PREFACE

Thank you for selecting a Hero MotoCorp ***HF-Deluxe***. We wish you many miles of continued riding pleasure in the years ahead.

We at Hero MotoCorp, are committed to demonstrate excellence in our environment performance on a continual basis, as an intrinsic element of our corporate philosophy. To achieve this we commit ourselves to continue product innovations to improve environment compatibility, comply with all applicable environment legislation and strengthen the green supply chain.

This booklet is your guide to the basic operation and maintenance of your new Hero MotoCorp ***HF-Deluxe***. Please take time to read it carefully. As with any fine machine, proper care and maintenance are essential for trouble-free operation and optimum performance.

Authorised Distributor or the authorised dealer(s) of the Distributor **("Dealer")** will be glad to provide further information or assistance and to handle your future service needs.

Let us make this world a safer, healthier and more environment friendly place.

NOTE

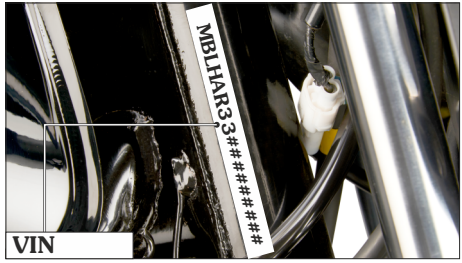
All information, illustration, photograph, directions, specifications and other contents covered in this owner's manual are based on the latest product information available at the time of its printing approval, and the accuracy or correctness of the same is not undertaken or guaranteed. Hero MotoCorp Ltd ***reserves the right to make changes in its contents at any time without notice and/or incurring any obligation, whatsoever. no one is allowed to reproduce any part of this publication without obtaining prior written permission from*** Hero MotoCorp Ltd.

CONTENTS

	Pg. No.
MOTORCYCLE IDENTIFICATION	1
PRODUCT SPECIFICATION	2
VEHICLE SAFETY	4
▸ Important safety information	4
▸ Protective apparel	5
SAFE RIDING TIPS	6
ACCESSORIES & MODIFICATIONS	7
ANTI-THEFT TIPS	7
TIPS FOR HEALTHY ENVIRONMENT	8
MOTORCYCLE VIEWS	9
PARTS FUNCTIONS	12
▸ Instruments & Indicators	12
▸ Ignition switch	13
▸ Left handlebar controls	15
▸ Right handlebar controls	15
▸ Steering lock (idle stop start system)	16
▸ Side stand indicator/Side stand switch	16
▸ Fuel valve	17
▸ Fuel tank	18
USB charger	19
PRE-RIDE INSPECTION	20
STARTING THE ENGINE	21
RIDING/BRAKING	22
PARKING/UTILITY BOX	23
TOOL KIT	24
MAINTENANCE	24
▸ Importance of maintenance	24
▸ Maintenance safety/Saftey precautions	24
▸ Maintenance schedule	27
▸ Engine oil/Engine oil level check	29
▸ Engine oil top up process	29
▸ Engine oil replacement process	29
▸ Oil filter screen & centrifugal filter	30
▸ Spark plug	31
▸ Air cleaner	32
▸ Air cleaner drain tube	33
▸ Throttle operation	33
▸ Valve clearance	34
▸ Carburetor (Idle speed)	35
▸ Throttle controlled ignition system (TCIS)	35
▸ Clutch	36
▸ Drive chain	37
▸ Drive chain slider	39
▸ Front brake	39
▸ Rear brake	40
▸ Brake wear indicators	41
▸ Tubeless Tyres	42
▸ Battery	45
▸ Fuse replacement/Stop lamp switch	46
▸ Side stand/Headlamp adjustment	47
▸ Suspension	48
▸ Front wheel	49
▸ Rear wheel	50
WASHING THE MOTORCYCLE	51
CATALYTIC CONVERTER	51
AIR SUCTION VALVE (ASV)	52
BASIC TROUBLESHOOTING	53
DELIVERY CERTIFICATE	
HERO GENUINE PARTS	
JOBS APPLICABLE TO PERIODIC SERVICES	
SERVICE RECORD SHEET	
SERVICE ADVICE SHEET	
OWNERSHIP RECORD & DATA	


Hero
WeCare

MOTORCYCLE IDENTIFICATION



VIN

Location : Stamped on the right side of the steering head tube.

VIN: MBLHAR33#########

MBL	HAR37	#	#	#	#	#####
Manufacturer code	Vehicle Description	Check Digit	Model Year	Plant Code	Month of Manufacturing	Production Serial Number



Engine No.

Location : Stamped on the lower side of the left Crankcase.

Engine No.: HA11E6########

HA11E6	#	#	#	#####
Engine Description	Year of Manufacturing	Assembly Plant	Month of Manufacturing	Serial Number

Model: HF-Deluxe

Variants	VIN	Engine
Self Stard/Drum/Cast Wheel	HAR37	HA11E6

VIN and Engine No. may be required:

1. During registration of the motorcycle.
2. For dealing with Legal & Insurance Departments.

PRODUCT SPECIFICATION

ITEM		SPECIFICATIONS
Dimensions		
Overall length		1965 mm
Overall width		720 mm
Overall height		1045 mm
Wheelbase		1235 mm
Saddle height		805 mm
Ground clearance		165 mm
Weight		
Kerb weight		110 kg
Capacities		
Engine oil		1.05 litres at disassembly and 0.85 litre at draining
Fuel tank		9.5 litres (Minimum)
Fuel reserve capacity		1.5 litres (Usable)
Front fork oil		163 ± 1.75 ml
Engine		
Maximum power		6.15 kW (8.36 Ps) @ 8000 rpm
Maximum torque		0.82 kgf-m (8.05 N-m) @ 5000 rpm
Bore and stroke		50.0x49.5 mm
Compression ratio		9.9:1
Displacement		97.2 cc
Spark plug		NGK-CR7HSA, BOSCH-UR4AC, Champion-P-RZ9HC (Federal Mogul)
Spark plug gap		0.6-0.7 mm
Valve clearance (cold condition)	Intake (cold)	0.10 mm
	Exhaust (cold)	0.10 mm
Idle speed		1400±100 rpm
Chassis and suspension		
Front Suspension		Telescopic Hydraulic Shock Absorbers
Rear Suspension		Swing Arm with 2 step Adjustable Hydraulic Shock Absorbers
Caster angle		26°

PRODUCT SPECIFICATION

ITEM		SPECIFICATIONS
Trail length		89 mm
Tyre size	Front	80/100-18M/C 47P (Tubeless tyre)
	Rear	80/100-18M/C 54P (Tubeless tyre)
Brakes	Front (Drum type)	Dia. 130 mm
	Rear (Drum type)	Dia. 110 mm
Front/Rear Wheel		Cast Wheel
Transmission		
Primary reduction		3.722 (67/18)
Final reduction		3.143 (44/14)
Gear ratio, 1st		3.182 (35/11)
2nd		1.706 (29/17)
3rd		1.238 (26/21)
4th		0.958 (23/24)
Electricals		
Battery		**MF Battery, ETZ-4:12V-3Ah
Alternator		115 W
Starting System		Kick/Electric start
Headlamp (High/Low)		12V-35/35W (Halogen Bulb, Trapezoidal *MFR)
Tail/Stop lamp		12V-5/21W-*MFR
Turn signal lamp		12V-10Wx4 (Amber bulb) with clear lens-*MFR
Meter Illumination		12V-1.7Wx2
Neutral indicator		12V-1.7W
Turn signal indicator		12V-3.0Wx2
Hi Beam indicator		12V-1.7W
Side stand indicator		12V-1.7W
Fuse		10A, 15A

**** MF stands for Maintenance Free**

*** MFR stands for Multi-Focal Reflector**

VEHICLE SAFETY
IMPORTANT SAFETY INFORMATION

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

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

Always wear a helmet

It is a proven fact, Helmet significantly reduces the number and severity of head injuries. So always wear a helmet and make sure your pillion rider does the same. We also recommend that you wear eye protection, sturdy boots, gloves and other protective gear.

Before riding your vehicle

Make sure that you are physically fit, mentally focused and free of alcohol and drugs. Check that you and your pillion are both wearing an approved vehicle helmet and protective apparel. Instruct your pillion on holding onto the grab rail or your waist, leaning with you in turns, and keeping their feet on the footrest, even when the vehicle is stopped.

Take time to learn & practice your vehicle

Even if you have ridden other vehicles, practice riding in a safe area to become familiar with how this vehicle works and handles, and to become accustomed to the vehicle's size and weight.

Ride defensively

Always pay due attention to other vehicles around you, and do not assume that other drivers see you. Be prepared to stop quickly or perform an evasive maneuver.

Make yourself easily visible

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

Ride within your limits

Pushing the limits is another major cause of vehicle accidents. Never ride beyond your personal abilities or faster than conditions demand. Remember that fatigue and negligence can significantly reduce your ability to make good judgements and ride safely.

Do not drink and ride

Riding under the influence of alcohol or drugs is dangerous. Alcohol can reduce your ability to respond to changing conditions and reduce the reaction time. Do not drink and ride.

Keep your vehicle in safe condition

For safe riding, its important to inspect your vehicle before every ride and perform all recommended maintenance. Never exceed load limits, and use accessories that have been recommended by Hero MotoCorp for this vehicle.

If you are involved in a crash

Personal safety is your first priority. If you or anyone else has been injured, take time to assess the severity of the injuries and whether it is safe to continue riding. Call for emergency assistance if needed. Also follow applicable laws and regulations if another person or vehicle is involved in the crash.

If you decide to continue riding, first evaluate the condition of your vehicle. If the engine is still running, turn it off. Inspect for fluid leaks, check the tightness of critical nuts and bolts, and check the handlebar, brake levers, brakes, and wheels. Ride slowly and cautiously. Your vehicle may have suffered damage that is not immediately apparent. Have your vehicle thoroughly checked at a qualified service facility as soon as possible.

PROTECTIVE APPAREL

For your safety, we strongly recommend that you always wear a helmet which should conform as per your country standards, in addition to eye protection, boots, gloves, long pants and a long sleeve shirt or jacket whenever you ride. Take care of loose/ hanging clothes while solo/pillion riding. 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 riding gear.

⚠ WARNING

- ***Not wearing a helmet increases the chance of serious injury or death in a crash.***
- ***Be sure you and your pillion 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 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 two wheeler riding suit or jacket for comfort as well as protection. Bright coloured 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 vehicle.

SAFE RIDING TIPS

Do's:

- Always conduct simple pre-ride inspection **(page 20).**
- Always wear a helmet with chinstrap securely fastened and insist on a helmet for your pillion rider. Helmet should conform as per safety standards applicable in your country.
- While riding, sit in a comfortable position with your legs close to fuel tank.
- Ride defensively and at a steady speed (between 40-50 km/hr).
- For stopping motorcycle, use both brakes simultaneously, keeping throttle in the close position.
- During night time, dip headlamps of your motorcycle for oncoming traffic, or when following another vehicle.
- Give way to others on the road and signal before you make a turn.
- To make yourself more visible, wear bright reflective clothing that fits well.
- Tightly wrap loose/hanging clothes & avoid entangling with moving parts.
- Get your motorcycle serviced regularly by the Authorised Distributor/Dealer.

Don't:

- Never use cell phone while riding the motorcycle.
- Avoid sudden acceleration, braking and turning of your motorcycle.
- Never shift gears without disengaging the clutch and closing the throttle.
- Never touch any part of the hot exhaust system like muffler.
- Never ride under the influence of alcohol or drugs.
- Concentrate on the road and avoid talking to the pillion rider or others on the road.
- Do not litter the road.
- Do not cross the continuous white/yellow line in the center of the road, while overtaking.
- Do not attach large or heavy items to the handlebars, front forks, or fenders.
- Never take your hands off the steering handle while riding.

