

 **HONDA**

**OWNER'S MANUAL
USO E MANUTENZIONE
MANUAL DEL PROPIETARIO**



CBR1100XX

Honda CBR1100XX

OWNER'S MANUAL

USO E MANUTENZIONE

MANUAL DEL PROPRIETARIO

IMPORTANT INFORMATION

- **OPERATOR AND PASSENGER**

This motorcycle is designed to carry the operator and one passenger. Never exceed the maximum weight capacity as shown on the accessories and loading label.

- **ON-ROAD USE**

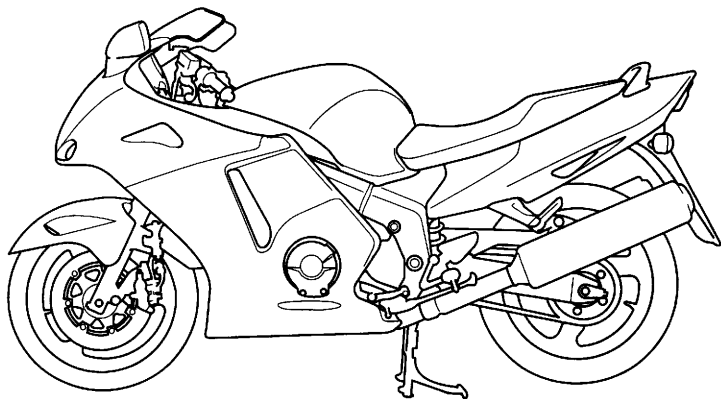
This motorcycle is designed to be used only on the road.

- **READ THIS OWNER'S MANUAL CAREFULLY**

Pay special attention to the safety messages that appear throughout the manual. These messages are fully explained in the "A Few Words About Safety" section which appears before the Contents page.

This manual should be considered a permanent part of the motorcycle and should remain with the motorcycle when resold.

Honda CBR1100XX OWNER'S MANUAL



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WELCOME

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You ride through the wind, linked to the road by a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

To meet the challenges safely, and to enjoy the adventure fully, you should become thoroughly familiar with this owner's manual **BEFORE YOU RIDE THE MOTORCYCLE**.

As you read this manual, you will find information that is preceded by a **NOTICE** symbol. This information is intended to help you avoid damage to your motorcycle, other property, or the environment.

When service is required, remember that your Honda dealer knows your motorcycle best. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Service Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda !

- The following codes in this manual indicate each country.

E	UK	F	France
ED	European direct sales		Belgium
	Austria	U	Australia
	Belgium		New Zealand
	Bulgaria	EK	Ireland
	Croatia	IIF	(F Type II)
	Czech	IIED	(Europe Type II)
	Denmark	IVEK	(EK Type II)
	Finland	IIU	(U Type II)
	Germany	III E	(E Type III)
	Greece		
	Holland		
	Hungary		
	Iceland		
	Israel		
	Italy		
	Latvia		
	Luxembourg		
	Macedonia		
	Norway		
	Poland		
	Portugal		
	Romania		
	Russia		
	Slovakia		
	Slovenia		
	Spain		
	Sweden		
	Switzerland		
	Ukraine		

- The specifications may vary with each locale.


A FEW WORDS ABOUT SAFETY

Your safety, and the safety of others, is very important. And operating this motorcycle safely is an important responsibility.

To help you make informed decisions about safety, we have provided operating procedures and other information on labels and in this manual. This information alerts you to potential hazards that could hurt you or others.

Of course, it is not practical or possible to warn you about all hazards associated with operating or maintaining a motorcycle. You must use your own good judgment.

You will find important safety information in a variety of forms, including:

- **Safety Labels** — on the motorcycle.
- **Safety Messages** — preceded by a safety alert symbol  and one of three signal words: **DANGER, WARNING, or CAUTION.**

These signal words mean:

▲ DANGER

You WILL be KILLED or SERIOUSLY HURT if you don't follow instructions.

▲ WARNING

You CAN be KILLED or SERIOUSLY HURT if you don't follow instructions.

▲ CAUTION

You CAN be HURT if you don't follow instructions.

- **Safety Headings** — such as Important Safety Reminders or Important Safety Precautions.
- **Safety Section** — such as Motorcycle Safety.
- **Instructions** — how to use this motorcycle correctly and safely.

This entire manual is filled with important safety information — please read it carefully.

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MOTORCYCLE SAFETY

IMPORTANT SAFETY INFORMATION

Your motorcycle can provide many years of service and pleasure – if you take responsibility for your own safety and understand the challenges that you can meet on the road.

There is much that you can do to protect yourself when you ride. You'll find many helpful recommendations throughout this manual. Following are a few that we consider most important.

