PREFACE

Thank you for selecting a Hero MotoCorp **IGNITOR**. 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 legislation including environment legislation and strengthen the green supply chain.

Your motorcycle is conforming to latest (Bharat stage-III norms) regulation for emission, safety & noise levels. We are also using non asbestos brake shoes / pads and engine gaskets which are environment friendly in nature.

This booklet is your guide to the basic operation and maintenance of your new Hero MotoCorp **IGNITOR**. 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.

Your Authorised Hero MotoCorp dealer will be glad to provide further information or assistance and is equipped 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.

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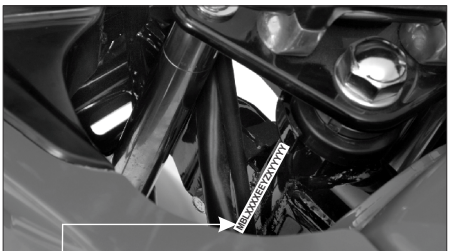
MOTORCYCLE IDENTIFICATION



Vehicle Identification Number (VIN)

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

VIN: MBLXXXXABYZXYYYYY

MBL	XXXXAB	Y	Z	X	YYYYY
Manufacturer Code	Vehicle Description	Year of Mfg.	Assembly Plant	Month of Mfg.	Serial Number

Model Code.:

Model	VIN	Engine
IGNITOR Electric Start / Front Disc / Rear Drum / Cast Wheel	AB	AA
IGNITOR Electric Start / Front Drum / Rear Drum / Cast Wheel	AA	AA

Engine No.

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

Engine No.: XXXXAAYZXYYYYY

XXXXAA	Y	Z	X	YYYYY
Engine Description	Year of Mfg.	Assembly Plant	Month of Mfg.	Serial Number

VIN and Engine No. may be required:

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

PRODUCT SPECIFICATIONS

ITEM	SPECIFICATIONS
DIMENSIONS	
Overall Length	2010 mm
Overall Width	710 mm
Overall Height	1095 mm
Wheelbase	1270 mm
Saddle Height	795 mm
Ground Clearance	175 mm
WEIGHT	
Kerb Weight	129 kg
CAPACITIES	
Engine Oil	1.1 litres at disassembly 0.9 litres at draining
Fuel Tank	9.0 litres (minimum)
Fuel Reserve Capacity	1.4 litres (usable)
Front Fork Oil at Disassembly	146 ml
Hydraulic Brake Fluid	DoT 3 or DoT 4

ITEM		SPECIFICATIONS
ENGINE		
Maximum Power		8.20 kW (11.00 BHP) @ 8000 r/min
Maximum Torque		11 N-m @ 5000 r/min
Bore and Stroke		52.4 x 57.8 mm
Compression Ratio		9.2:1
Displacement		124.7 cc
Spark Plug		NGK - CPR 7 EA 9
Spark Plug Gap		0.8 - 0.9 mm
Valve Clearance (cold condition)		IN:0.08 mm Ex : 0.12 mm
Idle speed		1400 ± 100 r/min
CHASSIS AND SUSPENSION		
Front Suspension		Telescopic Hydraulic Shock Absorbers
Rear Suspension		Swingarm with Adjustable Hydraulic Shock Absorber
Caster		25°
Trail		89 mm
Tyre size	Front	80 / 100 x 17 - M/C 46 P (Tubeless Tyre)
Tyre size	Rear	100 / 90 x 17 - M/C 55 P (Tubeless Tyre)
Front brake	Disc/ Drum type	Dia 240 mm / Dia. 130 mm (Non Asbestos Type)
Rear Brake	Drum	Dia 130 mm (Non Asbestos Type)

ITEM	SPECIFICATIONS
POWER TRANSMISSION	
Primary reduction	3.350 (67/20)
Final reduction	3.071 (43/14)
Gear ratio, 1st	3.077 (40/13)
2nd	1.944 (35/18)
3rd	1.473 (28/19)
4th	1.190 (24/22)
5th	1.038 (27/26)
ELECTRICAL	
Battery	12 V - 3 Ah, **MF Battery
Alternator	125 W
Starting System	Electric Start
Headlamp	12 V - 35/35 W Halogen Bulb, MFR*
Tail / Stop Lamp	12 V - 5/21 W MFR*
Turn Signal Lamp	12 V - 10 Wx 4 MFR*
Meter Illumination	L.E.D.
Neutral Indicator	12 V 1.7 W
Turn Signal Indicator	L.E.D.
Position Lamp	12 V 5 W
Hi Beam Indicator	L.E.D.
FUSE	10A, 15A, 20A

* MFR stands for Multi-Focal Reflector Type
** MF stands for Maintenance Free Battery

SAFE RIDING TIPS

Hero RideSafe

Do's:

1. Always conduct simple pre-ride inspection (ref. page no 32).
2. Always wear a helmet (ISI marked) with chinstrap securely fastened and insist on a helmet for your pillion rider.
3. While riding, sit in a comfortable position with your legs close to fuel tank.
4. Ride defensively and at a steady speed (between 40-50 km/hr).
5. For stopping motorcycle, use both brakes simultaneously, keeping throttle in the close position.
6. Respect road signs and obey traffic rules for your own safety and that of others on the road (ref. page no.78-80).

Don't:

1. Never use cell phone while riding the motorcycle.
2. Avoid sudden acceleration, braking and turning of your motorcycle.
3. Never shift gears without disengaging the clutch and closing the throttle.
4. Never touch any part of the hot exhaust system like muffler.
5. Never ride under the influence of alcohol or drugs.
6. Concentrate on the road and avoid talking to the pillion rider or others on the road.

SAFE RIDING TIPS

Do's:

7. During night time, dip headlamp of your motorcycle for oncoming traffic, or when following another vehicle.
8. Give way to others on the road and signal before you make a turn.
9. To make yourself more visible, wear bright reflective clothing that fits well.
10. Take care of loose / hanging clothes while solo / pillion riding.
11. Get your motorcycle serviced regularly by the Authorised Hero MotoCorp workshop.

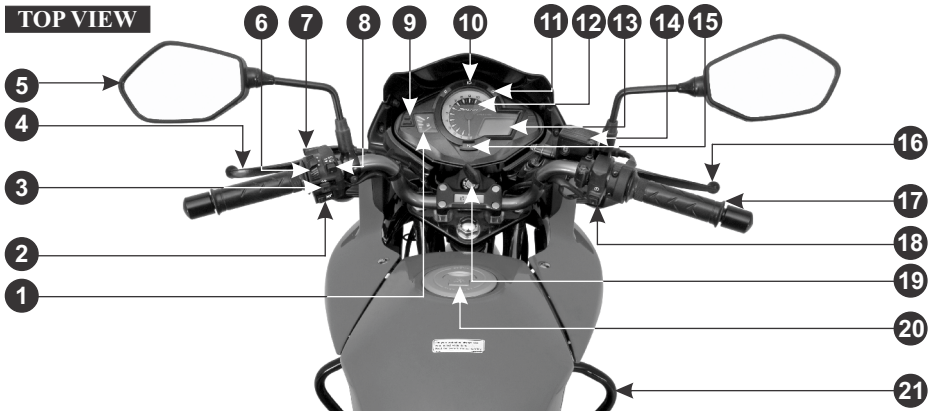
Don't:

7. Do not litter the road.
8. Do not cross the continuous white/yellow line in the centre of the road, while overtaking.
9. Do not attach large or heavy items to the handlebars, front forks, or fenders.
10. Never take your hands off the steering handle while riding.