ACCESSORIES & MODIFICATIONS

Modifying your motorcycle or using non-Hero MotoCorp 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 Hero MotoCorp accessories that have been specifically designed and tested for your motorcycle. Hero MotoCorp cannot test all other accessories, you must be personally responsible for proper selection, installation and use of non Hero MotoCorp accessories. Check with your dealer for assistance and always follow these guidelines:

- Make sure that the accessory does not obscure any lamps, reduce ground clearance, limit suspension travel or steering travel, affect your riding position or interfere with operating any controls.
- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity **(page 3).** A blown fuse can cause a loss of lights.
- 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 motorcycle lamps, mufflers, emission control system or other equipment can also make your motorcycle not meeting applicable local laws & regulations.

ANTI-THEFT TIPS

- Always lock the steering and never leave the key in the ignition switch.
- Be sure that the registration number of your motorcycle is accurate and correct.
- Never park your motorcycle in an isolated area. Park as far as possible in a designated parking area.
- Park your motorcycle in a locked garage whenever possible.
- Use an additional anti-theft device of good quality.
- Mention your name, address and phone number in this Owner's Manual and keep it in your motorcycle at all times. Many times stolen motorcycles are identified by information in the Owner's Manuals that are still with them.

NAME : _____

ADDRESS : _____

_____

PHONE NO : _____

TIPS FOR HEALTHY ENVIRONMENT

The following tips shall ensure a healthy motorcycle, healthy environment, and a healthy you.

- Healthy engine: The engine is the lifeline of every vehicle. To keep it healthy, it should be tuned regularly, which will also help reduce pollution and improve vehicle performance & fuel efficiency.

- Regular Servicing: Get your motorcycle serviced at an Authorised Distributor/Dealer, as per the service schedule, for an optimum performance and keep the emission level under check.

- Genuine Spares: Always insist on Hero MotoCorp genuine parts as spurious or incompatible spares and accessories can upset or deteriorate your motorcycle's running condition.

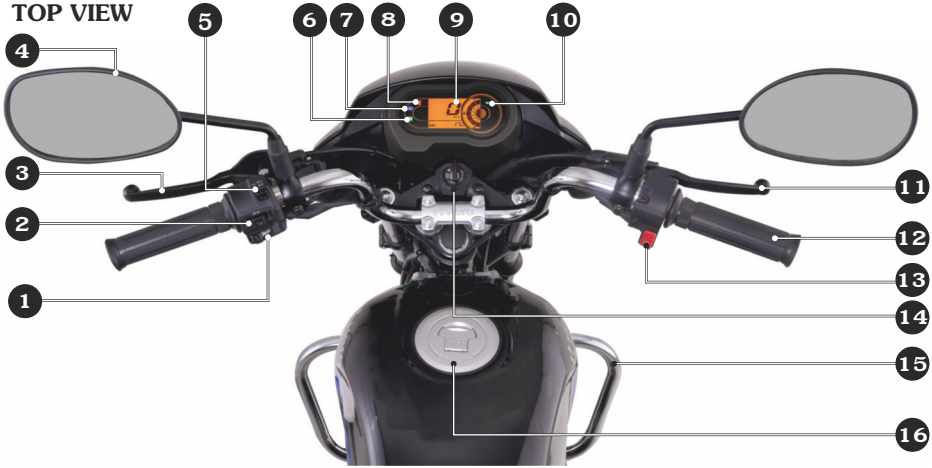
- Genuine engine oil: Hero 4T Plus SAE 10W 30 SL grade (JASO MA) engine oil recommended by Hero MotoCorp and make sure you change it every 6000 km. (with top up every 3000 kilometres) to keep the engine fit and environment healthy.

- Noise pollution : Noise beyond a certain decibel is pollution. Whether it is from horns or defective mufflers, excessive noise will cause headaches and discomfort.

- Fuel Saving & Reduce Pollution : Switch "OFF" the engine while waiting at traffic signal points to save fuel and reduce pollution, if the waiting period is long.

MOTORCYCLE VIEWS

TOP VIEW



(1) Horn switch
(2) Turn signal lamp switch
(3) Clutch lever
(4) Rear view mirror
(5) Headlamp dimmer switch
(6) Neutral indicator
(7) High beam indicator
(8) Side stand indicator
(9) LCD panel of Meter console. Refer instruments and indicators (page 18) for fuel gauge, speedometer and other features of console
(10) Turn signal indicator
(11) Front brake lever
(12) Throttle grip
(13) Electric starter switch
(14) Ignition switch with steering lock
(15) Leg guard
(16) Fuel tank cap

***Accessories and features shown may not be part of standard fitment.**

MOTORCYCLE VIEWS

LEFT SIDE VIEW



(1) Fuel valve
(2) Carburetor
(3) Gear shift pedal
(4) Rider foot rest
(5) Side stand switch
(6) Side stand
(7) Left side cover
(8) Pillion foot rest
(9) Saree guard with women pillion step
(10) Rear turn signal lamp
(11) Reflex reflector
(12) Tail/stop lamp
(13) Rear grip
(14) Air suction valve (ASV)
(15) Front turn signal lamp

***Accessories and features shown may not be part of standard fitment.**

MOTORCYCLE VIEWS

RIGHT SIDE VIEW



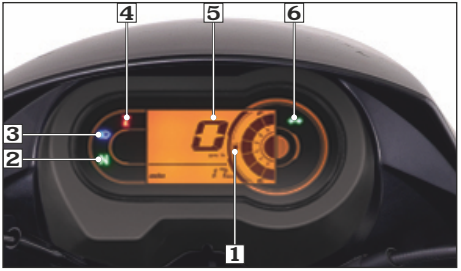
(1)	Pillion foot rest	(6)	Oil level dipstick	(11)	Front visor
(2)	Battery compartment (Inside)	(7)	Rear brake pedal	(12)	Fuel tank
(3)	Kick starter pedal	(8)	Utility box	(13)	Seat
(4)	Rider foot rest	(9)	Front suspension	(14)	Rear shock absorber
(5)	Starter motor	(10)	Headlamp	(15)	Exhaust muffler

***Accessories and features shown may not be part of standard fitment.**

PARTS FUNCTIONS

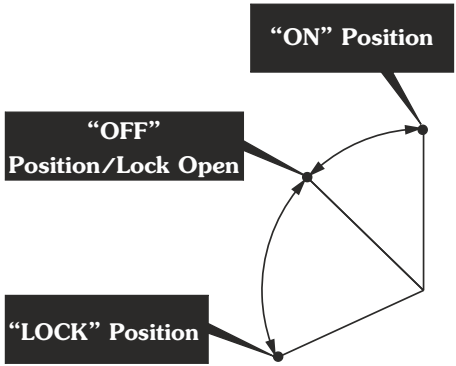
Instruments and Indicators

The indicators are in the speedometer panel above the headlamp. The functions are as below.



Sl. No.	Description	Function
1	Fuel gauge	Indicates approximate fuel quantity
2	Neutral Indicator	Light glows when vehicle is in neutral
3	High beam indicator	Light glows when headlamp is in Hi Beam
4	Side stand indicator	Light glows when the vehicle is parked on the side stand
5	Speedometer	Indicates driving speed
6	Turn signal indicators	Flashes when turn signal switch is operated

IGNITION SWITCH





1. Ignition switch
2. Ignition key
3. Steering lock position

Key Position	Function	Key Removal
"ON"	The engine can be started, Turn signal indicators, Horn, Tail/Stop lamp and Fuel gauge will be functional.	Key cannot be removed
"OFF"	Engine cannot be started and no electrical system will be functional.	Key can be removed
"LOCK"	Steering can be locked	Key can be removed

(a) Fuel gauge

Fuel gauge **(1)** indicates the approximate fuel quantity available in the fuel tank.

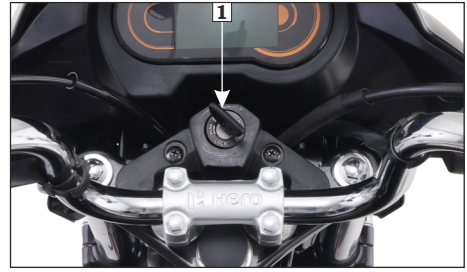


(1) Fuel gauge

FEATURES

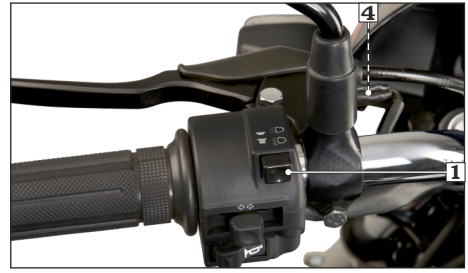
Steering lock

Steering lock with ignition switch, turn the ignition key **(1)** to ″OFF″ (⊗) position & turn the handle bar towards left or right & push the key downwards & turn towards ″LOCK″ position. After locking, take out the key.



(1) Ignition key

LEFT HANDLEBAR CONTROLS



1. Dimmer Switch

Select " " for high beam and " " for low beam.



2. Turn signal lamp switch

Shift the turn signal switch sideways for Right/Left indications and leave it to come back to its normal position on its own.

IMPORTANT: To switch "OFF" the turn signal after completing the turn, gently push inside as directed on the knob.

3. Horn switch

Press the switch to operate the horn.

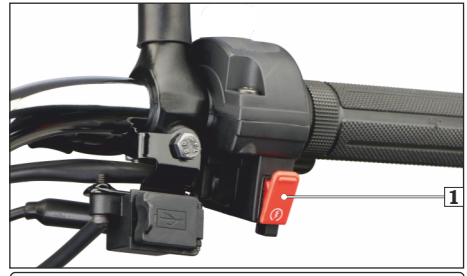
4.Clutch switch

There is a clutch switch provided for the safety of the rider. The motorcycle cannot be started by electric starter switch until the clutch lever is operated when the vehicle is engaged in gear.

RIGHT HANDLEBAR CONTROLS

1. Starter switch

Ensure starter switch **(1)** is operated when the vehicle is in neutral gear. If the vehicle is engaged in gear press the clutch lever before operating the starter switch. Release starter switch after the engine has started.



(1) Electric starter switch

! CAUTION

- ***Never hold electric starter switch continuously more than 5 seconds as continuous cranking of engine will drain the battery.***
- ***During electric or clutch start, the engine will cut-off if engine reaches 900 rpm if the relay is engaged for more than 5 seconds.***

STEERING LOCK

Steering lock with Ignition switch, put the key (1) to "OFF" position & turn the handle bar towards left or right & push the key downwards & turn towards "Lock" position. After locking take out the key.

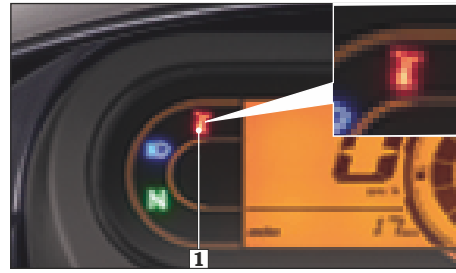


(1) Ignition key

SIDE STAND INDICATOR/SIDE STAND SWITCH

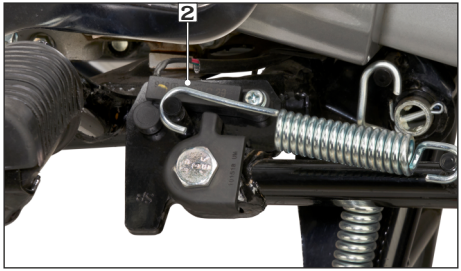
For the safety of the customer a side stand indicator (1) is provided.

When the vehicle is parked on side stand (Ignition Switch "ON"), an indicator lamp glows in the speedometer panel.



(1) Side stand indicator

A side stand switch (2) is provided in the side stand, when the vehicle is parked on side stand (Ignition Switch "ON"), the switch enables the side stand indicator lamp to glow on the speedometer panel.



(2) Side stand switch

FUEL VALVE

The three way fuel valve is on the left side of the carburetor.

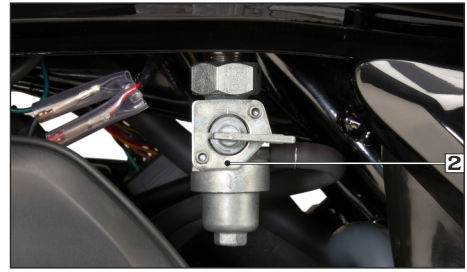
"OFF" Position

At "OFF" position (1), fuel cannot flow from the tank to the carburetor. Turn the valve "OFF" whenever the motorcycle is not in use.