Always Wear a Helmet

It's a proven fact: helmets significantly reduce the number and severity of head injuries. So always wear an approved motorcycle helmet and make sure your passenger does the same. We also recommend that you wear eye protection, sturdy boots, gloves, and other protective gear (page 2).

Make Yourself Easy to See

Some drivers do not see motorcycles because they are not looking for them. To make yourself more visible, wear bright reflective clothing, position yourself so other drivers can see you, signal before turning or changing lanes, and use your horn when it will help others notice you.

Ride Within Your Limits

Pushing the limits is another major cause of motorcycle accidents. Never ride beyond your personal abilities or faster than conditions warrant. Remember that alcohol, drugs, fatigue and inattention can significantly reduce your ability to make good judgements and ride safely.

Don't Drink and Ride

Alcohol and riding don't mix. Even one drink can reduce your ability to respond to changing conditions, and your reaction time gets worse with every additional drink. So don't drink and ride, and don't let your friends drink and ride either.

Keep Your Bike in Safe Condition

For safe riding, it's important to inspect your motorcycle before every ride and perform all recommended maintenance. Never exceed load limits, and only use accessories that have been approved by Honda for this motorcycle. See page 4 for more details.

PROTECTIVE APPAREL

For your safety, we strongly recommend that you always wear an approved motorcycle helmet, eye protection, boots, gloves, long pants, and a long-sleeved shirt or jacket whenever you ride. Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride.

Following are suggestions to help you choose proper gear.

⚠️ WARNING

Not wearing a helmet increases the chance of serious injury or death in a crash.

Be sure you and your passenger always wear a helmet, eye protection and other protective apparel when you ride.

Helmets and Eye Protection

Your helmet is your most important piece of riding gear because it offers the best protection against head injuries. A helmet should fit your head comfortably and securely. A bright-coloured helmet can make you more noticeable in traffic, as can reflective strips.

An open-face helmet offers some protection, but a full-face helmet offers more. Always wear a face shield or goggles to protect your eyes and help your vision.

Additional Riding Gear

In addition to a helmet and eye protection, we also recommend:

- Sturdy boots with non-slip soles to help protect your feet and ankles.
- Leather gloves to keep your hands warm and help prevent blisters, cuts, burns and bruises.
- A motorcycle riding suit or jacket for comfort as well as protection. Bright-coloured and reflective clothing can help make you more noticeable in traffic. Be sure to avoid loose clothes that could get caught on any part of your motorcycle.

LOAD LIMITS AND GUIDELINES

Your motorcycle has been designed to carry you and one passenger. When you carry a passenger, you may feel some difference during acceleration and braking. But so long as you keep your motorcycle well-maintained, with good tyres and brakes, you can safely carry loads within the given limits and guidelines.

However, exceeding the weight limit or carrying an unbalanced load can seriously affect your motorcycle's handling, braking and stability. Non-Honda accessories, improper modifications, and poor maintenance can also reduce your safety margin.

The following pages give more specific information on loading, accessories and modifications.

Loading

How much weight you put on your motorcycle, and how you load it, are important to your safety. Anytime you ride with a passenger or cargo you should be aware of the following information.

⚠ WARNING

Overloading or improper loading can cause a crash and you can be seriously hurt or killed.

Follow all load limits and other loading guidelines in this manual.

Load Limits

Following are the load limits for your motorcycle:

Maximum weight capacity:

185 kg (411 lbs)

Includes the weight of the rider, passenger, all cargo and all accessories

Maximum cargo weight:

27 kg (60 lbs)

The weight of added accessories will reduce the maximum cargo weight you can carry.

Loading Guidelines

Your motorcycle is primarily intended for transporting you and a passenger. You may wish to secure a jacket or other small items to the seat when you are not riding with a passenger.

If you wish to carry more cargo, check with your Honda dealer for advice, and be sure to read the information regarding accessories on page 6.

Improperly loading your motorcycle can affect its stability and handling. Even if your motorcycle is properly loaded, you should ride at reduced speeds and never exceed 130 km/h (80 mph) when carrying cargo.

Follow these guidelines whenever you carry a passenger or cargo:

- Check that both tyres are properly inflated.
- If you change your normal load, you may need to adjust the rear suspension (page 24).
- To prevent loose items from creating a hazard, make sure that all cargo is securely tied down before you ride away.
- Place cargo weight as close to the center of the motorcycle as possible.
- Balance cargo weight evenly on both sides.

Accessories and Modifications

Modifying your motorcycle or using non-Honda accessories can make your motorcycle unsafe. Before you consider making any modifications or adding an accessory, be sure to read the following information.