SOME TIPS FOR HEALTHY ENVIRONMENT

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

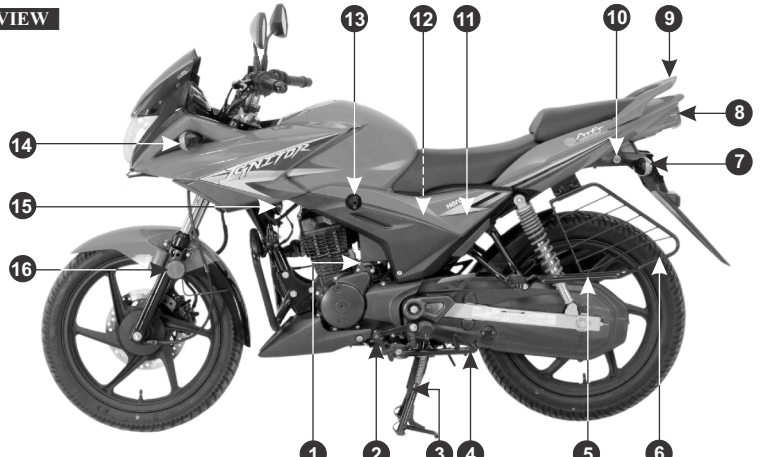
1. Healthy engine: The engine is the lifeline of every vehicle. To keep it healthy, it should be tuned regularly, which will also help reduce pollution and improve vehicle performance & fuel efficiency.
2. Regular Servicing: Get your motorcycle serviced at an Authorised Hero MotoCorp workshop, as per the service schedule, for an optimum performance and keep the emission level under check.
3. 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.
4. Genuine Engine Oil: Hero 4T Plus SAE 10W 30 SL grade (JASO MA2) engine oil recommended by Hero MotoCorp and make sure you change it every 6000 kms. (with top up every 3000 kilometres) to keep the engine fit and environment healthy.
5. Noise Pollution : Noise beyond a certain decibel is pollution. Whether it is from horns or defective mufflers, excessive noise will cause headaches and discomfort.
6. Emission Pollution : Get emission of your motorcycle checked by authorised agencies atleast once every 3 months or as notified by the government from time to time.
7. 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.



(1) Fuel gauge
(2) Horn switch
(3) Turn signal switch
(4) Clutch lever
(5) Rear view mirror
(6) Headlamp switch
(7) Pass lamp switch
(8) Dimmer switch
(9) Select / Reset buttons
(10) High beam indicator
(11) Turn signal indicator
(12) Tachometer
(13) LCD panel
(14) Master cylinder
(15) Neutral indicator
(16) Front brake lever
(17) Throttle grip
(18) Starter switch
(19) Ignition switch
(20) Fuel tank cap
(21) Leg guard

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

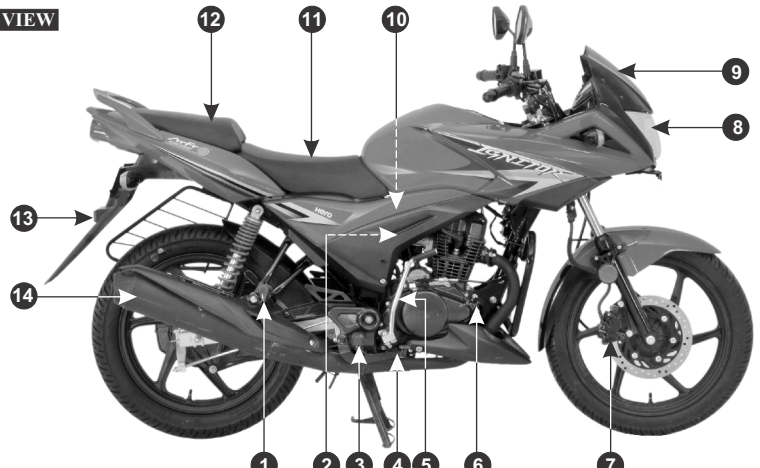
LEFT SIDE VIEW



(1) Starter motor
(2) Gear shift pedal
(3) Main stand
(4) Side stand
(5) Women pillion step
(6) Saree guard
(7) Rear turn signal lamp
(8) Tail / Stop lamp
(9) Rear grip
(10) Seat lock
(11) Side cover left
(12) Battery compartment (inside)
(13) Fuel valve
(14) Front turn signal lamp
(15) Choke knob
(16) Front reflex reflector

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

RIGHT SIDE VIEW



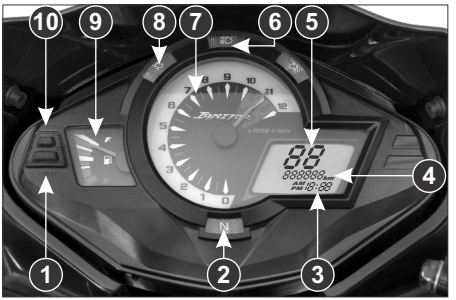
(1) Pillion foot rest
(2) Carburetor
(3) Rider foot rest
(4) Brake pedal
(5) Kick starter arm
(6) Oil level dipstick
(7) Caliper assembly
(8) Headlamp
(9) Visor
(10) Air suction valve (inside)
(11) Rider seat
(12) Pillion seat
(13) Rear reflex reflector
(14) Muffler

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

PARTS FUNCTIONS

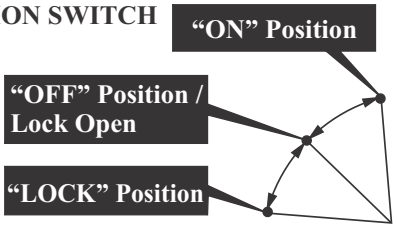
Instruments and Indicators

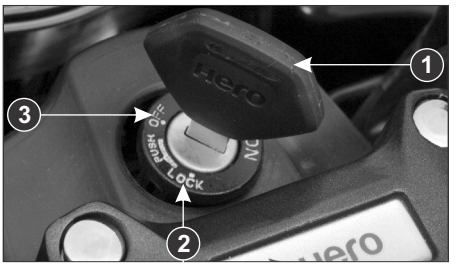
The indicators are in the speedometer panel above the headlight. The functions are as below.



Sl. No.	Description	Function
1	Reset button	Button when long pressed resets tripmeter to zero
2	Neutral indicator	Light glows when vehicle is in neutral position
3	Digital clock	Indicates hour & minutes (refer page-13)
4	Odometer / Tripmeter	Shows accumulated mileage (refer page-14)
5	Speedometer	Indicates riding speed
6	High beam indicator	Light glows when headlamp is in Hi Beam
7	Tachometer	Indicates engine r/min
8	Turn signal indicator	Flashes when turn signal switch is operated
9	Fuel gauge	Indicates approximate fuel quantity
10	Select button	Switches display between Odometer & Tripmeter

IGNITION SWITCH





1. Ignition key 2. Lock position 3. OFF position

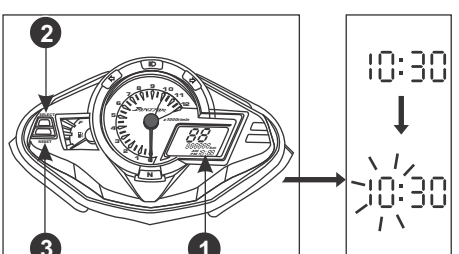
Key Position	Function	Key Removal
"ON"	The LCD panel illuminates & initial display of multi function digital segments are displayed. The tachometer needle and the fuel gauge needle will swing to the maximum scale once and back to its normal position. The engine can be started. Turn signal indicators, Horn, Tail / Stop lamp, Fuel gauge, Pass lamp, Position lamp & Neutral indicator 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

LCD PANEL

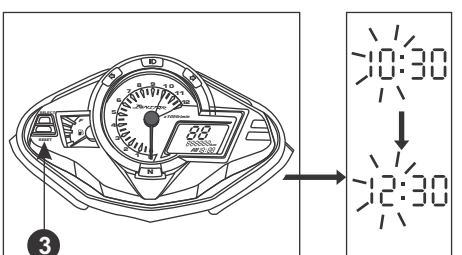
Digital Clock

Digital Clock (1) shows hour and minute. To adjust the time, proceed as follows :

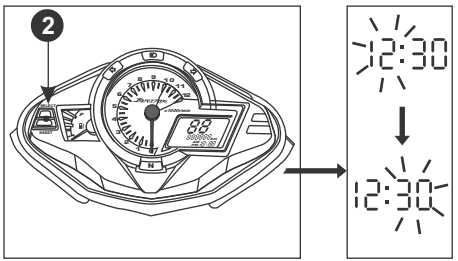
1. Turn the ignition switch "ON".
2. Press and hold Select Button (2) and Reset Button (3) simultaneously for more than 2 seconds. The clock will be set in the adjust mode with the hour's digit display blinking.