(1) "OFF" Position

"ON" Position



(2) "ON" Position

At "ON" position fuel will flow from the tank to the carburetor.

"RES" Position

At "RES" position (3), fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is exhausted. Refill the tank as soon as possible after switching to "RES". The reserve fuel supply is 1.5 litres (Usable).



(3) "RES" Position

NOTE

- ***Do not operate the motorcycle with the fuel valve in the "RES" position after refilling. You may run out of fuel, with no reserve.***
- ***Do not keep the fuel valve between "ON" and "OFF" position while driving, since this may drain reserve fuel from the tank.***

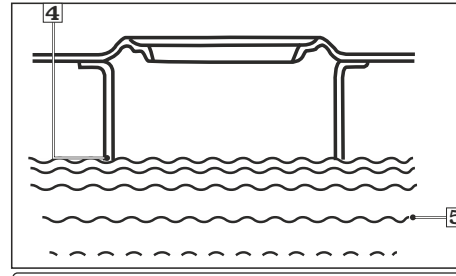
FUEL TANK

Fuel tank capacity is 9.5 litres (Minimum) including reserve supply of 1.5 litres (Usable).

- To remove the fuel tank cap (1), slide the keyhole cover (2) insert the ignition key (3), turn it clockwise and remove the cap.
- Do not overfill the tank, there should be no fuel in the filler neck (4). Fill the tank with fuel (5) as shown.
- For locking, position the cap with "▲" mark facing towards the front, back on the opening and press gently. The key springs back to the normal position and cap gets locked.



(1) Fuel tank cap (2) Key hole cover
(3) Ignition key



(4) Filler neck (5) Fuel

CAUTION

Do not park the motorcycle under direct sunlight as it causes evaporation of petrol due to heat and deterioration of paint gloss due to ultra violet rays.

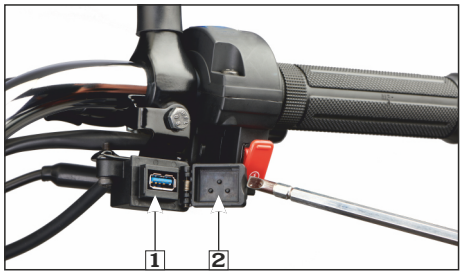
WARNING

Petrol is extremely flammable and is explosive under certain conditions. Refill in a well ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the motorcycle is refilled or where petrol is stored.

USB charger (Optional)

A USB charger (1) with a cap (2) located on the right handlebar to charge your mobile phone safely while riding.

To connect a mobile phone charger, first remove the cap from the USB charger and then plug in the charger cable to it.



(1) USB charger **(2) Cap**

Use of non-standard USB cable may cause damage to the mobile phones.

Hero MotoCorp will not be responsible for damages caused due to use of non standard USB cable.

CAUTION

- ***Always place the device in a soft clean cloth/towel to avoid any damage due to road shocks while riding.***
- ***This port is for charging compatible USB devices.***
- ***Multiple charging of USB devices have to be avoided, simultaneous charging may lead to slow or no charging.***
- ***Do not leave the USB device and USB cable in the fuel tank cover when the vehicle is parked.***
- ***Charge your device only when the engine is operational/while riding. Charging the USB device when the engine is "OFF" would lead to early discharge of battery.***

NOTE

- ***Do not apply any soap solution, oil or grease inside the USB charger.***
- ***Any personal belongings have to be removed before water washing to avoid damage.***
- ***Always keep the USB port cap closed after use to prevent dust or water entry during rains/water wash.***
- ***Do not direct water jet towards the port even with cap closed to avoid any short circuit. Always dry the area using a dry cloth or moisture free compressed air before use.***

PRE-RIDE INSPECTION

You should conduct pre-ride inspection before riding the motorcycle to enhance riding comfort and safety.

Clean your motorcycle regularly. It protects the surface finish. Avoid cleaning with products that are not specifically designed for motorcycle surfaces. Inspect your motorcycle very day before you start the engine. The items listed here will only take a few minutes, and in the long run they can save time, expense and possibly your life. Please follow the tips as given below:

- **Engine Oil Level-**check and top up engine oil if required **(page 29).** Check for leaks.
- **Fuel Level-**ensure sufficient fuel is available in your fuel tank for journey **(page 18)**. Check for leaks.
- **Front and rear brakes-**check operation. Adjust free play if necessary **(page 39).**
- **Tubeless Tyres-**check condition and pressure **(page 42).**
- **Clutch-**check for smooth operation. Adjust free play **(page 36)**.
- **Drive Chain-**check condition and slackness **(page 37).** Adjust and lubricate if necessary.
- **Throttle-**check for smooth opening and closing in all steering positions **(page 33)**.
- **Lamps and Horn-**check that headlamp, tail/stop lamp, turn signal lamps and horn function properly.
- **Rear View Mirror-**ensure that the rear view mirror gives a good rear view when you are sitting on the motorcycle.
- **Fitting & Fasteners-**check & tighten if necessary.
- **Steering-**check for smooth action for easy maneuverability.
- **Side Stand Indicator-**make sure that the side stand is up. If it is in down position the side stand indicator **(page16)** will glow on the speedometer panel.
- **Air suction valve (ASV)-**make sure all tube connections are secured properly **(page 53).**

STARTING THE ENGINE

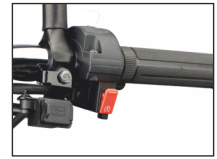


1. Turn the ignition switch “ON”.



3. Select neutral position & check (N) indicator glows on instrument cluster with ignition “ON”.

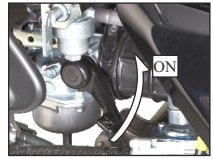
(Use choke during cold conditions)



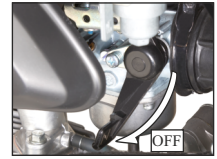
5. Open the throttle slightly & press the starter switch. (Alternatively kick starter pedal can be used for starting).



2. Turn the fuel valve “ON”.



4. Pull the choke lever upwards to “ON” position as indicated



6. Push the choke lever downwards to ″OFF″ position as indicated, after the engine gets sufficiently warmed-up to have a stable throttle response.

⚠ WARNING

Never run the engine in a closed area, the exhaust contains poisonous gases.

NOTE

- ***To start the engine in any gear position using the electric starter, press the clutch lever and push the starter switch.***
- ***Kick starting will not be possible when the transmission gears are engaged. Shift the transmission into neutral before kick starting.***
- ***Never attempt to kick start while motorcycle is moving forward or backward. This may lead to damage to the product and is not safe as well.***

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the ignition switch "OFF" and turn the choke lever to "OFF". Close the throttle fully and crank the engine several times with the kick starter. Turn the ignition switch "ON" and start the engine without using choke.

Running In

During first 1000 km, do not operate the motorcycle at more than 60kms/hr speed in top gear, 45 km/hr in third gear, 30 km/hr in second gear and 15 km/hr in first gear. Avoid full throttle operation.

During initial running in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Running in precautions till 1000 km will reduce initial wear of engine components and increase its service life.

RIDING

- After the engine has been warmed up, the motorcycle is ready for riding.
- While the engine is idling, press the clutch lever and depress the gearshift pedal to shift into 1st (low) gear.
- Slowly release the clutch lever and at the same time, gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
- When the motorcycle attains a moderate speed, close the throttle, press the clutch lever and shift to 2nd gear by depressing the gearshift pedal.
- The sequence is repeated progressively to shift 3rd and 4th (top gear).

Recommended Shifting Speed

1st 0-20 km/hr
2nd 15-30 km/hr
3rd 20-40 km/hr
4th 30 km/hr and above



! CAUTION

Do not shift gears without operation of clutch and without closing the throttle otherwise this would lead to damage of gears.

BRAKING

- For normal braking, close the throttle and gradually apply both front and rear brakes simultaneously while shifting down gears to suit your road speed.
- For maximum deceleration/quick stopping, close the throttle and apply the front and rear brakes simultaneously.

⚠ WARNING

- ***Independent use of only the front or rear brake increases stopping distance.***
- ***Extreme braking may cause wheel locking and reduce control over the motorcycle.***
- ***Wherever possible, reduce speed or apply brake before entering a turn, closing the throttle or braking in mid turn may cause wheel slip. Wheel slip will reduce control over the motorcycle.***
- ***When riding in wet or rainy conditions, or on loose surfaces the ability to stop the motorcycle reduces.***
- ***All your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.***
- ***When descending a long steep slope use engine braking (power) by changing to lower gears, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.***

PARKING

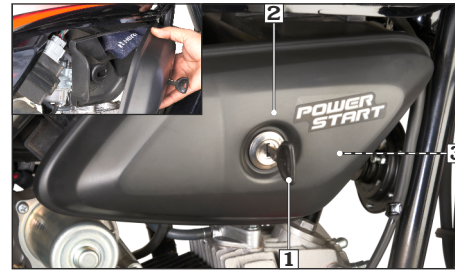
After stopping the motorcycle, shift the transmission to neutral, turn the fuel valve "OFF", turn the ignition switch "OFF", park the motorcycle on main stand, lock the steering and remove the key.

! CAUTION

- ***Park the motorcycle on firm level ground to prevent overturning.***
- ***While parking vehicle on side stand engage the first gear.***

UTILITY BOX

To store some important utility items a utility box has been provided.



(1) Key (2) Cover (3) Hook

To open, insert the key (1), rotate it clockwise, pull the cover (2), and slide it sideways to disengage it from the hook (3).
To close, engage the hook and press gently. Hold the key in clockwise direction, slide the cover back and release the key.

TOOL KIT

The tool kit (1) is stored in the utility box. Some emergency repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- Kit consists of following tools:
- Tool Bag,
- +, – No. 2 Driver,
- Grip
- Box wrench P16x14
- Pin Spanner



(1) Tool kit

MAINTENANCE

THE IMPORTANCE OF MAINTENANCE

A Well–maintained motorcycle is essential for safe economical and trouble–free riding. It will also help reduce pollution.

To help you, take proper care of your motorcycle, the following pages include a maintenance schedule and a maintenance record for regular scheduled maintenance.

These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation or operation in unusually wet or dusty conditions will require more frequent service than specified in the maintenance schedule.

Consult your Authorised Distributor/ Dealer for recommendation applicable to your individual needs and use.

⚠ WARNING

- ***Improperly maintaining this motorcycle or failing to correct a problem before you ride can cause a crash in which you can be seriously hurt or killed.***
- ***Always follow the inspection and maintenance recommendations and schedules in this owner's manual.***

MAINTENANCE SAFETY

This section includes instructions on some important maintenance tasks. You can perform some of these tasks with the tools provided (if you have basic mechanical skills).

Other tasks that are more difficult and require special tools are best performed by professionals. Wheel removal should normally be handled only by a Authorised Distributor/ Dealer skilled technician or other qualified technician; instructions are included in this manual only to assist in emergency service.

You will come across some of the most important safety precautions in the following pages of this manual.

However, we cannot warn you of every conceivable hazard that can arise in performing maintenance. Only you can decide whether or not you should perform a given task.

⚠ WARNING

- ***Failure to follow maintenance instructions and precautions properly can seriously injure you.***
- ***Always follow the procedures and precautions in this owner's manual.***

SAFETY PRECAUTIONS

- Make sure the engine is "OFF" before you begin any maintenance or repair. This will help to eliminate several potential hazards:
  - **Carbon monoxide poisoning from engine exhaust.**
    Be sure there is adequate ventilation whenever you operate the engine.
  - **Burns from hot parts.**
    Let the engine and exhaust system cool before touching.
  - **Injury from moving parts.**
    Do not run the engine unless instructed to do so.
- Read the instruction before you begin and make sure you have the tools and skills required.
- To help prevent the motorcycle from falling over, park it on a firm, level surface on the main stand.
- To reduce the possibility of a fire or explosion, be careful when working around petrol or batteries. Use only nonflammable solvent, not petrol, to clean parts. Keep cigarettes, sparks and flames away from the battery and all fuel-related parts.