⚠ WARNING

Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.

Follow all instructions in this owner's manual regarding accessories and modifications.

Accessories

We strongly recommend that you use only genuine Honda accessories that have been specifically designed and tested for your motorcycle. Because Honda cannot test all other accessories, you must be personally responsible for proper selection, installation and use of non-Honda accessories. Check with your dealer for assistance and always follow these guidelines:

- Make sure the accessory does not obscure any lights, reduce ground clearance and banking angle, limit suspension travel or steering travel, alter your riding position or interfere with operating any controls.
- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (page 140). A blown fuse can cause a loss of lights or engine power.

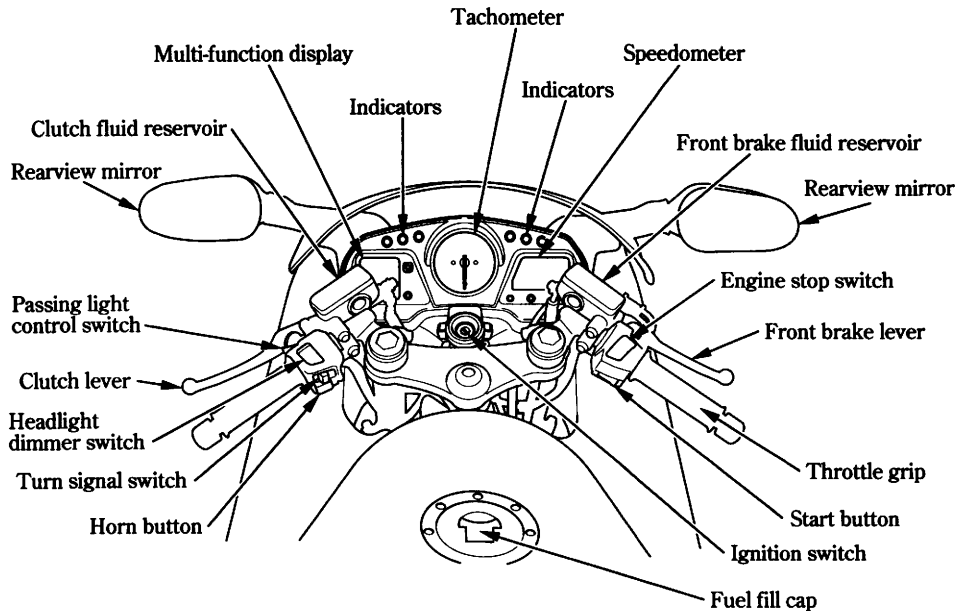
- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