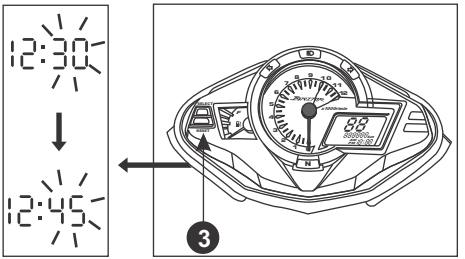
3. To set the hour, press Reset Button (3) until the desired hour is displayed.
   - The time is advanced by 1 hour each time the button is pressed.
   - The time advances fast when the button is pressed and held.
   - AM will change to PM after 12.



4. Press the Select Button (2). The minutes display starts blinking.



5. To set the minute press Reset Button (3) until the desired minute is displayed. The minute display will return to "00" when "60" is reached without affecting the hour display.
   - The time advances by 1 minute, each time the button is pressed.
   - The time advances fast when the button is pressed and held.



6. To end the adjustment press Select Button (2). The display will stop flashing automatically and the adjustment will be saved or if the button is not pressed for about 30 seconds.

NOTE :

The clock will reset "AM 1:00 " if the battery is disconnected.

Odometer / Tripmeter

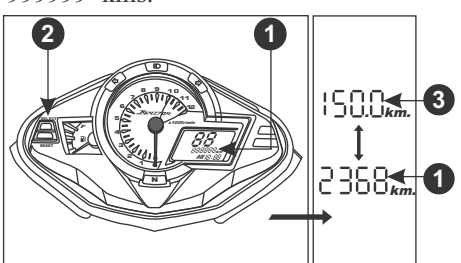
The Odometer (1) shows accumulated distance traveled.

The Tripmeter (3) shows distance traveled since trip meter was reset last time.

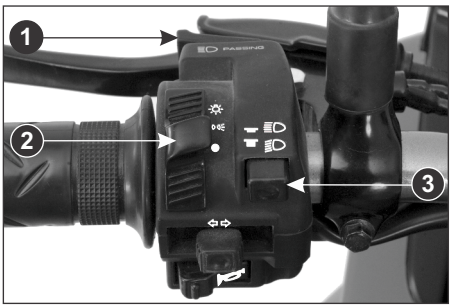
Push the Select button (2) to select Odometer, or Tripmeter. The Tripmeter can display upto 99999.9 kms. If the Tripmeter exceeds "99999.9" kms it will return to "0.0" kms automatically.

When Tripmeter is selected long press the Reset button to reset Tripmeter to zero.

The Odometer can be displayed from "0 to 999999" kms.



LEFT HANDLEBAR CONTROLS



1. Pass lamp switch

Press the push switch to operate the pass lamp.

2. Headlamp switch

The switch has three position.

" ☼ ", " ≡D ", and " ● " marked by white dot.

Position	Action
	"OFF"
	Following is "ON" • Position lamp • Tail lamp • Speedometer lamp
	Headlamp "ON"

3. Head lamp dimmer

Push the switch inside to position " " for "HI Beam". Push the switch again to bring back to position " " for "LOW Beam.

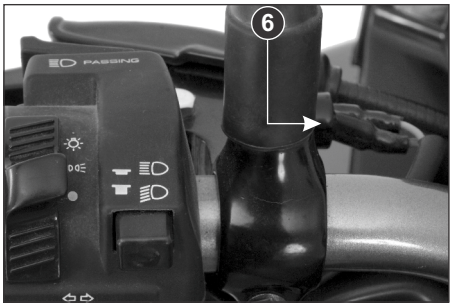
4. Turn signal switch

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 the knob inside.

5. Horn switch

Press the switch to operate the horn.



(6) Clutch Switch

6. Clutch Switch

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

RIGHT HANDLEBAR CONTROLS

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.

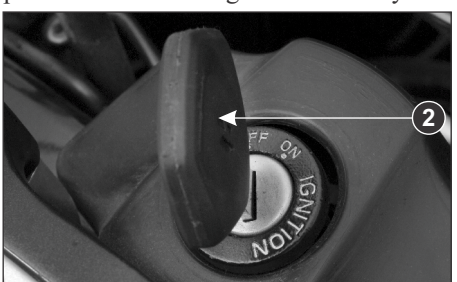
(1) Starter switch

CAUTION

Never hold starter switch continuously for more than 5 seconds as continuous cranking of engine will drain the battery.

STEERING LOCK

Steering lock is with ignition switch, turn the key 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.



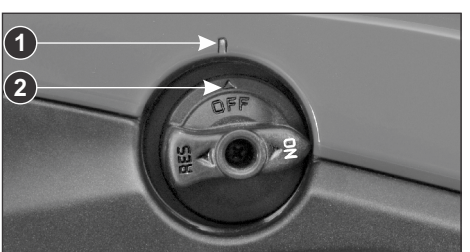
(2) Ignition key

FUEL VALVE

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

OFF

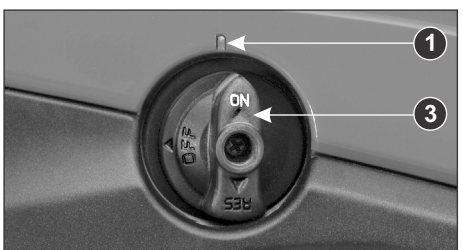
At "OFF", fuel cannot flow from the tank to the carburetor. Turn the valve "OFF" by aligning the ▯ mark (1) above the "OFF" (2) on fuel valve with the punch mark on the side cover. Turn the valve " OFF" whenever the motorcycle is not in use.



(2) OFF Position

ON

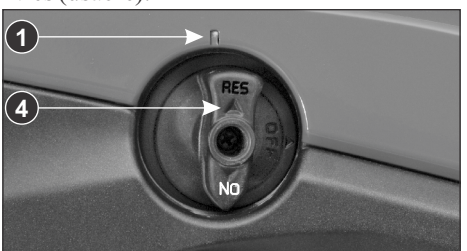
At "ON", fuel will flow from the tank to the carburetor. Turn the valve "ON" by aligning the ▯ mark (1) below the "ON" (3) on fuel valve with the punch mark on the side cover.



(3) ON Position

RES

At "RES", fuel will flow from the reserve fuel supply to the carburetor. Turn the valve "RES" by aligning the ▯ mark (1) below the "RES" (4) on fuel valve with the punch mark on the side cover. 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 1.4 litres (usable).