Remember that your Authorised Distributor/ Dealer knows your motorcycle best and is fully equipped to maintain and repair it.

To ensure best quality and reliability, use only new Hero MotoCorp Genuine Parts for repair and replacement.

Perform the Pre-ride inspection **(page 20)** at each scheduled maintenance period.

I: INSPECT C: CLEAN R: REPLACE A: ADJUST L:LUBRICATE T: TOP UP E: EMISSION CHECK

The following Maintenance Schedule specifies all maintenance required to keep your motorcycle in peak operating condition. Maintenance work should be performed in accordance with standards and specifications of Hero MotoCorp by properly trained and equipped technicians. Your Authorised Distributor/Dealer meets all of these requirements.

Ensure that each paid service is availed within 90 days or 3000 km from the date of previous service, whichever is earlier.

- To be serviced by your Authorised Distributor/Dealer unless the owner has the relevant tools, technical information and is technically qualified.
- In the interest of safety, we recommend that these jobs are carried out only by your Authorised Distributor/Dealer.

Note-1 : At higher odometer readings, repeat the frequency interval established here.

Note-2 : More frequent cleaning may be required when riding in dusty areas.

Note-3 : Replace engine oil once in every 6000 km. Top up if the oil level is at or near the lower level mark.

Note-4 : Visit Authorised Distributor/Dealer for inspection, cleaning, lubrication and adjustment of drive chain at every 2000 km.

Note-5 : Inspect & maintain specified torque.

Note-6 : Inspect the bearings free play, replace if necessary.

Note-7 : Replace front fork oil once in a every 2 years or 30000 km, whichever is earlier.

Note-8 : Inspect for any play in the rear suspension mounting bushes, replace if necessary.

Note-9: Check idle CO emission along with idle rpm/idle CO adjustment (if required).

Note: Always wipe the water from the motorcycle after washing. Use clean soft cloth or pressurized air for completely drying the water.

MAINTENANCE SCHEDULE

Dear Customer,

We would strongly recommend the following schedule, to keep your motorcycle in perfect running condition and healthy environment. Motorcycle subjected to severe use or ridden in dusty area will require more frequent servicing.

	ITEMS	SERVICE	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th
		DAYS	1st 60	Next 90	Next 90	Next 90	Next 90	Next 90	Next 90	Next 90	Next 90	Next 90	Next 90
		Km Note-1	500-750	3000-3500	6000-6500	9000-9500	12000-12500	15000-15500	18000-18500	21000-21500	24000-24500	27000-27500	30000-30500
	Fuel Line		I	I	I	I	I	I	I	I	I	I	I
	Throttle Operation		I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A
	Engine Idle Speed/ Carburetor		C, A	A	C, A	A	C, A	A	C, A	A	C, A	A	C, A
	Air Cleaner Element	Note-2	C	C	C	C	R	C	C	C	C	R	C
	Spark Plug		I, C, A	I, C, A	I, C, A	I, C, A	R	I, C, A	I, C, A	I, C, A	I, C, A	R	I, C, A
	Valve Clearance		I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A
	Engine Oil	Note-3	O	I, T	O	I, T	O	I, T	O	I, T	O	I, T	O
	Engine Oil Strainer Screen		C		C		C		C		C		C
	Engine Oil Centrifugal Filter		C		C		C		C		C		C
	Electric Starter		I	I	I	I	I	I	I	I	I	I	I
	Electric Starter Chain		L		L		L		L		L		L
	Oil Circulation		I	I	I	I	I	I	I	I	I	I	I
	Drive Chain	Note-4	I,C,L,A at every 2000 km					I,C,L,A at every 2000 km					
	Drive Chain Slider			I	I	I	I	I	I	I	I	I	I
	Battery Voltage		I	I	I	I	I	I	I	I	I	I	I

	ITEMS	SERVICE	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th
		DAYS	1st 60	Next 90	Next 90	Next 90	Next 90	Next 90	Next 90	Next 90	Next 90	Next 90	Next 90
		Km Note-1	500-750	3000-3500	6000-6500	9000-9500	12000-12500	15000-15500	18000-18500	21000-21500	24000-24500	27000-27500	30000-30500
	Brake Shoe		I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A
	Brake System (Brake Cam & Brake Pedal)			C, L		C, L		C, L		C, L		C, L	
	Stop Lamp Switch		I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A
	Headlamp Focus		I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A
	Clutch		I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A	I, A
	Side Stand/Main Stand		L	L	L	L	L	L	L	L	L	L	L
	Side Stand Switch		I, C	I, C	I, C	I, C	I, C	I, C	I, C	I, C	I, C	I, C	I, C
	Nut, Bolts & Fasteners	Note-5	I	I	I	I	I	I	I	I	I	I	I
	Wheels Bearings	Note-6	I	I	I	I	I	I	I	I	I	I	I
	Wheels/Tyres		I	I	I	I	I	I	I	I	I	I	I
	Steering Head Bearing		I	I, A	I	I, A	I, L, A	I	I, A	I	I, L, A	I	I, A
	Front Suspension/Oil	Note-7	I	I	I	I	I	I	I	I	I	I	I
	Rear Suspension	Note-8	I	I	I	I	I	I	I	I	I	I	I
	Secondary Air Injection				I		I		I		I		I
	Muffler (Catalytic Converter)	Note-9			I, E		I, E		I, E		I, E		I, E

ENGINE OIL

Use only Hero Genuine Engine Oil.

BRAND : Hero 4T plus

GRADE : SAE 10W 30 SL Grade (JASO MA).

Manufactured by :

- Tide Water Oil Co. (India) Ltd.
- Savita Oil Technologies Limited.
- Bharat Petroleum Corporation Limited.

OIL CAPACITY : 1.05 litres

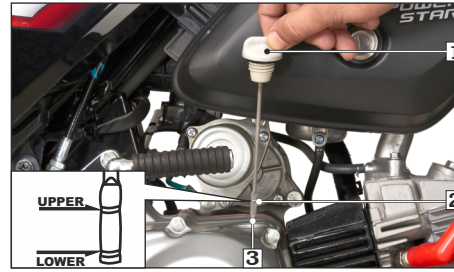
ENGINE OIL LEVEL CHECK

Check engine oil level each day before operating the motorcycle.

The oil level dipstick (1) is on the right crankcase cover for measuring oil level. Oil level must be maintained between the upper (2) and lower (3) level marks on the oil level dipstick. Do top up if oil level reaches towards the lower level mark or every 3000 km, whichever is earlier.

ENGINE OIL TOP UP PROCESS

- Park the motorcycle on its main stand.
- Start the engine & let it idle for 3-5 minutes.
- Stop the engine and wait for 2-3 minutes.
- Remove the oil level dipstick, wipe it clean and insert without screwing it in.
- Remove the oil level dipstick and check the oil level.
- If required, add the specified oil up to the upper level mark. Do not overfill.



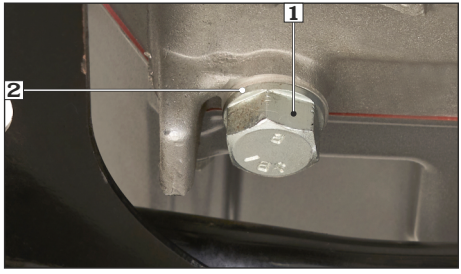
1. Oil level dipstick 2. Upper level mark 3. Lower level mark

- Quantity of oil to be filled is 0.85 litre (approx.) during oil change when right crankcase cover is not removed.
- Reinstall the oil level dipstick and check for oil leaks.

ENGINE OIL REPLACEMENT PROCESS

- Drain the engine oil with the engine warm and the motorcycle on its main stand.
- To drain the oil, remove the oil level dipstick and drain plug (1).
- After the oil has completely drained, reinstall the drain plug with a new sealing washer (2).
- Fill the crankcase through the filler hole with 0.85 litre (approx.) of the recommended grade oil.
- Reinstall the oil level dipstick with a new O-ring.
- Start the engine and allow it to idle for few minutes.

- Stop the engine and let the engine oil settle down.
- Recheck the oil level.
- Make sure that oil level is at the upper level mark of the oil level dipstick with the motorcycle in an upright position, and that there are no oil leaks.



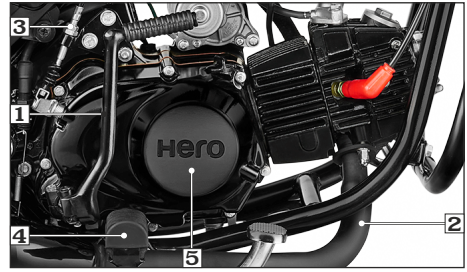
(1) Drain plug (2) Sealing washer

CAUTION

- ***Running the engine with insufficient oil can cause serious engine damage.***
- ***Running the engine with excessive oil can cause spark plug fouling & loss in performance.***
- ***Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable or castor based racing oils are not recommended.***

OIL FILTER SCREEN & CENTRIFUGAL FILTER

- Drain the engine oil thoroughly **(page29)**.
- Remove the kick starter pedal (1), muffler (2), disconnect the clutch cable (3) and rider foot rest (4). Remove the right crankcase cover (5).
- Remove the oil filter screen (6) and wash it with non flammable or high flash point solvent (kerosene).
- Reinstall the filter screen with the sharp edge inside facing inwards.

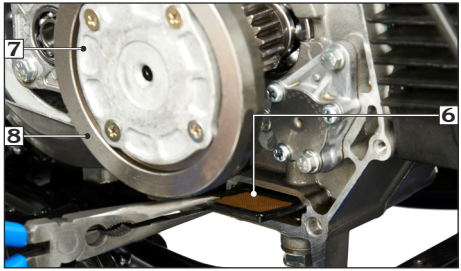


(1) Kick Starter Pedal (2) Muffler
(3) Clutch Cable (4) Rider foot rest
(5) Right crankcase cover

- Remove centrifugal filter cover (7) & clean the centrifugal filter (8) with non flammable or high flash point solvent (kerosene).
- Reinstall the centrifugal filter cover, right crankcase cover, rider foot rest, muffler, kick start pedal and clutch cable.
- Fill the crankcase with clean engine oil.

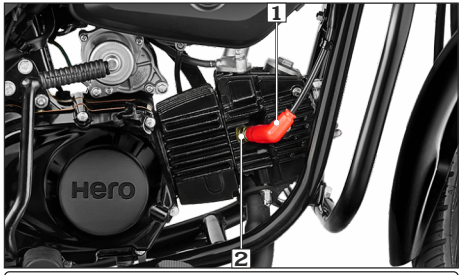
NOTE

Clean filters as specified in the maintenance schedule.



(6) Oil Filter Screen (7) Centrifugal Filter Cover (8) Centrifugal Filter

SPARK PLUG

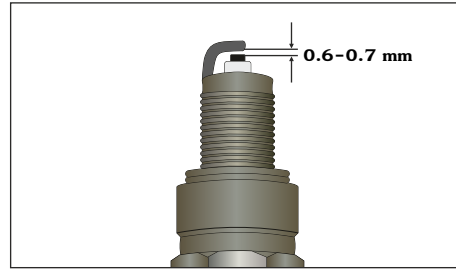


(1) Noise suppressor cap (2) Spark plug

Recommended spark plugs : NGK-CR7HSA, BOSCH-UR4AC, Champion-P-RZ9HC (Federal Mogul)

For most riding conditions this spark plug heat range number is satisfactory. However, if the motorcycle is going to be operated for extended periods at high speeds or near maximum power in hot climates, the spark plug should be changed to a cold heat range number, consult your Authorised Distributor/ Dealer on this if required.

- Clean any dirt around the spark plug base.
- Disconnect the noise suppressor cap (1) and remove the spark plug (2) with the help of spark plug wrench provided in tool bag.



- Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.
- Make sure that the spark plug gap is **0.6-0.7mm** using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode carefully. Make sure the plug washer is in good conditions.
- With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.

- Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8-1/4 turn after the plug seats.