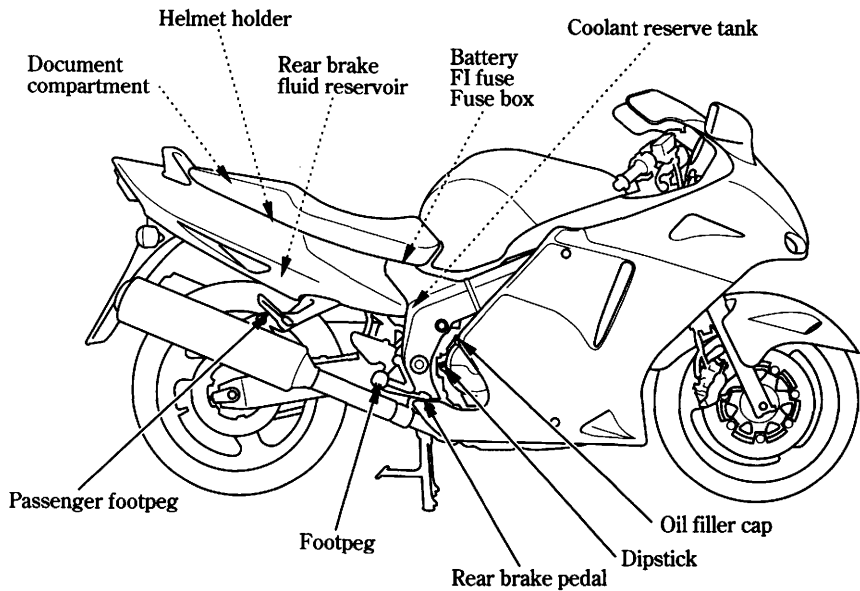
Modifications

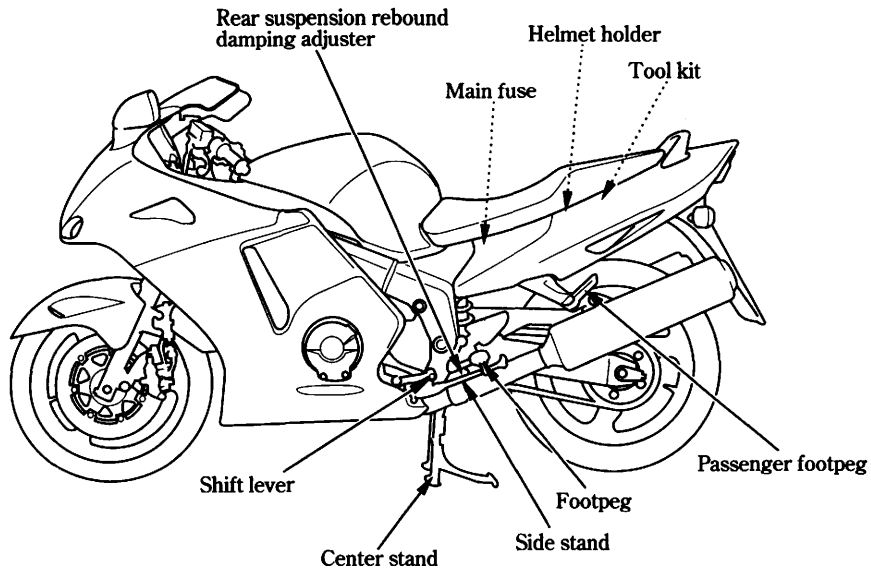
We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride.

Removing or modifying your lights, mufflers, emission control system or other equipment can also make your motorcycle illegal.

PARTS LOCATION



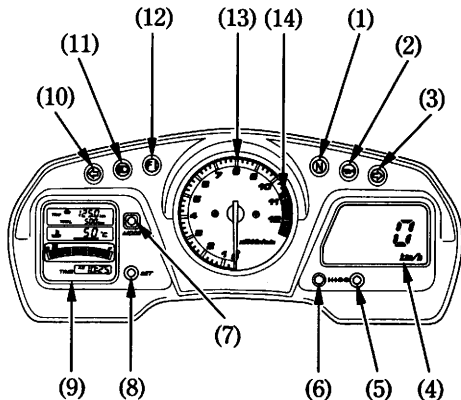





INSTRUMENTS AND INDICATORS

The indicators are contained in the instrument panel. Their functions are described in the tables on the following pages.

- (1) Neutral indicator
- (2) Low oil pressure indicator
- (3) Right turn signal indicator
- (4) Speedometer
- (5) HISS button
- (6) Immobilizer system (HISS) indicator
- (7) MODE button
- (8) SET button
- (9) Multi-function display
- (10) Left turn signal indicator
- (11) High beam indicator
- (12) PGM-FI malfunction indicator lamp (MIL)
- (13) Tachometer
- (14) Tachometer red zone



(Ref.No.) Description	Function
(1) Neutral indicator (green)	Lights when the transmission is in neutral. Should also light for a few seconds and then go off when the ignition switch is turned ON.
(2) Low oil pressure indicator (red)	<p>Lights when the engine oil pressure is below normal operating range. Should light when ignition switch is ON and engine is not running. Should go out when the engine starts, except for occasional flickering at or near idling speed when engine is warm.</p> <p>NOTICE</p> <p>Running the engine with insufficient oil pressure may cause serious engine damage.</p>
(3) Right turn signal indicator (green)	Flashes when the right turn signal operates. Should light for a few seconds and then go off when the ignition switch is turned ON.
(4) Speedometer	Shows riding speed (page 21).

(Ref.No.) Description	Function
(5) HISS button	This button is used to flash the immobilizer system (HISS) indicator when the ignition switch is OFF (page 47).
(6) Immobilizer system (HISS) indicator (red)	This indicator lights for a few seconds when the ignition switch is turned ON and the engine stop switch is at  (RUN). It will then go off if the properly-coded key has been inserted. If an improperly-coded key has been inserted, the indicator will remain on and the engine will not start (page 46).
(7) MODE button	Select tripmeter A or B and resets the tripmeter to zero (0) (page 20). This button is also used to change unit of speedometer (page 21).
(8) SET button	This button is used to adjust the time (page 22). This button is also used to change unit of speedometer (page 21).

(Ref.No.) Description	Function
(9) Multi-function display	The display includes the following functions; This display shows the initial display (page 17).
Coolant temperature meter	Shows coolant temperature (page 23).
Fuel gauge	Shows approximate fuel supply available (page 19).
Digital clock	Shows hour and minute (page 22).
Odometer	Shows accumulated mileage (page 20).
Tripmeter	Shows mileage per trip (page 20).