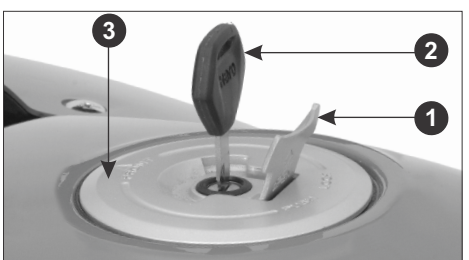
(4) RES Position

FUEL TANK

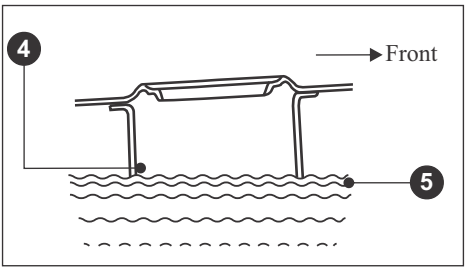
Fuel tank capacity is 9.0 litres (minimum) including usable reserve supply of 1.4 litres.

1. To unlock fuel tank lid, lift the key hole cover (1), insert key (2) turn it clockwise and lift open the lid (3).

2. Do not overfill the tank. There should be no fuel in filler neck (4). Fill the tank with fuel (5) as shown below.
3. To lock fuel tank lid, close the lid back on the opening and press gently. The key springs back to the normal position and lid gets locked.
4. Remove the key and put back the keyhole cover.



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



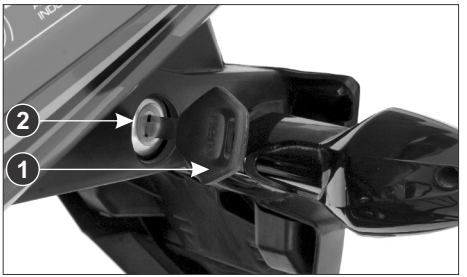
(4) Filler Neck (5) Fuel

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.

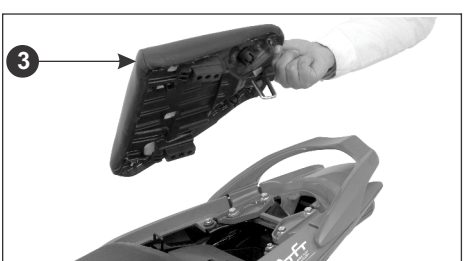


(1) Ignition key (2) Seat lock

SEAT LOCK

Location : On the rear left side of the seat, below the rear cowl.

Operation : Insert the ignition key (1) in seat lock (2) and turn it clockwise and release the pillion seat (3).

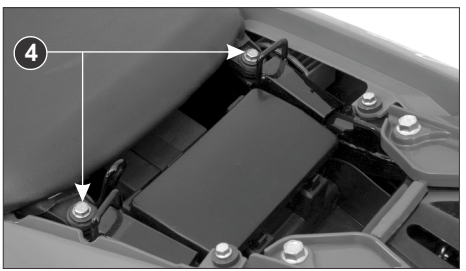


(3) Pillion seat

Pull the pillion seat back and up.

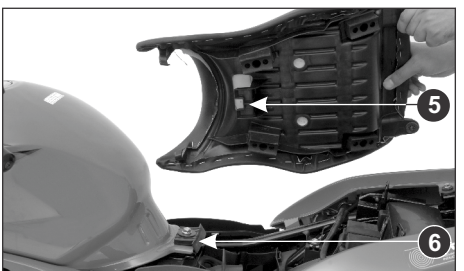
Remove two bolts (4) from the rider seat.

Pull the rider seat back and up.



(4) Bolts

To install, engage the lug (5) of the rider seat with the recess (6) below the fuel tank and slide the seat to the front. Tighten the two bolts of the rider seat.

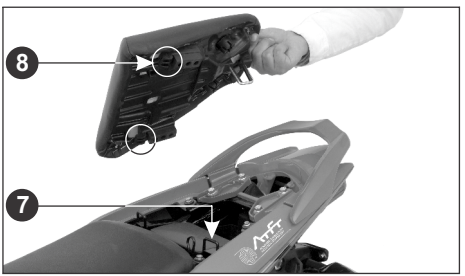


(5) Lug

(6) Recess

For the pillion seat insert the lugs on the seat into the hooks (7) on the frame and then push down on the pillion seat until the lock clicks.

Be sure the seat is locked securely in position after installation.



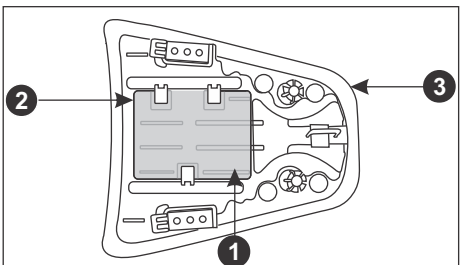
(7) Hooks (8) Lugs

DOCUMENT COMPARTMENT

The owner's manual and other documents pertaining to the vehicle are to be kept in the bag service book supplied along with the vehicle.

The bag service book (1) is in the document compartment (2) on the reverse side of the pillion seat (3).

When washing your vehicle, be careful not to flood this area with water.



(1) Bag service book
(2) Document compartment
(3) Pillion seat

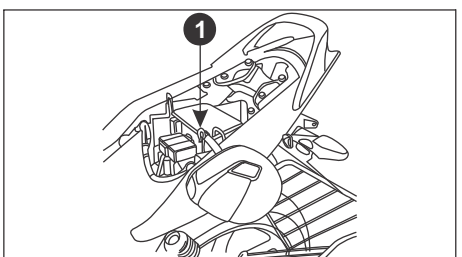
HELMET HOLDER

The helmet holder is located below the rear seat. Remove the rear seat. Hang the helmet on the holder hook (1) using wire helmet set supplied with the vehicle. Install the seat and lock it securely.

⚠ WARNING

Riding with a helmet attached to the holder can interfere with the rear wheel or suspension and could cause a crash in which you can be seriously hurt or killed.

Use the helmet holder only while parked. Do not ride with a helmet secured by the holder.



(1) Helmet holder hook

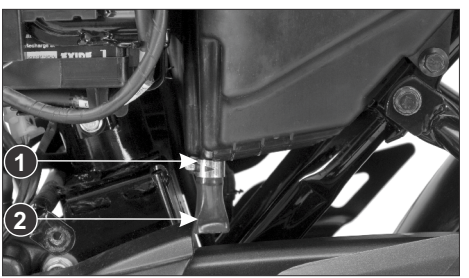
AIR CLEANER DRAIN TUBE

Remove the drain tube clip (1) and drain tube (2) from the air cleaner assembly and drain the deposit into a suitable container. Reinstall the drain tube plug.

Follow the above process more frequently when riding in rain or at full throttle.

NOTE

Always ensure to reinstall the drain tube clip and drain tube after draining the deposit.



(1) Drain tube clip (2) Drain tube

ENGINE OIL

Use hero genuine engine oil or recommended grade oil.

BRAND: Hero 4T plus
GRADE: SAE 10W 30 SL Grade (JASO MA2).
Manufactured by :

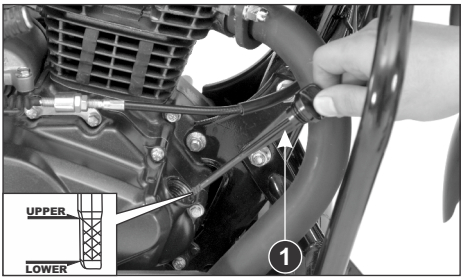
1. Tide Water Oil Co. (India) Ltd.
2. Savita Oil Technologies Limited.
3. Bharat Petroleum Corporation Limited.

OIL CAPACITY : 1.1 litres

ENGINE OIL TOP UP PROCESS

Check engine oil level each day before operating the motorcycle.

1. Park the motorcycle on its main stand.
2. Start the engine & let it idle for 3-5 minutes.
3. Stop the engine & wait for 2-3 minutes.
4. Remove the oil level dipstick (1), wipe it clean and insert it without screwing it in.