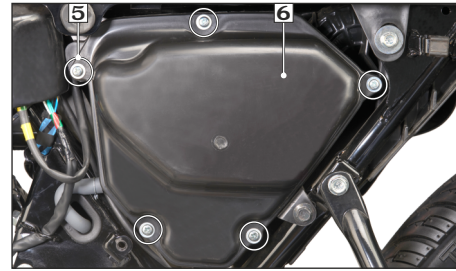
AIR CLEANER

- The air cleaner element is of dry paper pleated type it should be serviced at regular intervals (page 24). When riding in dusty areas, more frequent service may be necessary.
- Remove the side cover (1) by by removing side cover bolt (2). Pull out lug (3) from the grommet and slide the cover as per direction indicator (4).

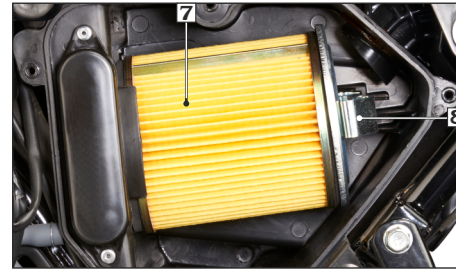


(1) Side cover **(2) Side cover bolt**
(3) Lug **(4) Direction indicator**

- Remove the air cleaner cover screws (5) and the cover (6).
- Press the mounting clamp (8) to release the air cleaner assembly from the housing and remove the air cleaner assembly (7).

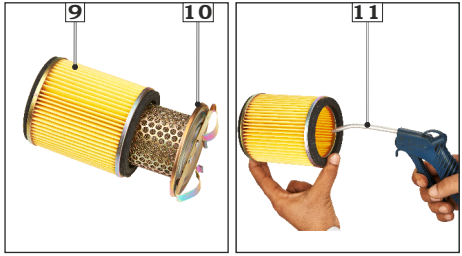


(5) Air cleaner cover screws (6) Air cleaner cover



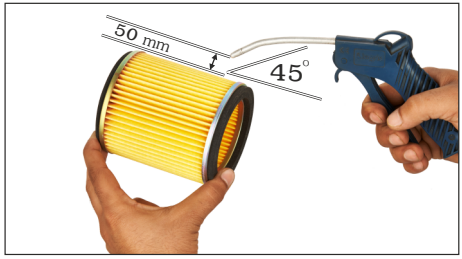
(7) Air cleaner assembly (8) Mounting clamp

- **Air cleaner cleaning**
  - Remove the air cleaner element (9) from the element holder (10).
  - The air cleaner element should be cleaned by blowing moisture free pressurized air.
  - Start cleaning by directing the air nozzle (11) inside the element and cleaning it by rotating the element about its axis.



(9) Air cleaner element (10) Element holder (11) Air nozzle

· Now blow the dust from the surface of the paper element about 50 mm away from it, with the air nozzle at an angle of 45° and moving it along the paper pleats.



- Replace it earlier if it becomes very dirty, damaged on surface or on the sealing area. Install the air cleaner element on holder, insert the air cleaner assembly into the inlet air duct & press gently to fix the mounting clamp in housing. Ensure cover lug should take proper seat on the other side of the mounting clamp.

! CAUTION

- ***Never wash the air cleaner element. Only blow air for cleaning the dust, as explained. Replace air cleaner element every 12000 km.***
- ***Never blow air initially from outside to inside as the fine dust particles may go deep inside the element.***

AIR CLEANER DRAIN TUBE

Drain the deposit into a suitable container by pressing the drain tube end. Follow the above process more frequently when riding in rain or at full throttle.

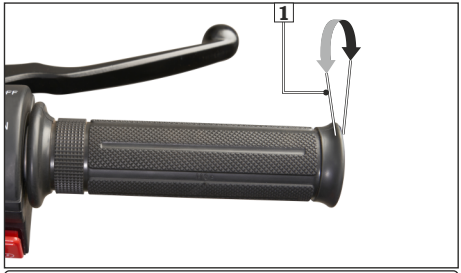


(1) Drain tube

THROTTLE OPERATION

Cable Inspection

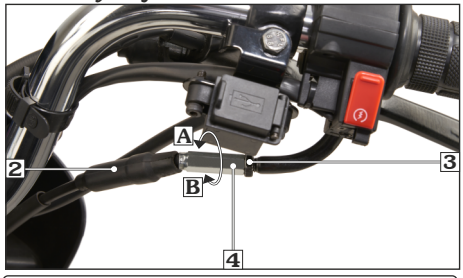
Check for smooth rotation of the throttle grip from the fully open to the fully closed position. Check at full left and full right steering positions. Inspect the condition of the throttle cable from the throttle grip down to the



(1) Free play 2-6 mm

from the fully open to the fully closed position. Check at full left and full right steering positions. Inspect the condition of the throttle cable from the throttle grip down to the carburetor. If the cable is kinked, chafed or improperly routed, it should be replaced or rerouted. Standard throttle grip free play (1) is approximately 2-6 mm of grip rotation.

Free Play Adjustment

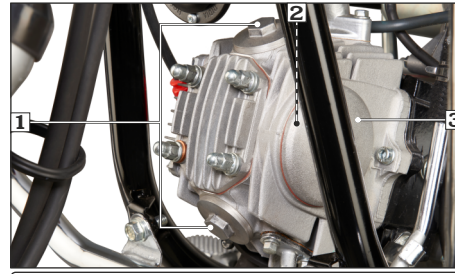


(2) Boot (3) Lock nut (4) Adjuster
(A) Decrease free play (B) Increase free play

Slide the boot (2), loosen the lock nut (3) and turn the adjuster (4).

VALVE CLEARANCE

Excessive valve clearance will cause noise, and little or no clearance will prevent the valve from closing and cause valve damage and power loss. Check valve clearance at the specified intervals **(page 26).**

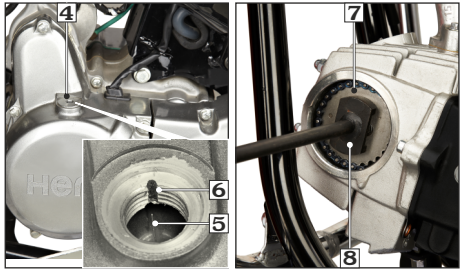


(1) Tappet covers (2) Gasket
(3) Cylinder head left side cover

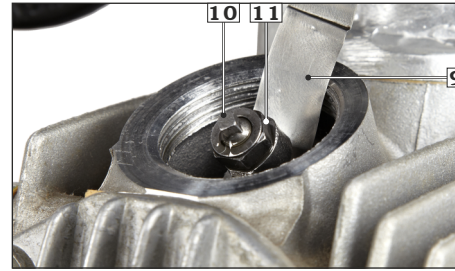
NOTE

The checking or adjusting of valve clearance should be performed while the engine is cold. The clearance will change as the engine temperature rises.

- Remove the tappet covers (1) and cylinder head left side cover (3) with gasket (2) by removing the bolt/sealing washer.
- Remove the timing hole cap (4) and tappet covers. Rotate the cam sprocket (7) clockwise using the special tool (8) until



(4) Timing hole cap (5) 'T' mark (6) Index mark (7) Cam sprocket (8) Special tool



(9) Feeler gauge (10) Adjusting screw (11) Lock nut

the 'T' mark (5) on the flywheel coincides with the index mark (6) on the left crankcase cover. In this position the piston will either be on the compression or exhaust stroke. The adjustment must be made when the piston is at Top Dead Center and both the inlet and exhaust valves are closed. This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and the piston is in compression stroke. If they are tight, the valves are open, rotate the cam sprocket (7) 360° clockwise and re-align the 'T' mark with the index mark.

- Check the clearance by inserting the feeler gauge (9) between the adjusting screw (10) and valve stem.

Standard clearance (cold condition)

Intake: 0.10 mm Exhaust: 0.10 mm

- Adjust by loosening the lock nut (11) and turning the adjusting screw until there is a slight drag on the feeler gauge. After tightening the lock nut, check again the clearance.
- Install all parts in the reverse order of disassembly.

NOTE

Before inserting the feeler gauge, smear a bit of engine oil on the feeler gauge to avoid damage to the feeler gauge.

CARBURETOR (IDLE SPEED)/ THROTTLE CONTROLLED IGNITION SYSTEM (TCIS)

The carburetor is factory preset in order to achieve optimum performance and meet emission standards. However in case of specific requirement of tuning due to engine

stalling in idle speed, please follow the instructions given here under:

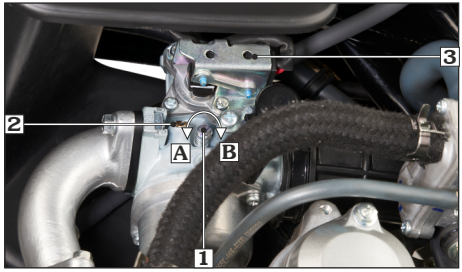
- Warm up the engine and rest the motorcycle on the main stand.
- Adjust idle speed with the throttle stop screw (1).

IDLE SPEED: 1400±100 RPM

If air screw is tampered it affects the overall performance characteristics of the vehicle.

! CAUTION

Never adjust air screw (2). Air screw adjustment is to be done only by Authorised Distributor/Dealer.



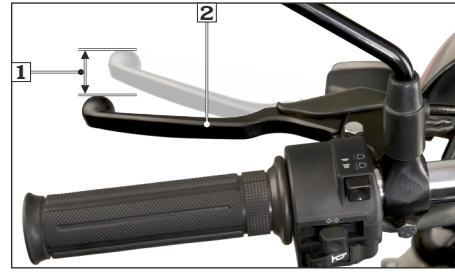
(1) Throttle stop screw (A) Decrease rpm
(2) Air screw (B) Increase rpm
(3) Throttle position sensor switch

Throttle position sensor switch (3) alters the ignition timing as per the throttle operation and ensures optimum driving performance.

CLUTCH

Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep or if the clutch slips, causing acceleration to lag behind engine speed. Normal clutch lever free play (1) is 10-20 mm at the lever (2).

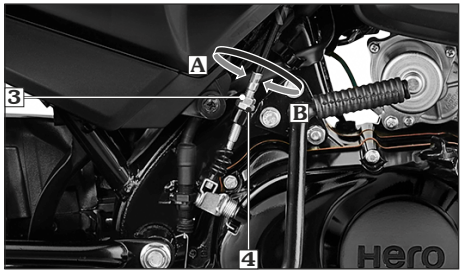
- To adjust the free play, loosen the lock nut (3). Turn the adjusting nut (4) to obtain the specified free play. Tighten the lock nut and check the adjustment.
- Start the engine, press the clutch lever and shift into gear. Make sure the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate.



(1) Free play 10-20 mm (2) Clutch lever

NOTE

- ***Check that the clutch cable routing is correct.***
- ***If proper adjustment cannot be obtained or the clutch does not work correctly, visit your Authorised Distributor/Dealer.***



(3) Lock nut (4) Clutch cable adjusting nut
(A) Decrease free play (B) Increase free play

Other Checks

- Check the clutch cable for kinks or signs of wear that could cause sticking or failure.
- Check for clutch cable model. Use genuine clutch cables.
- Check for clutch cable routing.

DRIVE CHAIN

The service life of the drive chain is depends upon proper lubrication and adjustment.

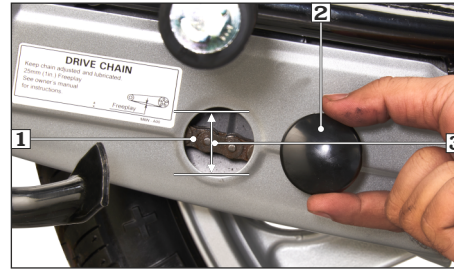
Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain (1) should be checked and lubricated as part of the Pre-ride Inspection **(page 20).** Under severe usage, or when the motorcycle is ridden in unusually dusty areas. more frequent maintenance will be necessary.

Inspection

- Turn the engine "OFF", park the motorcycle on its main stand and shift the transmission to neutral. Remove hole cap (2).
- Drive chain slack (3) should be adjusted to allow approximately 25 mm (1inch) vertical movement by hand.