(Ref.No.) Description	Function
(10) Left turn signal indicator (green)	Flashes when the left turn signal operates. Should light for a few seconds and then go off when the ignition switch is turned ON.
(11) High beam indicator (blue)	Lights when the headlight is on high beam. Should also light for a few seconds and then go off when the ignition switch is turned ON.
(12) PGM-FI malfunction indicator lamp (MIL) (red)	Flashes when there is any abnormality in the PGM-FI (Programmed Fuel Injection) system. Should also light for a few seconds and then go off when the ignition switch is turned ON and engine stop switch is at ○ (RUN). If it comes on at any other time, reduce speed and take the motorcycle to your Honda dealer as soon as possible.

(Ref.No.) Description	Function
(13) Tachometer	Shows engine revolutions per minute.
(14) Tachometer red zone	<p>Never allow the tachometer needle to enter the red zone, even after the engine has been broken in.</p> <p>NOTICE</p> <p>Running the engine beyond recommended maximum engine speed (the beginning of the tachometer red zone) can damage the engine.</p>

Initial Display

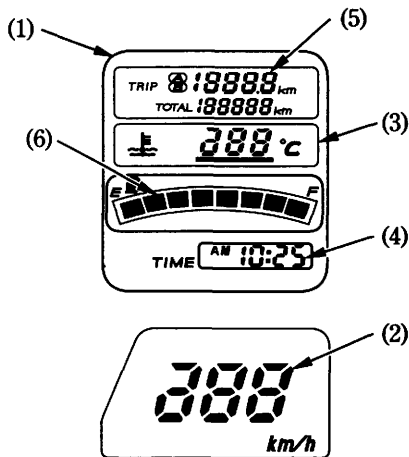
When the ignition switch is turned ON, the multi-function display (1) and speedometer (2) will temporarily show all the modes and digital segments. Thereafter, the speedometer will show from 290 km/h to 0 km/h (E type only: From 180 mph to 0 mph in mph) and the coolant temperature meter (3) will show from 132°C to 35°C.

In the view of that operation, you can make sure the liquid crystal display is functioning properly.

(Except digital clock)

The unit "mph" and "mile" will be displayed only for E type.

Digital clock (4) and tripmeter (5) will reset if the battery is disconnected.



- | | |
|-------------------------------|----------------------|
| (1) Multi-function display | (4) Digital clock |
| (2) Speedometer | (5) Tripmeter |
| (3) Coolant temperature meter | (6) Fuel gauge meter |

Multi-function Display

Multi-function display (1) includes the following functions:

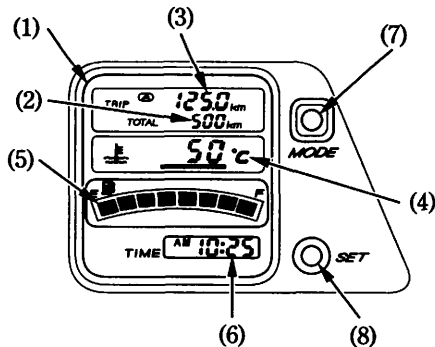
Odometer

Tripmeter

Coolant temperature meter

Fuel gauge

Digital clock



- (1) Multi-function display
- (2) Odometer
- (3) Tripmeter
- (4) Coolant temperature meter
- (5) Fuel gauge
- (6) Digital clock
- (7) MODE button
- (8) SET button

Fuel Gauge

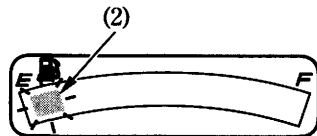
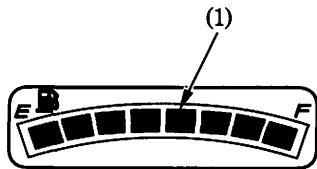
The fuel gauge liquid crystal display (1) shows the approximate fuel supply available in a graduated display. When the segment F goes on, the fuel tank capacity including reserve is:

23.0 ℓ (6.08 US gal , 5.06 Imp gal)

When segment E (2) flashes, fuel will be low and you should refill the tank as soon as possible.

The amount of fuel left in the tank with the vehicle set upright is approximately:

3.0 ℓ (0.79 US gal , 0.66 Imp gal)



(1) Fuel gauge display

(2) Segment E

Odometer

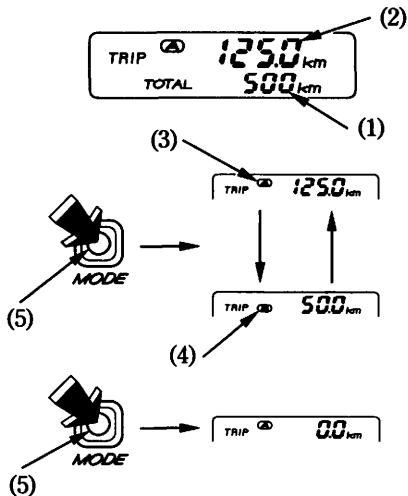
Shows accumulated mileage.