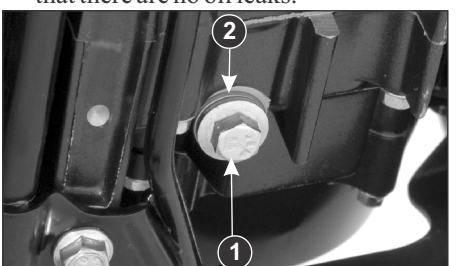
5. The oil level should be between upper and lower mark on the oil level dipstick.
6. Do top up if oil level reaches towards the lower level mark or on every 3000 kms whichever is earlier.
7. Fill the crank case with the recommended engine oil through the filler hole. Insert the oil level dipstick and check the oil level. Do not fill above the UPPER mark.
8. Reinstall oil level dipstick with new O-ring & check for oil leaks.

ENGINE OIL REPLACEMENT PROCESS

Replace engine oil once in every 6000 kms/ 6 months whichever is earlier.

Drain engine oil with the engine warm and the motorcycle on its main stand.

1. To drain the oil, remove the oil level dipstick, drain plug (1) and washer (2).
2. After the oil has completely drained, make sure that the sealing washer is in good condition and reinstall the drain plug.
3. Fill the crankcase through the filler hole with approximately 0.90 litre (when clutch cover is not removed) of the recommended grade oil.
4. Reinstall the oil level dipstick with new O-ring.
5. Start the engine and allow it to idle for few minutes.
6. Stop the engine.
7. Make sure that oil level is at the upper level mark of the dip stick with the motorcycle in an upright position, and that there are no oil leaks.



(1) Drain plug (2) 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.

TYRES

The tyres fitted on your motorcycles are of TUBELESS type.

To safely operate your motorcycle, 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.

⚠ 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.

Over-inflated tyres make your motorcycle 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 motorcycle has been parked for at least three hours. If you check air pressure when your tyres are "warm" - when the motorcycle has been ridden for even a few kms - 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 kg/cm^2 (25 psi)	1.75 kg/cm^2 (25 psi)
Rear	2.00 kg/cm^2 (29 psi)	2.25 kg/cm^2 (33 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 :

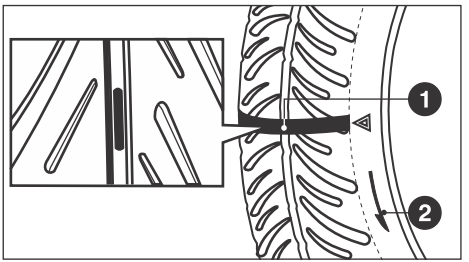
- Bumps or bulges in the side of the tyre or the tread. Replace the tyre if you find any bumps or bulges.
- Cuts, splits or cracks in the tyre. Replace the tyre if you can see fabric or cord.
- Excessive tread wear.
- Carefully inspect the tyres for any damage, if the motorcycle hits a pothole or hard object.

Tread Wear

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

Minimum tread depth Front: 1.5 mm
Rear: 1.5 mm

Check the tread wear indicator for tyre wear.



(1) Tyre 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, Hero MotoCorp authorised dealer/workshop 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 motorcycle were designed to match the performance capabilities of your motorcycle 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

The imported tyre(s) if fitted without ISI mark; are in compliance of BIS standard and Central Motor Vehicle Rules 1989, as declared by the Tyre manufacturer.

The recommended tyre for your motorcycle are :

Front : 80/100 X 17 - M/C 46 P Tubeless

Rear : 100/90 X 17 - M/C 55 P Tubeless

NOTE

For repair and replacement of tyre it is advised to visit your Authorised **Hero MotoCorp** workshop.

Important Safety Reminders

- Do not install a tube inside a tubeless tyre on this motorcycle. Excessive heat buildup can cause the tube to burst.
- Use only tubeless tyres on this motorcycle. 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.

PRE-RIDE INSPECTION

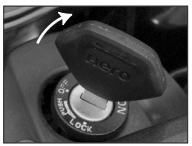
You should conduct pre ride inspection before riding the motorcycle to enhance riding comfort and safety.

Clean your motorcycle regularly. It protects the surface finish. Avoid cleaning with products that are not specifically designed for motorcycle surfaces.

Inspect your motorcycle every 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:

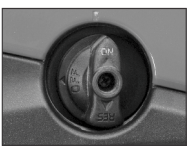
1. **Engine Oil Level -** check and top up engine oil if required (page 25). Check for leaks.
2. **Fuel Level** - ensure sufficient fuel is available in the fuel tank for your journey (page 19). Check for leaks.
3. **Front Brake & Rear Brake** - check for operation and adjust if necessary (page 56, 59).
4. **Front Brake (Disc Type) -** check for correct brake fluid level in master cylinder (page 45).
5. **Tyres -** check condition and pressure (page 27)
6. **Clutch -** check for smooth operation. Adjust free play (page 51).
7. **Drive Chain -** check condition and slackness (page 52). Lubricate if necessary.
8. **Throttle -** check for smooth opening and closing in all steering positions (page 46).
9. **Lamps and Horn -** check that headlamp, position lamp, tail / stop lamp, turn signals, indicators and horn function properly.
10. **Rear View Mirror -** ensure that the rear view mirror gives a good rear view when you are sitting on the motorcycle.
11. **Air Suction Valve -** make sure all tube connections are secured properly (page 72).
12. **Fitting & Fasteners -** check & tighten if necessary.
13. **Steering -** check for smooth action and for easy maneuverability.

STARTING THE ENGINE



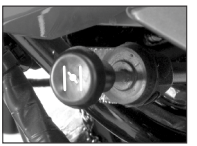
1. Turn the ignition switch “ON”.

2. Turn the fuel valve “ON”.



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

4. Pull the choke knob as indicated (Use choke during cold conditions)



5. Press the electric starter switch keeping the throttle closed.

6. Push the choke knob inwards as indicated, after warming up the engine for few seconds. Continue warming of the engine until it runs smoothly and responds to the throttle when the choke knob is fully inwards to "OFF" position.

NOTE :

To start the engine in any gear position, press the clutch lever and press the starter switch.

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

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 push choke knob fully inwards to “OFF” position. Open the throttle fully and crank the engine with the kick starter. Turn the ignition switch “ON” and open the throttle slightly, start engine with the choke knob in "OFF" position.

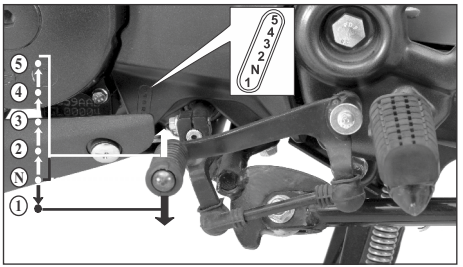
Running In

Help assure your motorcycle's future reliability and performance by paying extra attention to how you ride during the first 500 kms.

During this period, avoid full-throttle starts and rapid acceleration

RIDING

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, press the clutch lever and depress the gearshift pedal downwards using the toe to shift into 1st gear.
3. Slowly release the clutch lever and at the same time, gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains a moderate speed, close the throttle, press the clutch lever and shift to 2^{nd} gear by placing the toe on the underside of gear pedal and lift upwards.
5. This sequence is repeated progressively to shift to 3^{rd}, 4^{th} and 5^{th} gear.



CAUTION

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

BRAKING

1. For normal braking, close the throttle and gradually apply both front and rear brakes together while shifting down gears to suit your road speed.
2. 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 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 into 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

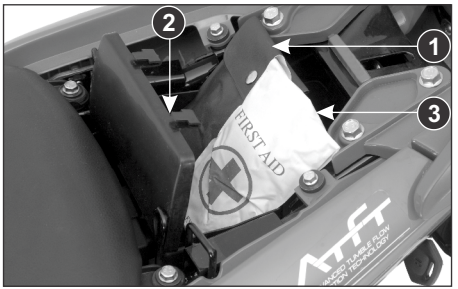
- Park the motorcycle on firm level ground to prevent overturning.
- While parking on side stand engage the first gear.