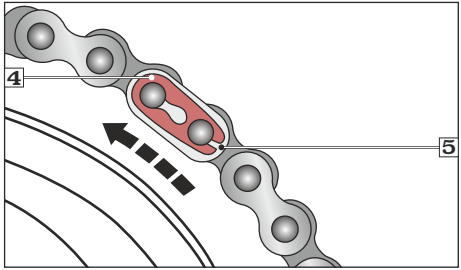
Rotate the wheel and check drive chain slack as the wheel rotates. Drive chain slack should remain constant as the wheel rotates. If the chain is slack in one section and tight in another, some links are kinked and binding. Binding can be eliminated by frequent lubrication.



(1) Drive chain (2) Hole cap
(3) Drive chain slack 25 mm (1inch)

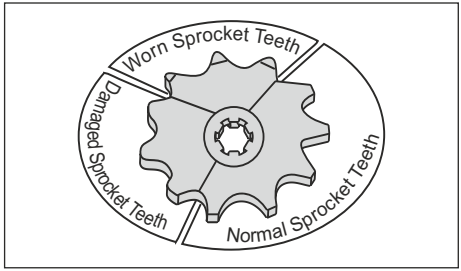
- Turn the chain to view chain lock plate (4) inside the hole. Ensure that the chain lock plate open end (5) is installed in the opposite direction of the chain rotation.

- Inspect the sprocket teeth for wear or damage.



(4) Chain lock plate **(5) Open end**

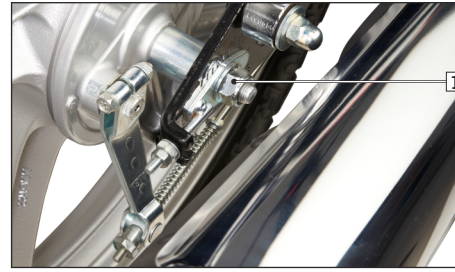
- If the drive chain or sprockets are excessively worn or damaged, they should be replaced. Never use a new chain with worn out sprockets since this will result in rapid chain wear.



Adjustment

- Park the motorcycle on its main stand with the transmission in neutral and the ignition switch in "OFF" position.
- Loosen the rear axle nut (1) and sleeve nut (2).

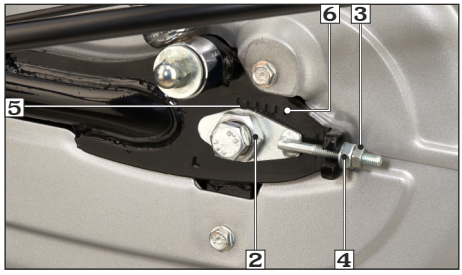
  Loosen the drive chain lock nut (3).
- Turn both the adjusting nuts (4) in an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nut clockwise to decrease the slack or anticlockwise to increase the slack of the chain.
- Align the chain adjuster index mark (5) with the corresponding scale graduations (6) on both the sides of the swing arm equally.
- If the drive chain slack is excessive when the rear axle is moved to the farthest limit of adjustment, the drive chain is worn and must be replaced.



(1) Rear axle nut

- Tighten the rear axle nut and sleeve nut.
  - Rear axle nut torque 5.4 kgf-m.
  - Sleeve nut torque 4.4 kgf-m.

- Check the drive chain slack again.
- Rear brake pedal free play and stop lamp switch free play are affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary **(page 34)**.



(2) Sleeve nut **(3) Drive chain lock nut**
(4) Drive chain adjusting nut
(5) Index mark **(6) Scale graduation**

Lubrication

- Turn the engine "OFF", park the motorcycle on its main stand and shift the transmission into neutral.
- Lubricate the drive chain by applying liberal amount of SAE#90 oil.

! CAUTION

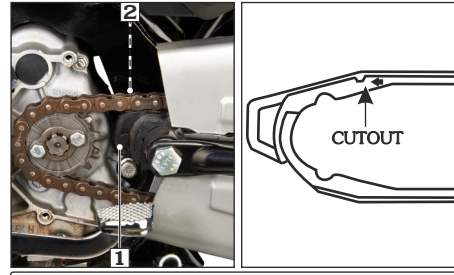
Regular adjustment and lubrication as per the maintenance schedule would ensure high performance and longer life.

NOTE

Visit Authorised Distributor/Dealer for inspection, cleaning, lubrication and adjustment of drive chain at every 2000 km.

DRIVE CHAIN SLIDER

(Refer to "Maintenance Schedule" on **(page 27)**.



(1) Drive chain slider **(2) Wear limit**

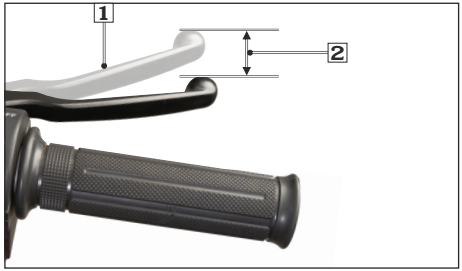
Check the drive chain slider (1) for wear, the chain slider must be replaced if it is worn to the bottom of the cutout or wear limit (2) is reached.

For replacement, visit your Authorised Distributor/Dealer.

FRONT BRAKE

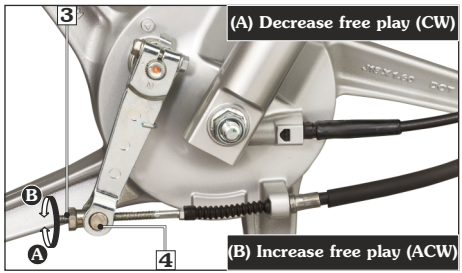
Adjustment

- Park the motorcycle on its main stand.
- Measure the distance, the front brake lever (1) moves before the brakes start to take hold. Free play (2) should be 10-20 mm at the tip of the brake lever.

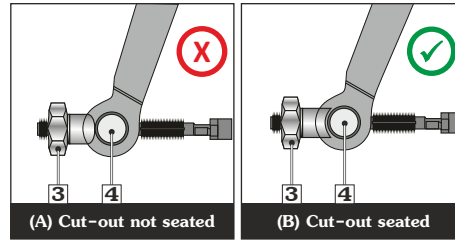


(1) Front brake lever (2) Free play 10-20 mm

- If adjustment is necessary, turn the adjusting nut (3).
- Make sure that cut-out on the adjusting nut is seated on the brake joint pin (4) after making final free play adjustment.
- Apply the brake several times and check for free wheel rotation when released.



(3) Adjusting nut (4) Brake joint pin



(3) Adjusting nut (4) Brake joint pin

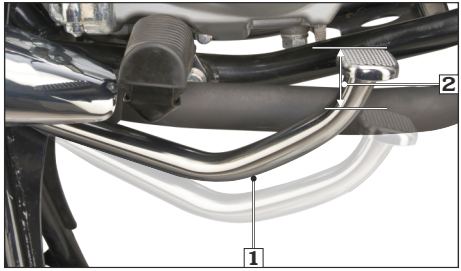
NOTE

If proper adjustment cannot be obtained by this method, visit your Authorised Distributor/Dealer.

REAR BRAKE

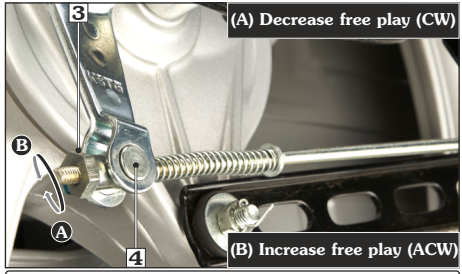
Adjustment

- Park the motorcycle on its main stand.
- Measure the brake pedal (1) free play before the brake starts to take hole. Free play (2) should be 20-30 mm.



(1) Rear brake pedal
(2) Free play 20–30 mm

- Make sure that the cut-out on the adjusting nut is seated on the brake joint pin (4) after the final adjustment has been made.
- Apply the brake several times and check for free wheel rotation when released.



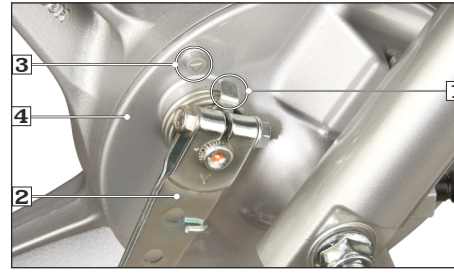
(3) Adjusting nut **(4) Brake joint pin**

NOTE

If proper adjustment cannot be obtained by this method, visit your Authorised Distributor/Dealer.

BRAKE WEAR INDICATORS

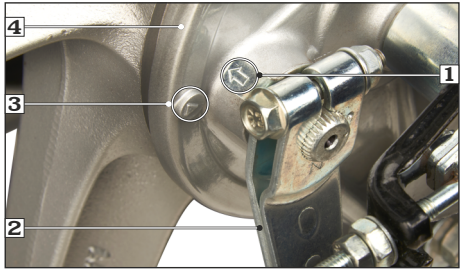
Front Brake Wear Indication



(1) Arrow **(2) Brake arm**
(3) Reference mark **(4) Brake panel**

When the brake is applied, an arrow (1), fixed to the brake arm (2), moves towards a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

Rear Brake Wear Indication



(1) Arrow	**(2) Brake arm**
(3) Reference mark	**(4) Brake panel**

TUBELESS TYRES

The tyres fitted on your vehicle are of TUBELESS type.

To safely operate your vehicle, your tyres must be of the proper type and size, in good condition with adequate tread, and correctly inflated for the load you are carrying.

The following pages give more detailed information on how and when to check the air pressure, how to inspect your tyres for damage, and what to do when your tyres need to be repaired or replaced.

Front	80/100-18M/C 47P (Tubeless tyre)
Rear	80/100-18M/C 54P (Tubeless tyre)

⚠ WARNING

- ***Using tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.***
- ***Follow all instructions in this owner's manual regarding tyres inflation and maintenance.***

Air pressure

Keeping your tyres properly inflated provides the best combination of handling, tread life and riding comfort.

Generally, under-inflated tyres wear unevenly, adversely affect handling and are more likely to fail from being overheated.

Under inflated tyres can also cause wheel damage in rocky terrain.

Over-inflated tyres make your vehicle ride harshly, are more prone to damage from road hazards, and wear unevenly.

We recommend that you visually check your tyres before every ride and use a gauge to measure air pressure at least once a month or any time you think the tyres pressure might be low. Tubeless tyres have some self-sealing ability if they are punctured. However, because leakage is often very slow, you should look closely for punctures whenever a tyre is not fully inflated.

Always check air pressure when your tyres are "cold"–when the vehicle has been parked for at least three hours. If you check air pressure when your tyres are "warm"–when the vehicle has been ridden for even a few km–the readings will be higher than if the tyres were "cold". This is normal, so do not let air out of the tyres to match the recommended cold air pressures given below. If you do, the tyres will be under–inflated.

The recommended "cold" tyre pressures are:

	Rider only	Rider and Pillion
Front	1.75 kgf/cm^2 (25 psi)	1.75 kgf/cm^2 (25 psi)
Rear	2.00 kgf/cm^2 (28 psi)	2.80 kgf/cm^2 (41 psi)



(1) Air pressure gauge

CAUTION

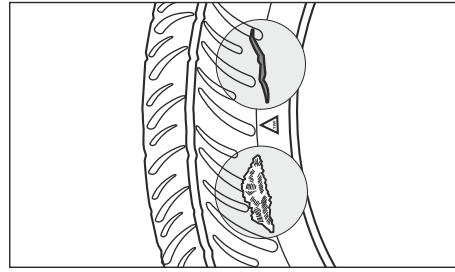
Over inflation/Under inflation will affect the performance.

Inspection

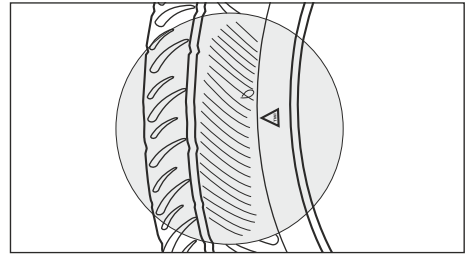
Whenever you check the tyre pressure, you should also examine tyre treads & side walls for wear, damage & foreign objects.

Look for:

- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre if you can see fabric or cord.



- Excessive tread wear.



