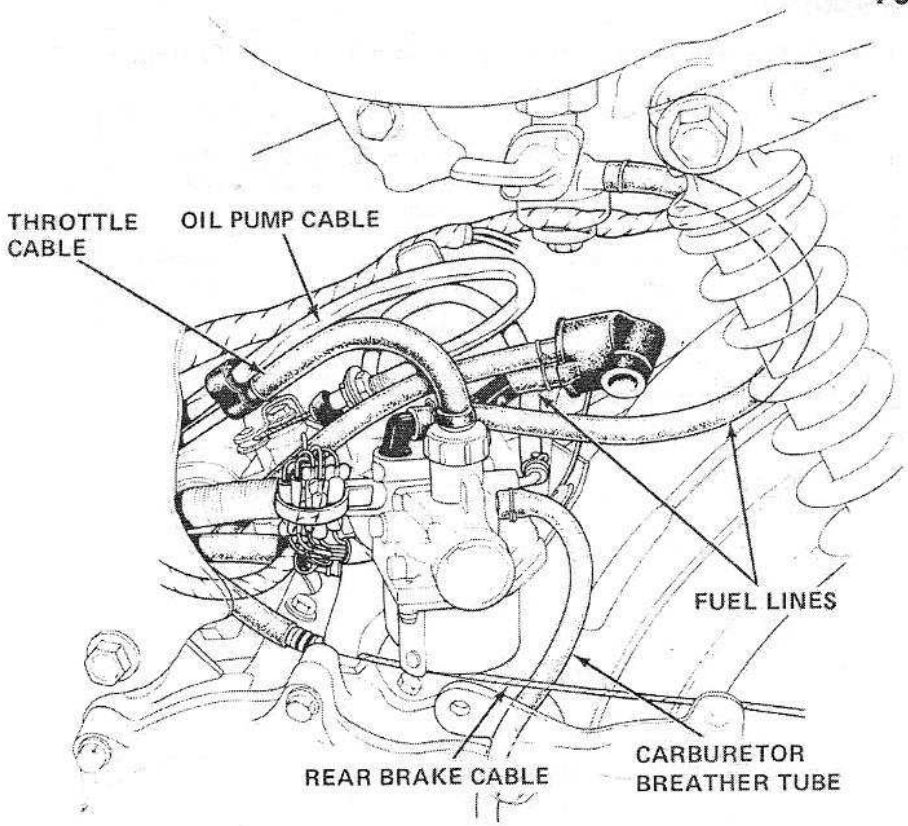
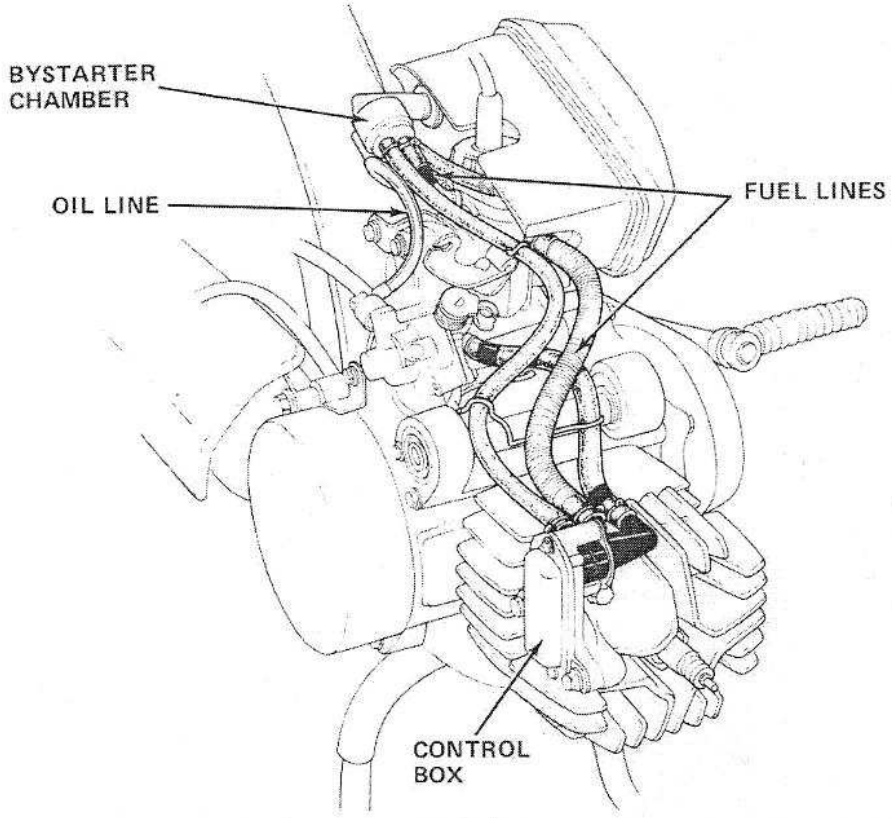
FUEL LINE ROUTING





5. MAINTENANCE SCHEDULE

The fuel filter screen maintenance schedule has been changed. Refer to page 31-24 for all other maintenance schedule items.