TOOL KIT

The tool kit (1) is in the storage compartment (2) under the pillion seat.

Some road side repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- Spanner 10 X 12 mm- 1 No.
- Spanner 14 X 17 mm- 1 No.
- Spark plug wrench- 1 No.
- Driver No. 2 Plus Minus- 1 No.
- Tool bag- 1 No.
- Pin spanner- 1 No.
- Wire helmet set- 1 No.



FIRST AID KIT

The first aid kit (3) is located below the rear seat. In some emergency, first aid can be performed by medicines contained in the kit.

Kit contains the following items :

1) Anticeptic Cream - 1 No.
2) Sterilised Dressing - 1 No.
3) Water Proof Plaster - 1 No.
4) Elastic Bandage - 1 No.
5) Gauze (Rolled Bandage) - 1 No.
6) Sterilised Elastic Plaster - 1 No.
7) First Aid Bag - 1 No.

ANTI-THEFT TIPS

1. Always lock the steering and never leave the key in the ignition switch.
2. Park your motorcycle in a locked garage whenever possible.
3. Use an additional anti-theft device of good quality.
4. Put 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 : _____

SAFETY PRECAUTION

- 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 (kerosene), not petrol, to clean parts. Keep cigarettes, sparks and flames away from the battery and all fuel-related parts.

Remember that your Authorised Hero MotoCorp workshop knows your motorcycle best and is fully equipped to maintain and repair it.

To ensure best quality and reliability, it is recommended to use Hero MotoCorp genuine parts for repair and replacement.

MAINTENANCE

Importance of Maintenance

A well-maintained motorcycle is essential for safe economical and trouble-free riding. It will also help to reduce air 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 Hero MotoCorp workshop for recommendation applicable to your individual needs and use.

⚠ WARNING

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

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	WHICHEVER COMES FIRST	DURING FREE SERVICE PERIOD						AFTER FREE SERVICE ONCE IN EVERY				
	SERVICE	1st	2nd	3rd	4th	5th	6th					
	DAYS	1st 60	Next 100	Next 100	Next 100	Next 100	Next 100					
	KMS.	500-750	3000-3500	6000-6500	9000-9500	12000-12500	15000-15500	3000	6000	9000	12000	15000
Fuel Line		I	I	I	I	I	I	I				
Throttle Operation		I,A	I,A	I,A	I,A	I,A	I,A	I,A				
Carburetor		C,A	A	C,A	A	C,A	A	A	C,A			
Air Cleaner*		Do not open air cleaner element unless there is a drivability problem					R					R
Spark Plug		I,C,A	I,C,A	I,C,A	I,C,A	R	I,C,A	I,C,A			R	
Valve Clearance		I,A	I,A	I,A	I,A	I,A	I,A	I,A				
Engine Oil**		O	I,T	O	I,T	O	I,T	I,T	O			
Engine Oil Strainer Screen		C		C		C			C			

ITEMS	WHICHEVER COMES FIRST	DURING FREE SERVICE PERIOD						AFTER FREE SERVICE ONCE IN EVERY				
	SERVICE	1st	2nd	3rd	4th	5th	6th					
	DAYS	1st 60	Next 100	Next 100	Next 100	Next 100	Next 100					
	KMS.	500-750	3000-3500	6000-6500	9000-9500	12000-12500	15000-15500	3000	6000	9000	12000	15000
Engine Oil Centrifugal Filter		C		C		C			C			
Electric Starter		I	I	I	I	I	I	I				
Oil Circulation		I	I	I	I	I	I	I				
Drive Chain@		I,C,L,A at every 2000 kms.						I,C,L,A at every 2000 kms.				
Battery Voltage		I	I	I	I	I	I	I				
Brake Shoe / Pads Wear		I,A	I,A	I,A	I,A	I,A	I,A	I,A				
Brake Fluid ***		I	I	I	I	I	I	I				
Brake System (Brake Cam & Brake Pedal)			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				
Headlamp Focus		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				
Main Stand/Side Stand		L	L	L	L	L	L	L				
Fasteners****		I	I	I	I	I	I	I				
Wheels/Tyres		I	I	I	I	I	I	I				

ITEMS	WHICHEVER COMES FIRST	DURING FREE SERVICE PERIOD						AFTER FREE SERVICE ONCE IN EVERY				
	SERVICE	1st	2nd	3rd	4th	5th	6th					
	DAYS	1st 60	Next 100	Next 100	Next 100	Next 100	Next 100					
	KMS.	500-750	3000-3500	6000-6500	9000-9500	12000-12500	15000-15500	3000	6000	9000	12000	15000
Steering Head Bearing		I	I,A	I	I,A	I,L,A	I	I	I,A		I,L,A	
Front Suspension/Oil***		I	I	I	I	I	I	I				
Secondary Air Injection			I	I,E		I,E			I,E			
Muffler (Catalytic Converter)●				I,E		I,E			I,E			

* Early replacement may be required when riding in dusty areas.

** Replace engine oil once in every 6000 kms. Top up if the oil level is at or near the lower level mark.

*** Replace once in every two years or 30000 kms. whichever is earlier.

**** Inspect & maintain specified torque.

● Check idle CO emission along with idle r/min / idle CO adjustment (if required).

@ Visit Authorised Hero MotoCorp workshop for inspection, cleaning, lubrication and adjustment of drive chain at every 2000 kms.

NOTE:- ***Always wipe the water from the motorcycle after washing. Use clean soft cloth or pressurised air for completely drying the water.***

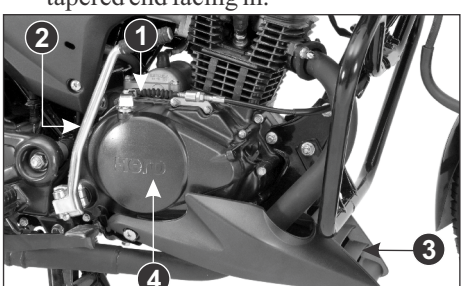
I: INSPECT R: REPLACE C: CLEAN L: LUBRICATE A: ADJUST IF REQUIRED O: OIL CHANGE T:TOP UP E: EMISSION CHECK

OIL SCREEN FILTER & CENTRIFUGAL FILTER

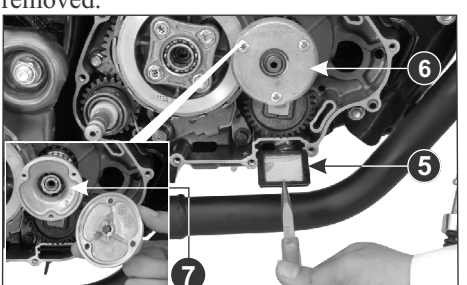
1. Drain the engine oil throughly (page 26).
2. Disconnect the clutch cable (1).
3. Remove the kick starter pedal (2).
4. Remove the under cowl (3). Remove the right crankcase cover (4).
5. Remove the oil filter screen (5) and wash it in non flammable solvent (kerosene).
6. Reinstall the filter screen with the tapered end facing in.
7. Remove centrifugal filter cover (6) & clean the centrifugal filter (7) with non flammable solvent (kerosene).
8. Reinstall the centrifugal filter cover, right crankcase cover and connect the clutch cable.
9. Fill the crankcase with clean engine oil

NOTE :

Clean filters as specified in the maintenance schedule. Ensure to replace gasket once removed.