- Carefully inspect the tyres for any damage, if the vehicle hits a pothole or hard object.

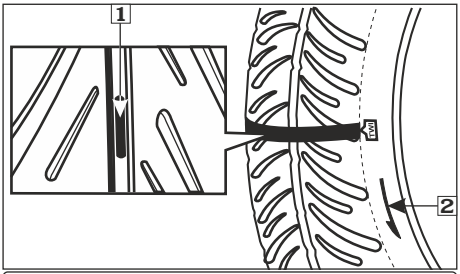
Tread wear

Replace tyres immediately when the tread wear indicator (1) appears on the tyre. The tread limits are:

MINIMUM TREAD DEPTH:

Front: 0.8 mm **Rear:** 0.8 mm

Check the tread wear indicator for tyre wear.



(1) Wear indicator **(2) Arrow mark**

Unidirectional tyres

Whenever the tyre is removed and put back in case of puncture, ensure the arrow mark (2) on the tyre is in the same direction as that of forward rotation of wheel.

Tyre repair

Repairing a puncture or removing a wheel requires special tools and technical expertise. If a tyre is punctured or damaged, it is advised to visit nearest tyre manufacture, Authorised Distributor dealer or the tyre repair shop who has expertise in repairing methods of tubeless tyre.

A tyre that is repaired either temporarily or permanently, will have lower speed and performance limits than a new tyre. After an emergency repair, always have the tyre inspected/replaced at our authorised dealer and replace the tyre if suggested.

You should not exceed 70 km/hour for the 1st 24 hours or 105 km/hour at any time thereafter. In addition, you may not be able to safely carry as much load as with a new tyre.

If you decide to have a tyre replace be sure the wheel is balanced before you ride.

Tyre replacement

The tyres that were installed on your vehicle were designed to match the performance capabilities of your vehicle and provide the best combination of handling, braking, durability and comfort.

⚠ WARNING

- ***Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.***
- ***Under-inflation may result in the tyre slipping on or tyre coming off the rim.***
- ***Always use the size and type of tyres recommended in this owner's manual.***

NOTE

***For repair and replacement of tyre it is advised to visit your Authorised* Distributor/Dealer**

Important safety reminders

- Do not install a tube inside a tubeless tyre on this vehicle. Excessive heat buildup can cause the tube to burst.
- Use only tubeless tyres on this vehicle. The rims are designed for tubeless tyres, and during hard acceleration or braking, a tube-type tyre could slip on the rim and cause the tyre to rapidly deflate.

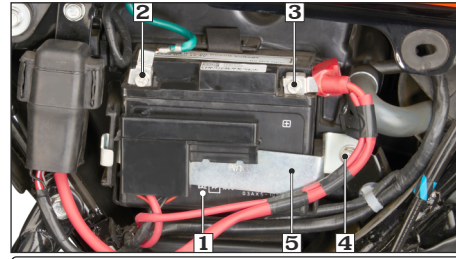
BATTERY

Location

The battery (1) is located behind the right side cover.

Specification

**MF Battery, ETZ-3:12V 3 Ah (Kick start), ETZ-4:12V 3 Ah (Electric start)



(1) Battery (2) (-)ve terminal
(3) (+)ve terminal (4) Bolt (5) Battery clamp

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a **Maintenance-Free (sealed)** type. If your battery seems weak and/or electrolyte is leaking (causing hard starting or other electrical troubles), contact your Authorised Distributor/Dealer.

NOTE

This symbol on the battery means that this product must not be treated as household waste.

This symbol on the battery means the old battery must be returned to your Authorised Distributor/Dealer as it must be treated as recyclable material.

- ***Battery is a Maintenance-Free (sealed) type and can be permanently damaged if the sealing strip is removed.***
- ***An improperly disposed battery can be harmful to the environment and human health. Always confirm local regulations for battery disposal.***

⚠ WARNING

- ***The battery gives off explosive hydrogen gas during normal operation.***
- ***A spark or flame can cause the battery to explode with enough force to seriously hurt you.***
- ***Wear protective clothing and a face shield, or have skilled technician do the battery maintenance.***

Battery charging

Always visit your Authorised Distributor/ Dealer if you see any symptom of battery discharge as earliest as possible to get the battery charged. The battery has a tendency to discharge rapidly if additional electrical accessories are fitted on the motorcycle.

Battery storage

- If in case your motorcycle is not used for more then a month remove the battery, fully charge and store in a cool and dry place.
- If the battery is expected to be stored for more then two months, ensure to fully charge the battery once in a month.
- Always ensure the battery is fully charged before installation.
- Ensure the battery leads are properly connected to the battery terminals during installation.

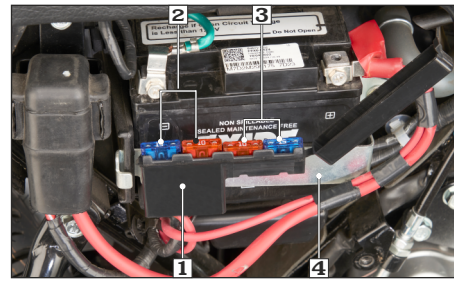
Battery removal

- Make sure the ignition switch is “OFF”.
- Insert the ignition key into the right side cover lock. Remove the side cover by turning the key clockwise. Pull out lug from the grommet and slide the cover as per direction indicator (available on the top of right side cover).
- Disconnect the negative (–) terminal lead from the battery first, then disconnect the positive (+) terminal lead.
- Remove the battery clamp bolt **(page 45)**.
- Remove the battery from the battery box.

Battery installation

- Reinstall in the reverse order of removal. Be sure to connect the positive (+) terminal first, then the negative (–) terminal.
- Check all bolts and other fasteners are secure.

FUSE REPLACEMENT



Fuse Box (1): Location: Mounted on the battery clamp (4).
Fuse Type: Blade fuse
In circuit fuse: (2) 15A, 10A
Spare fuse (3) 15A, 10A

WARNING

- ***Never use a fuse with a different rating from that specified. It may lead to serious damage to the electrical system or a fire due to short circuit.***
- ***Battery gives off explosive gases. Keep sparks, flames & cigarettes away.***

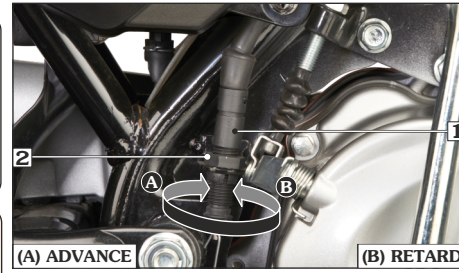
CAUTION

- ***Do not attempt to start or ride the motorcycle without a charged battery, it can cause fusing of the bulbs and permanent damage to certain electrical components.***
- ***Turn the ignition switch "OFF" before checking or replacing the fuse to prevent accidental short-circuiting.***

STOP LAMP SWITCH

The stop lamp switch (1) must be adjusted so that stop lamp will glow when rear brake is applied. Rear brake free play **(page 34)** should be adjusted before performing stop lamp switch adjustment. The procedure for adjusting stop lamp switch is as follows:

- Turn the ignition switch to the "ON" position.
- Turn the adjusting nut (2) to position stop lamp switch at a point where the stop lamp will glow just before the brake pedal is depressed to the limit of its free play. Turn the adjusting nut in direction (A) to advance switch timing or in direction (B) to retard switch timing.



(1) Stop lamp switch
(2) Adjusting nut
(A) Advance
(B) Retard

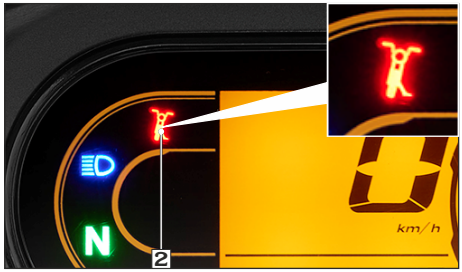
SIDE STAND



(1) Side stand spring

Check the side stand for proper function.

- Check the spring (1) for damage or loss of tension and the side stand assembly for free movement.
- Check whether the side stand indicator (2) glows when vehicle is parked on side stand.
- While the vehicle is removed from side stand, the side stand indicator (2) should not glow.



(2) Side stand indicator

CAUTION

Ensure that adequate care should be taken while cleaning the side stand switch.

HEADLAMP ADJUSTMENT

Headlamp is factory preset. However in case of adjustment required, please follow the steps as given below:

- Headlamp adjustment is done by the headlamp adjusting bolt (1) located below headlamp.
- Park the motorcycle on level ground.
- Adjust the headlamp beam vertically by loosening the bolt & move the headlamp unit forward & backward for correct focus adjustment.



(1) Headlamp adjusting bolt

WARNING

An improperly adjust headlamp may blind oncoming rider/driver or it may fail to light the road for a safe distance.

SUSPENSION

Inspection

- Check the front forks by locking the front brake and pumping the front fork up and down vigorously. The suspension action should be smooth and there should be no oil leakage.
- Check the rear shock absorber by pushing hard downwards on rear carrier while the motorcycle is not parked on stand. The

suspension action should be smooth and there should be no oil leakage.



Rear Shock Absorber Adjustment



(1) Pin spanner

Rear shock absorber adjustment can be made according to the load/road conditions.

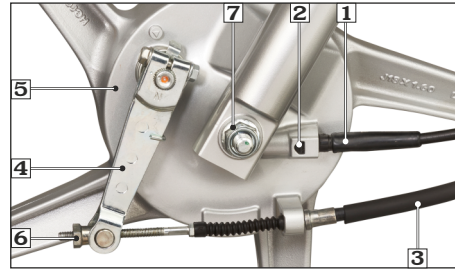
- In direction A Stiffer
- In direction B Softer

NOTE

Always adjust both the rear shock absorber to the same position. Use the pin spanner (1) available in the tool kit.

FRONT WHEEL REMOVAL

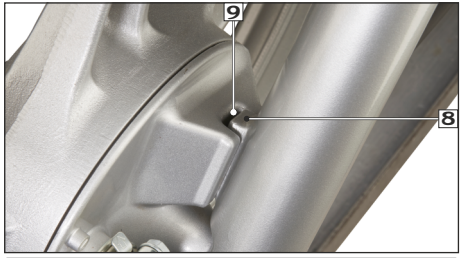
- Raise the front wheel off the ground.
- Remove the speedometer cable (1) by pressing the tab (2) & pulling cable out.
- Disconnect the brake cable (3) from the brake arm (4) and brake panel (5) by removing the front brake adjusting nut (6).
- Remove the axle nut (7).
- Remove the axle, remove the wheel.



(1) Speedometer cable (2) Tab (3) Front brake cable (4) Brake arm (5) Brake panel (6) Front brake adjusting nut (7) Axle nut

Installation Notes

- Reverse the removal procedure
- Install the front wheel by ensuring that the lug (8) on the left fork is located in the slot (9) in the brake panel.
- Rotate the front wheel & see if the speedometer needle is working.

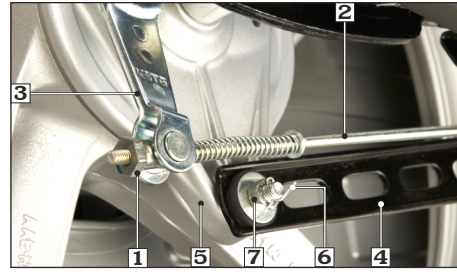


(8) Lug **(9) Slot**

- Tighten the axle nut.
- Axle nut torque: 5.4 Kgf-m
- Adjust the brake **(page 39)**.
- After installing the wheel, apply the brake several times and check for free wheel rotation when released.

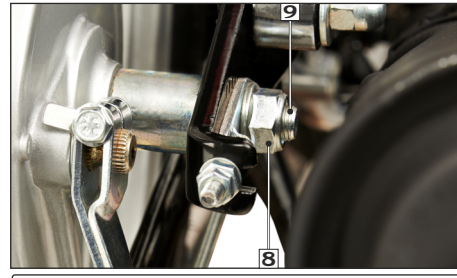
REAR WHEEL REMOVAL

- Raise the rear wheel off the ground.
- Remove the rear brake adjusting nut (1) and disconnect the brake rod (2) from the brake arm (3) by pushing down the brake pedal.
- Disconnect the brake stopper arm (4) from the brake panel (5) by removing split pin (6) and nut (7).