Tripmeter

Shows mileage per trip.

There are two tripmeters, tripmeter A (3) and tripmeter B (4). Switch between the A and B displays by pressing the MODE button (5) repeatedly.

To reset the tripmeter, push and hold the MODE button with the display in the tripmeter A or tripmeter B mode.



- (1) Odometer
- (2) Tripmeter
- (3) Tripmeter A

- (4) Tripmeter B
- (5) MODE button

Speedometer

Shows riding speed.

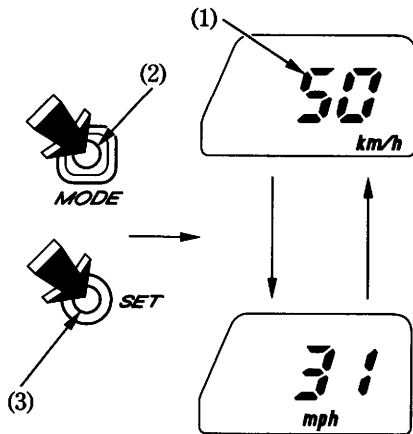
Speed Unit Change

(E type only)

The speedometer displays both “km/h” and “mph”.

Push and hold both the MODE (2) and SET (3) button to select “km/h” or “mph”.

This function does not operate while set the clock in the adjust mode.



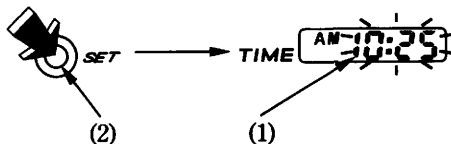
(1) Speedometer
(2) MODE button

(3) SET button

Digital Clock

Shows hour and minute. To adjust the time, proceed as follows:

1. Turn the ignition switch ON.
2. Press and hold the SET button (2) for more than 2 seconds. The clock will be set in the adjust mode with the display flashing.



- (1) Digital clock
(2) SET button

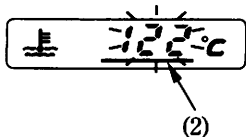
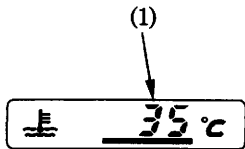
3. Push the SET button until the desired time is displayed.
 - The time is advanced by one minute, each time the SET button is pushed.
 - The time is advanced by ten minutes, when the SET button is pushed and held.
4. Push the SET button after five seconds pass with not doing anything to enter the time.
When the ignition switch is turned OFF while set the clock in the adjust mode, the time will be fixed as just before the ignition OFF.

Coolant Temperature Meter

The coolant temperature meter (1) shows coolant temperature digitally.

Temperature Display

Below 34°C	“— —” is displayed.
Between 35°C and 132°C	Actual coolant temperature is indicated.
Above 132°C	The display will remain “132°C”.



- (1) Coolant temperature meter
- (2) Red line

Overheating Message

When the coolant temperature reaches 122°C, the display begins to flash and “red line” (2) appears on the display.

If this occurs, stop the engine and check the reserve tank coolant level. Read pages 31 – 32 and do not ride the motorcycle until the problem has been corrected.

NOTICE

Exceeding maximum running temperature may cause serious engine damage.

MAJOR COMPONENTS

(Information you need to operate this motorcycle)

SUSPENSION

Rear Suspension

The rear suspension can provide the desired ride under various rider/passenger weight and riding conditions through adjustments of the rebound damping adjuster.

Rebound Damping:

The damping force adjuster (1) is located behind the left step holder.

To reduce (SOFT) :

Turn the adjuster counterclockwise toward SOFT for a light load and smooth road condition.

To increase (HARD) :

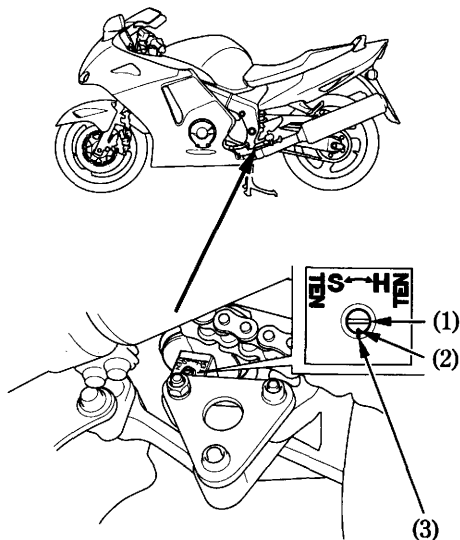
Turn the adjuster clockwise toward HARD for a firmer ride and rough road condition.