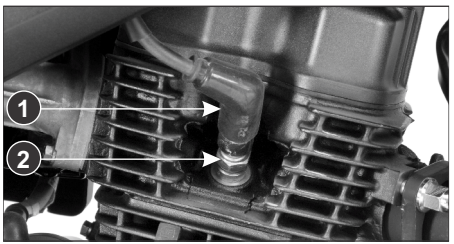
(1) Clutch cable (2) Kick starter pedal (3) Under cowl (4) Right crankcase cover



(5) Oil filter screen (6) Centrifugal filter cover (7) Centrifugal filter

SPARK PLUG

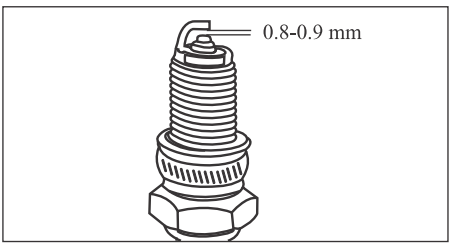
Recommended plug : NGK-CPR 7 EA 9



(1) Noise suppressor cap (2) Spark plug

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 Authorised Hero MotoCorp workshop on this, if required.

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



3. Visually inspect the spark plug electrodes for wear. The centre 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.
4. Make sure that the spark plug gap is 0.8-0.9 mm using a wire-type feeler

gauge. If adjustment is necessary bend the side electrode carefully. Make sure the plug washer is in good condition.

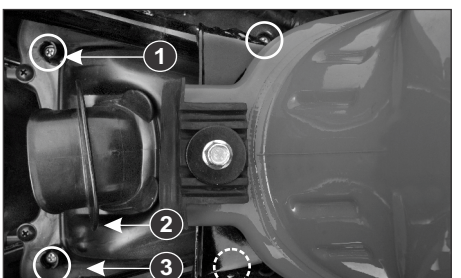
5. With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
6. Tighten a new spark-plug 1/2 turn after the plug seats, with a spark plug box wrench to compress the washer. If you are reusing a plug, it should only take 1/8-1/4 turn after the plug seats.

AIR CLEANER

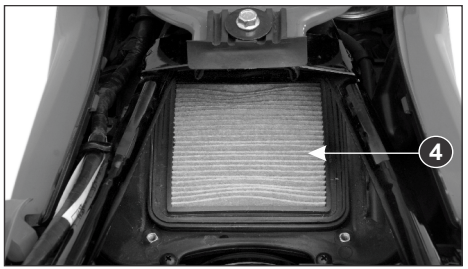
The air cleaner is a viscous type paper filter which has enhanced filtering efficiency.

The air cleaner should be replaced at regular intervals (page 40). When riding in dusty areas, more frequent replacement may be necessary.

1. Remove the seat assembly (page 21-22).
2. Remove the air cleaner cover screws (1), air cleaner rubber cover (2) and air cleaner housing cover (3).
3. Remove the element air cleaner (4).



(1) Air cleaner cover screws
(2) Air cleaner rubber cover
(3) Air cleaner housing cover



(4) Element air cleaner

Install a new air cleaner element in the reverse order of removal.

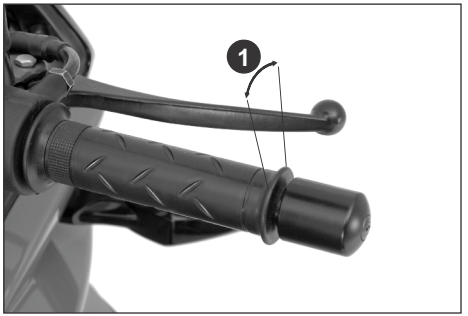
CAUTION

Never wash or blow air to clean the element. Always replace the element with a new one according to the maintenance schedule.

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. Inspection 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.



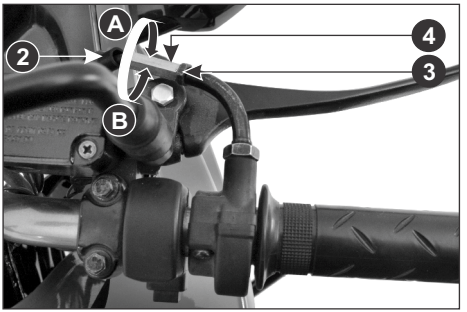
(1) Free play

Free Play Adjustment

Slide the grommet (2), loosen the lock nut (3) and turn the adjuster (4). If required adjust the free play by turning the adjuster.

Direction A - to increase the free play

Direction B - to decrease the free play



(2) Grommet
(3) Lock nut
(4) Adjuster

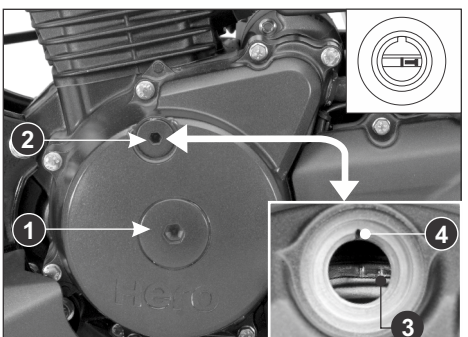
(A) Increase free play
(B) Decrease free play

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 40).

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.



(1) Crankshaft hole cap (2) Timing hole cap
(3) T-mark (4) Index mark

1. Remove the crankshaft hole cap (1) and timing hole cap (2).

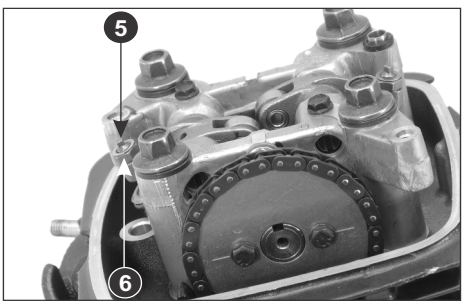
2. Remove the cylinder head cover.

3. Rotate the flywheel anticlockwise until the 'T' mark (3) on the flywheel coincides with the index mark (4) on the left crank case 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.

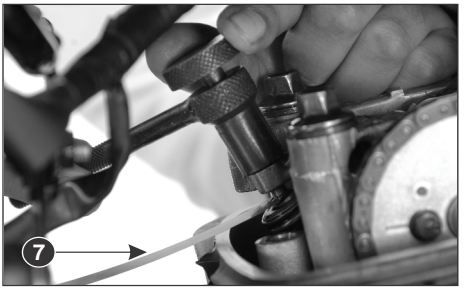
   This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and the piston is in compression stroke.

If they are tight the valves are open, rotate the flywheel 360° anticlockwise and re-align the 'T' mark with the index mark.



(5) Adjusting screw (6) Lock nut

4. Check the clearance by inserting the feeler gauge (7) between the adjusting screw (5) and valve stem.



(7) Feeler gauge

Standard clearance (cold condition)

In. 0.08 mm Ex. 0.12 mm

If adjustment is required, adjust by loosening the lock nut (6) and turning the adjusting screw (5) until there is a slight drag on the feeler gauge (7).

After tightening the lock nut (6), check the clearance again.

Install the 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

The carburetor is factory pre-set in order to achieve optimum performance and meet emission standards.

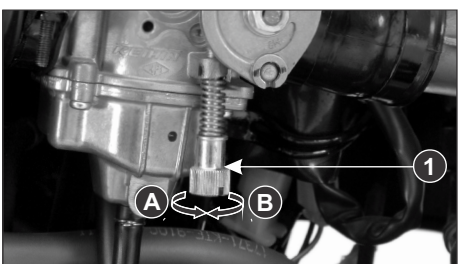
However in case of specific requirement of tuning due to engine stalling in idle speed, please follow the instruction given hereunder :

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

IDLE SPEED : 1400 ± 100 r/min

CAUTION

Do not attempt to compensate for faults in other systems by adjusting idle speed. Visit your Authorised Hero MotoCorp workshop for scheduled carburetor adjustment.