(1) Rear brake adjusting nut (2) Rear brake rod (3) Brake arm (4) Brake stopper arm (5) Brake panel (6) Split pin (7) Lock nut

- Remove the axle nut (8) and pull the axle (9). Remove the wheel.



(8) Axle nut **(9) Rear axle**

Installation Notes

- Reverse the removal procedure
- Axle nut torque: 5.4 kgf-m
- Brake stopper arm nut torque: 2.2 kgf-m Adjust the brake **(page 39)** and drive chain **(page 37)**.
- After installing the wheel, apply the brake several times and check for free wheel rotation when released.

! CAUTION

Always replace used split pins with new ones.

WASHING THE MOTORCYCLE

Follow the below mentioned steps for washing the motorcycle.

- Wet the motorcycle with light water spray. Avoid directing water to muffler outlets and electrical parts.
- Clean the headlamp lens and other plastic parts using a cloth or sponge dampened with a solution of mild detergent and water. Rub the soiled area gently rinsing it frequently with fresh water.
- After cleaning spray water thoroughly.
- Dry the motorcycle by wiping with dry soft cloth.

NOTE

- ***We at Authorised Distributor/Dealer take all above mentioned precautions like recommended detergents and usage of muffler caps/plugs during wash to ensure quality wash.***
- ***Do not use high pressure water (or air). It can damage certain parts of the motorcycle.***

CATALYTIC CONVERTER

This motorcycle is equipped with a catalytic converter in the muffler. The catalytic converter contains noble metals that serve as catalyst, promoting chemical reactions to convert CO and HC in the exhaust to CO_2 and H_2O (water vapour).

A defective catalytic converter contributes to air pollution and can impair your engine's performance.

Follow these guidelines to protect your motorcycle's catalytic converter.

- Always use unleaded petrol. Even a small amount of leaded petrol can contaminate the catalyst metals, making the catalytic converter ineffective.
- Keep the engine tuned up.

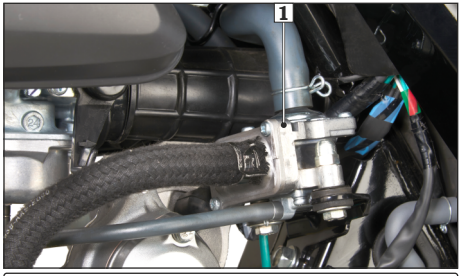


(1) Catalytic converter

AIR SUCTION VALVE (ASV) (SECONDARY AIR INJECTION SYSTEM)

Further to meet emission standards this vehicle is provided with an air suction valve.

Air suction valve (1) supplies fresh air from the air filter to the exhaust manifold to convert carbon monoxide to carbon dioxide. This reduces the CO% in the vehicle's exhaust.



(1) Air suction valve (ASV)

1. STARTING TROUBLE – ENGINE DOES NOT START

A. Fuel System

- Check fuel valve position → "OFF" → Turn to "ON" position
- ↓ "ON" position
- Check fuel in fuel tank → No fuel → Refill
- ↓ Ok
- Check fuel lines → Leakage/air lock → Rectify
- ↓ Ok
- **Consult Authorised Distributor/Dealer**

B. Electric Starter Not Working

- Check fuse → Fused → Replace fuse **(ref. Page 45)**
- ↓ Ok
- Inspect battery → Weak → **Consult Authorised Distributor/Dealer**
- ↓ Ok
- Check connections, ignition switch/starter switch → Loose → Secure connections
- ↓ Ok
- **Consult Authorised Distributor/Dealer**

C. No Spark At Spark Plug

- Check ignition switch → "OFF" → Turn ignition switch "ON"
- ↓ Ok
- Check spark plug for fouling/ Improper electrode gap → No spark → Replace spark plug/adjust Spark plug gap (0.6-0.7 mm)
- ↓ Ok
- Check for poorly connected Or loose spark plug wire → Loose contact → Secure properly
- ↓ Ok
- **Consult Authorised Distributor/Dealer**

2. ENGINE STARTS BUT STALLS

- Check choke lever position → "ON" → Turn to "OFF" position
- ↓ "OFF" position
- Check air cleaner element → Dirty → Clean and refit
- ↓ Ok
- **Consult Authorised Distributor/Dealer**

3. POOR PICK UP

- Spark plug loose in cylinder head → Loose → Tighten the spark plug
- Ok
- Check air cleaner element → Clogged → Clean and refit
- Ok
- Check brake binding → Improper Adjustment → Readjust free play of rear brake lever/pedal
- Ok
- Check tyre inflation pressure → Under inflated → Correct tyre pressure
- Ok
- **Consult Authorised Distributor/Dealer**

4. ELECTRICAL SYSTEM

Feeble horn sound or no light

- Check fuse → Fused → Replace fuse
- Ok
- Inspect battery → Weak → **Consult Authorised Distributor/Dealer**
- Ok
- Check bulbs → Fuse/wrong wattage → Replace bulbs
- Ok
- Check connections → Loose → Secure connections
- Ok
- **Consult Authorised Distributor/Dealer**

CUSTOMER'S COPY

HF Deluxe

Hero MotoCorp Ltd.

DELIVERY CERTIFICATE

I certify having taken delivery of one Hero MotoCorp **HF-Deluxe** Motorcycle bearing the following particulars:-

Engine No. _____

VIN _____

Colour/Model _____ **Key No.** _____

Allotment No. _____ **Date of Sale** _____

Customer's Name _____

I have been explained by the dealer about correct and safe driving habits, warranty terms and conditions, service schedules and maintenance tips.

Customer's Copy

Alongwith the motorcycle I have also received the following:-

1. Owner's Manual
2. 2 Nos. Keys
3. 1 Set of tools **(for details see below)**
4. Standard Accessories
5. Battery Make _____ Sr. No. _____
6. Tyre **Front** Make _____ Sr. No. _____
   Rear Make _____ Sr. No. _____

The vehicle has been delivered in factory fresh conditions to my satisfaction & I have understood all terms and conditions of warranty and shall abide by them.

Customer's Name _____

Customer's Address _____

Customer's Signature _____

Authorised Distributor/Dealer Name _____

Authorised Distributor/Dealer Address _____

Details of Tool kit

Tool Bag, +, - No. 2 Driver, Grip, Box Wrench P16 x 14, Spanner 10x12, Pin spanner



HF Deluxe

Hero MotoCorp Ltd.

AUTHORISED DISTRIBUTOR/DEALER COPY

DELIVERY CERTIFICATE

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Authorised Distributor/Dealer Name _____

Authorised Distributor/Dealer Address _____

Details of Tool kit

Tool Bag, +, - No. 2 Driver, Grip, Box Wrench P16 x 14, Spanner 10x12, Pin spanner

Hero

GENUINE PARTS

WHAT ARE THE BENEFITS OF Hero MotoCorp GENUINE SPARE PARTS ?

- Assures long life
- Ensures economy for a long time
- Safety of vehicle and rider
- Peace of mind
- Value for money
- Assured quality

CONSEQUENTIAL DAMAGES ON USING NON-GENUINE PARTS

Clutch Plate	▸ Material used is inferior ▸ Damages other parts of clutch like, clutch center and outer clutch ▸ Affects fuel efficiency ▸ Poor acceleration
Cam Chain Kit	▸ Poor performance ▸ Reduced life
Gasket Cylinder Head	▸ Improper sealing ▸ Engine knocking ▸ Leads to leakage and smoky exhaust ▸ Higher emission level

Hero

GENUINE PARTS

CONSEQUENTIAL DAMAGES ON USING NON-GENUINE PARTS

Element Air Cleaner	➢ Improper air filtration resulting in premature engine failure ➢ Affects fuel efficiency ➢ Poor engine performance
Spark Plug	➢ Frequent stalling of engine ➢ Higher emission level ➢ Poor engine performance ➢ Affects fuel efficiency
Brake Pads/Shoes	➢ Poor braking efficiency ➢ Rider safety-an issue ➢ Discs wear out, resulting in subsequent repair cost
Chain Sprocket Kit	➢ Noisy Operation ➢ Failure of chain can cause fatal accident

JOBS APPLICABLE TO PERIODIC SERVICES

- Wash the vehicle, blow dry with air.
- Inspect fuel line at every service.
- Inspect throttle free play and operation at every service, adjust if necessary.
- Clean carburetor at first service then every 6000 km., adjust if necessary.
- Clean air cleaner element at every service. (replace at every 12000 km).
- Inspect, clean spark plug at every service, adjust if necessary (replace at every 12000 km).
- Inspect the valve clearance at every service, adjust if necessary.
- Replace engine oil or top up as per the maintenance schedule.
- Clean engine oil strainer screen at first service then every 6000 km.
- Clean engine oil centrifugal filter at first service then every 6000 km.
- Inspect oil circulation at every service.
- Inspect electric starter operation (optional) at every service.
- Inspect, clean, lubricate and adjust the drive chain at every 2000 km.
- Inspect drive chain slider.
- Inspect battery voltage at every service and charge the battery if necessary.
- Inspect brake shoe wear at every service, adjust if necessary.
- Inspect all lamps, horn and switches at every service, adjust if necessary.
- Inspect headlamp focus at every service, adjust if necessary.
- Inspect clutch free play at every service, adjust if necessary.
- Lubricate the side stand and main stand at every service.
- Inspect and clean the side stand switch at every service.
- Inspect fasteners and tighten to the specified torque (if required).
- Inspect wheels, wheel bearings and tyre pressure at every service.
- Inspect steering for smooth operation, adjust (if necessary) in every alternate service and lubricate at every 12000 km.
- Inspect rear suspension at every service.
- Inspect front suspension at every service, replace oil once in every 2 year or 30000 km whichever is earlier.
- Inspect secondary air injection system at every 6000 km.
- Polish entire motorcycle.

SERVICE RECORD SHEET
To be Filled in by Supervisor

Free/Paid Service	Km. Range	Date	Km. Reading	Job Card No.	Engine Oil Top-up/ Replace	Authorised Distributor/Dealer (Sig. & Stamp)
I	500 - 750					
II	3000 - 3500					
III	6000 - 6500					
IV	9000 - 9500					
V	12000 - 12500					
VI	15000 - 15500					
VII	18000 - 18500					
VIII	21000 - 21500					
IX	24000 - 24500					
X	27000 - 27500					
XI	30000 - 30500					
XII	33000 - 33500					
XIII	36000 - 36500					
XIV	39000 - 39500					
XV	42000 - 42500					
XVI	45000 - 45500					
XVII	48000 - 48500					

NOTE

It is mandatory to avail all free and paid services as per the recommended schedule to be eligible for the warranty benefits. Please ensure that each paid service is availed within 90 days from the date of previous service or as per the recommended schedule, whichever is earlier.

SERVICE RECORD SHEET
To be Filled in by Supervisor

Free/Paid Service	Km. Range	Date	Km. Reading	Job Card No.	Engine Oil Top-up/ Replace	Authorised Distributor/Dealer (Sig. & Stamp)
XVIII	51000 - 51500					
XIX	54000 - 54500					
XX	57000 - 57500					
XXI	60000 - 60500					
XXII	63000 - 63500					
XXIII	66000 - 66500					
XXIV	69000 - 69500					
XXV	72000 - 72500					

REMARKS (IF ANY)

SERVICE ADVICE SHEET

Normal wear and tear components replacement advice

Date	Kms Job Card No.	Advice	Authorised Distributor/Dealer (Sig. & Stamp)	Completion Dt. Job Card No.

OWNERSHIP RECORD AND DATA

NAME_____.

ADDRESS_____.

MODEL _____ REGN. NO. _____.

ENGINE NO._____ VIN_____.

DATE OF PURCHASE _____ KM. READING _____.

AUTHORISED DISTRIBUTOR/DEALER NAME _____.

ADDRESS _____.

_____.

BATTERY MAKE_____ SERIAL NO. _____.

AUTHORISED DISTRIBUTOR/DEALER
STAMP AND SIGNATURE