To adjust the adjuster to the standard position, proceed as follows :

1. Turn the damping adjuster (1) clockwise until it will no longer turn (lightly seats). This is the full hard setting.
2. The adjuster is set in the standard position when the adjuster is turned counterclockwise approximately 1 turn so that its punch mark (2) aligns with the reference punch mark (3).

Do not touch the exhaust pipe when adjusting the rebound damping adjuster.

The rear shock absorber assembly includes a damper unit that contains high pressure nitrogen gas. Do not attempt to disassemble or service the damper; it cannot be rebuilt and must be replaced when worn out. Disposal should only be done by your Honda dealer. The instructions found in this owner's manual are limited to adjustment of the shock assembly only.



- (1) Damping adjuster
- (2) Punch mark
- (3) Reference punch mark

BRAKES

Both the front and rear brakes are the hydraulic disc types.

As the brake pads wear, the brake fluid level drops.

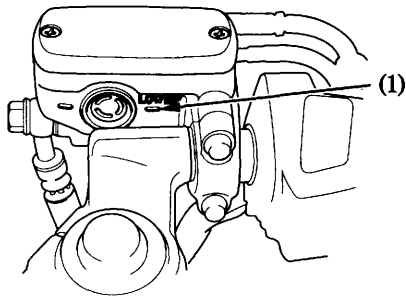
There are no adjustments to perform, but fluid level and pads wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks. If the control lever or pedal free travel becomes excessive and the brake pads are not worn beyond the recommended limit (page 114), there is probably air in the brake system and it must be bled. See your Honda dealer for this service.

Front Brake Fluid Level:

With the motorcycle in an upright position, check the fluid level. It should be above the LOWER level mark (1). If the level is at or below the LOWER level mark, check the brake pads for wear (page 114).

Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.



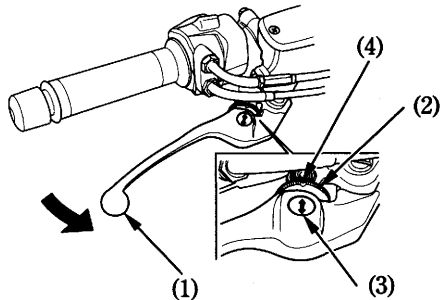
(1) LOWER level mark

Front Brake Lever:

The distance between the tip of the brake lever (1) and the grip can be adjusted by turning the adjuster (2) while pushing the lever forward.

Align the arrow (3) on the brake lever with the index mark (4) on the adjuster.

Apply the brake several times and check for free wheel rotation after the brake lever is released.



- (1) Brake lever
- (2) Adjuster

- (3) Arrow
- (4) Index mark

Other Checks:

Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

Rear Brake Fluid Level:

Check the brake fluid level from the inspection window (1) of the rear cowl with the motorcycle in an upright position.

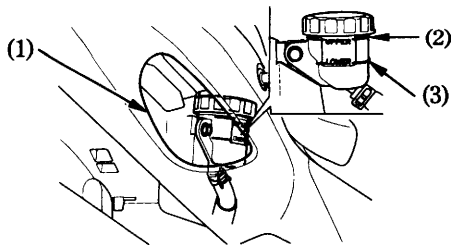
It should be between the UPPER (2) and LOWER (3) level marks. If the level is at or below the LOWER level mark, check the brake pads for wear (page 114).

Worn pads should be replaced. If the pads are not worn, have your brake system inspected for leaks.

The recommended brake fluid is Honda DOT 4 brake fluid from a sealed container, or an equivalent.

Other Checks:

Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.



- (1) Inspection window
- (2) UPPER level mark
- (3) LOWER level mark

CLUTCH

This motorcycle has a hydraulically actuated clutch. There are no adjustments to perform, but the clutch system must be inspected periodically for fluid level and leakage.

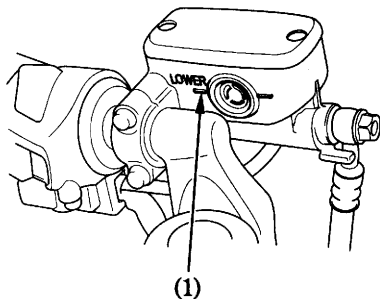
If the motorcycle creeps or stalls when shifted into gear, or if the clutch slips, causing acceleration to lag behind engine speed, there is probably air in the clutch system and it must be bled out. See your Honda dealer for this service.