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 SAFETY INSPECTION	REGULAR SERVICE Perform at every indicated month or mileage interval, whichever comes first	
	1 month 200 miles 300 km	12 months 1,000 miles 1,500 km	24 months 2,000 miles 3,000 km
FUEL FILTER SCREEN	C		C

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6. SPECIFICATIONS

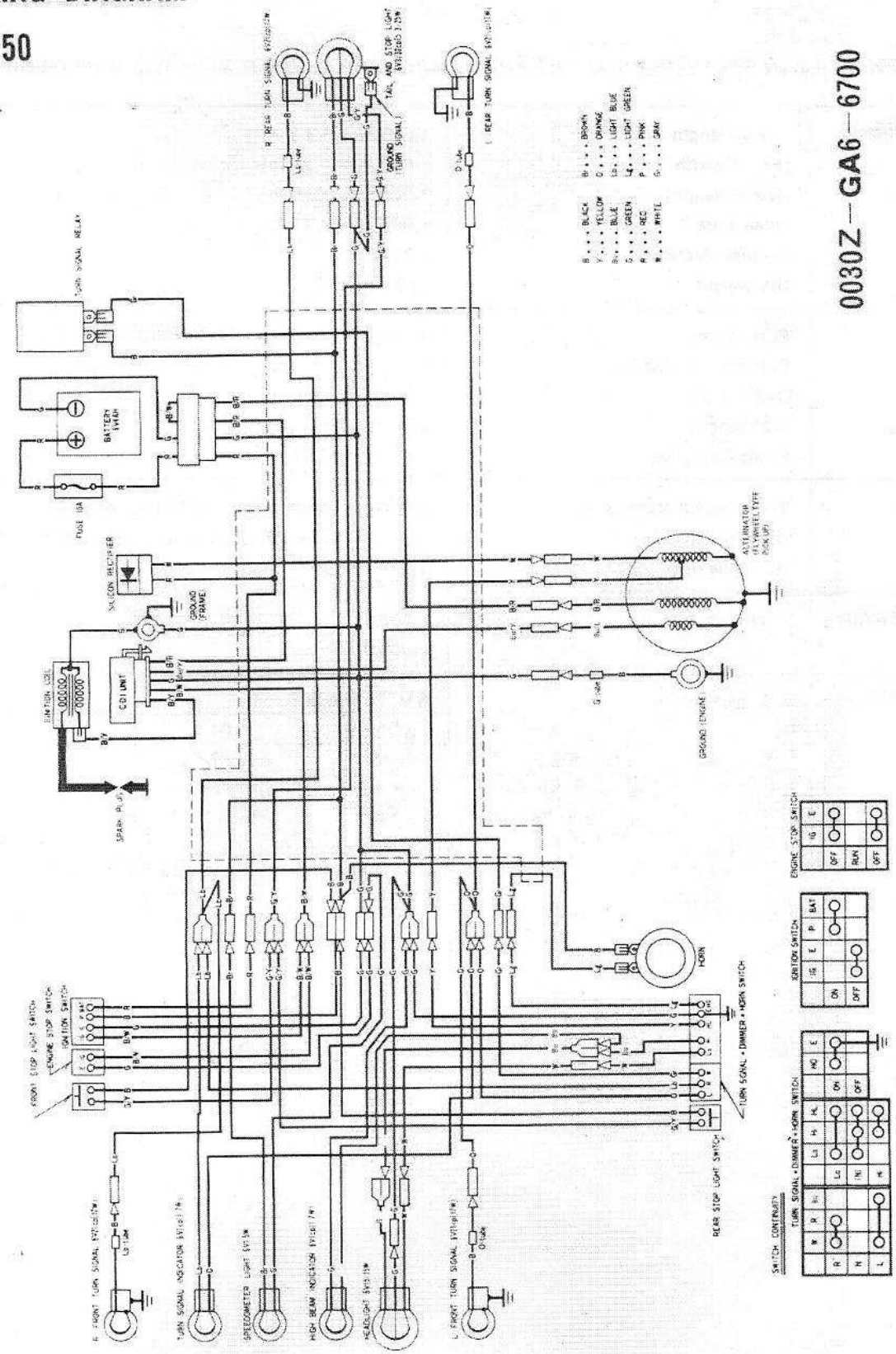
Only specifications that are new or different for 1982 are listed below. Refer to page 31-25 for other specifications.

DIMENSIONS	Overall length		1,615 mm (63.6 in)	
	Overall width		610 mm (24 in)	
	Overall height		1,005 mm (39.5 in)	
	Wheel base		1,057 mm (41.6 in)	
	Ground clearance		127 mm (5 in)	
	Dry weight		50 kg (110 lb)	
FRAME	Fuel capacity		4.55 liters (1.18 U.S. gal. 1.0 Imp. gal.)	
	Fuel reserve capacity		0.75 liters (0.19 U.S. gal. 0.16 Imp. gal.)	
	Caster angle		25°	
	Trail length		80 mm (3.15 in)	
	Front fork grease		11 cc (0.36 oz.)	
ENGINE	Transmission oil capacity		0.65 liters (0.68 U.S. qt., 0.57 Imp. qt); 10W-40 motor oil	
	Oil tank capacity		1.2 liters (1.26 U.S. qt., 1.05 Imp. qt); 2 stroke injector oil	
	Air screw opening		1 1/2 turns out	
DRIVE TRAIN	Gear ratio	I	1.482:1	
		II	1.000:1	
ELECTRICAL	A.C. generator		6 V, 76 w/5,000 rpm	
			NGK	ND
	Spark plug	Standard	BPR4HS	W14FPR-L
		For cold climate	BPR2HS	W9FPR-L
		For extended riding	BPR5HS	W16FPR
	Spark plug gap		0.6–0.7 mm (0.024–0.028 in)	

7. WIRING DIAGRAM

'82 NC50

0030Z—GA6—6700



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