Fluid Level:

Check that the fluid level is above the LOWER level mark (1) with the motorcycle in an upright position. If the fluid level is near the lower level line, it indicates fluid leakage. See your Honda dealer.

Other Checks:

Make sure there are no fluid leaks. Check for deterioration or cracks in the hoses and fittings.

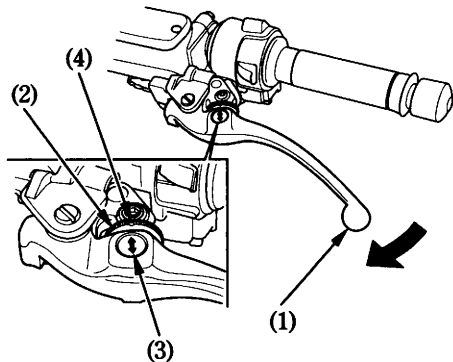


(1) LOWER level mark

Clutch Lever:

The distance between the tip of the clutch lever (1) and the grip can be adjusted by turning the adjuster (2) while pushing the lever forward.

Align the arrow (3) on the clutch lever with the index mark (4) on the adjuster.



(1) Clutch lever

(2) Adjuster

(3) Arrow

(4) Index mark

COOLANT

Coolant Recommendation

The owner must properly maintain the coolant to prevent freezing, overheating, and corrosion. Use only high quality ethylene glycol antifreeze containing corrosion protection inhibitors specifically recommended for use in aluminum engines. (SEE ANTIFREEZE CONTAINER LABEL).

Use only low-mineral drinking water or distilled water as a part of the antifreeze solution. Water that is high in mineral content or salt may be harmful to the aluminum engine.

Using coolant with silicate inhibitors may cause premature wear of water pump seals or blockage of radiator passages.

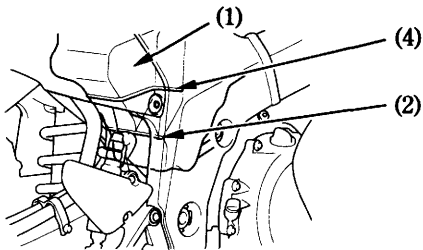
Using tap water may cause engine damage.

The factory provides a 50/50 solution of antifreeze and distilled water in this motorcycle. This coolant solution is recommended for most operating temperatures and provides good corrosion protection. A higher concentration of antifreeze decreases the cooling system performance and is recommended only when additional protection against freezing is needed. A concentration of less than 40/60 (40% antifreeze) will not provide proper corrosion protection. During freezing temperatures, check the cooling system frequently and add higher concentrations of antifreeze (up to a maximum of 60% antifreeze) if required.

Inspection

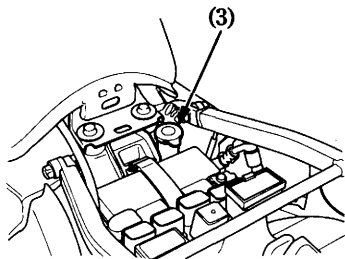
The reserve tank is behind the frame.

Check the coolant level in the reserve tank (1) while the engine is at the normal operating temperature with the motorcycle in an upright position. If the coolant level is below the LOWER level mark (2), remove the seat (page 53) and reserve tank cap (3) and add coolant mixture until it reaches the UPPER level mark (4). Always add coolant to the reserve tank. Do not attempt to add coolant by removing the radiator cap.



- (1) Reserve tank (4) UPPER level mark
(2) LOWER level mark

If the reserve tank is empty, or if coolant loss is excessive, check for leaks and see your Honda dealer for repair.



- (3) Reserve tank cap

FUEL

Fuel Tank

The fuel tank capacity including the reserve supply is:

23.0 l (6.08 US gal , 5.06 Imp gal)

To open the fuel fill cap (1), insert the ignition key (2) and turn it clockwise. The fuel fill cap is hinged and will lift up.

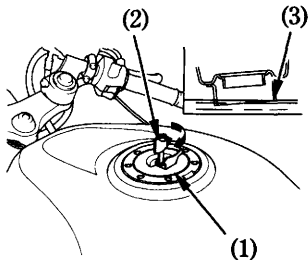
Do not overfill the tank. There should be no fuel in the filler neck (3).

After refueling, to close the fuel fill cap, push the fuel fill cap into the filler neck until it snaps closed and locks. Remove the key.

⚠ WARNING

Petrol is highly flammable and explosive. You can be burned or seriously injured when handling fuel.

- Stop the engine and keep heat, sparks, and flame away.
- Refuel only outdoors.
- Wipe up spills immediately.



- (1) Fuel fill cap
(2) Ignition key

- (3) Filler neck