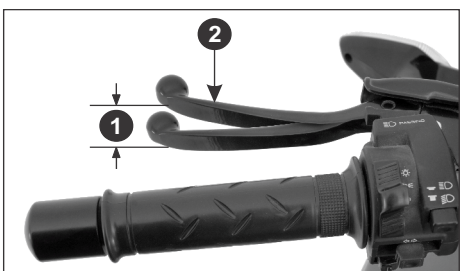
(1) Throttle stop screw

(A) Increase r/min

(B) Decrease r/min

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).

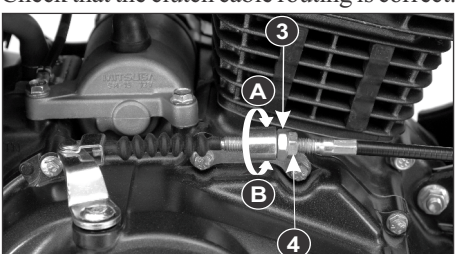


(1) Free play (2) Clutch lever

1. 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.
2. 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.

NOTE

Check that the clutch cable routing is correct.



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

NOTE

If proper adjustment cannot be obtained or the clutch does not work correctly, visit your Authorised Hero MotoCorp workshop.

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

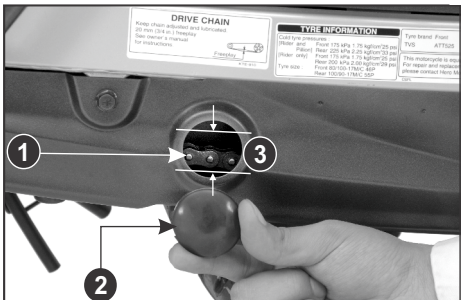
The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets. The drive chain (1) should be checked and lubricated as part of the Pre-ride Inspection (page 32). Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance will be necessary.

Inspection

1. Turn the engine "OFF", park the motorcycle on its main stand and shift the gear to neutral. Remove hole cap (2).
2. Drive chain slack (3) should be adjusted to 20 mm (3/4 in.) 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.

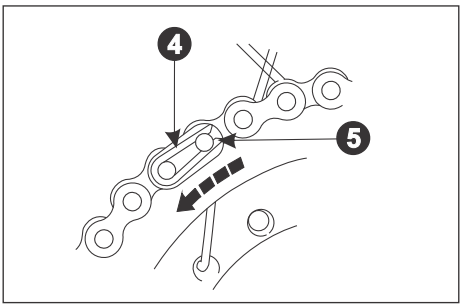
If the chain is slack in one section and tight in another, some links are kinked and binding. Binding can frequently be eliminated by lubrication.



(1) Drive chain (2) Hole cap
(3) Drive chain slack

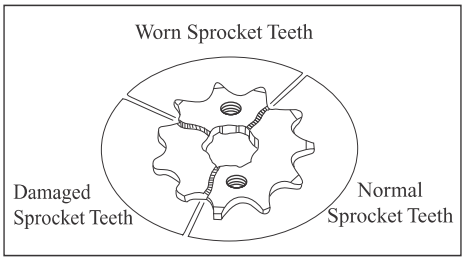
3. Turn the chain to view chain lock plate (4) inside the hole. Ensure that the chain lock plate open end (5) is installed in the opposite direction of the chain rotation.

4. Inspect the sprocket teeth for wear or damage



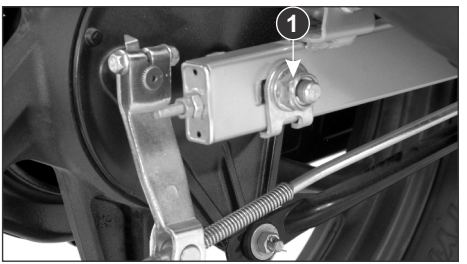
(4) Chain lock plate (5) Open end

5. 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.



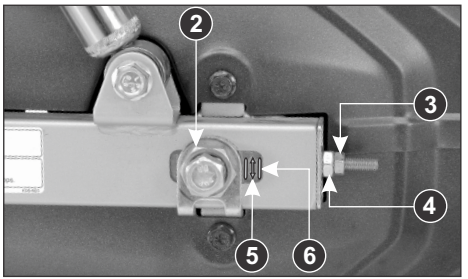
Adjustment

- Park the motorcycle on its main stand with the transmission in neutral and the ignition switch "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.



(1) Rear axle nut

- Align the chain adjuster index mark (5) with the rear edge (6) of the adjusting slots on both sides of the swing arm equally.
- If the drive chain slack is excessive when the rear axle is moved to the furthest limit of adjustment, the drive chain is worn and must be replaced.
- Tighten the rear axle nut and sleeve nut. Check the drive chain slack again.



(2) Sleeve nut
(3) Drive chain lock nut
(4) Drive chain adjusting nut
(5) Index mark
(6) Rear edge of adjusting slot

- Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 59).

Lubrication

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

NOTE

Visit Authorised Hero MotoCorp workshop for inspection, cleaning, lubrication and adjustment of drive chain at every 2000 kms.

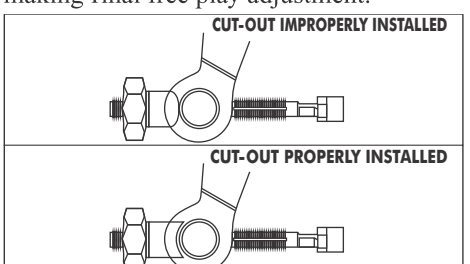
CAUTION

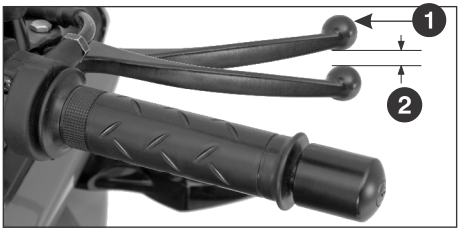
Regular adjustment and lubrication as per the maintenance schedule would ensure high performance and longer life.

FRONT BRAKE (Drum Type)
Adjustment

1. Measure the distance of front brake lever (1) moves before the brake starts to take hold. Free play should be 10-20 mm at the tip of the brake lever.
2. Adjust free play (2) by turning the adjusting nut (3) at the front brake arm (4).

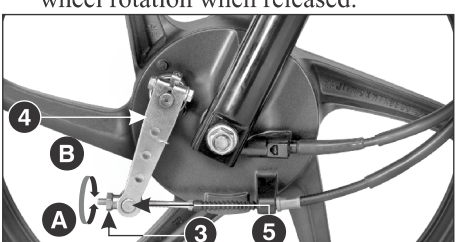
Make sure the cut-out on the adjusting nut is seated on the brake arm pin (5) after making final free play adjustment.





(1) Front brake lever (2) Free play

3. Apply the brake and check for free wheel rotation when released.



(3) Adjusting nut (A) Decrease free play
(4) Front brake arm (B) Increase free play
(5) Brake arm pin

NOTE
If proper adjustment cannot be obtained by this method, visit your Authorised Hero MotoCorp workshop.

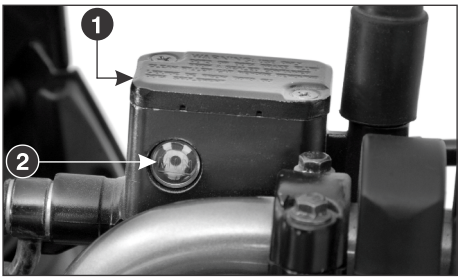
FRONT BRAKE (Disc Type)
Refer to the safety precautions on (page 38).

Master Cylinder (1)

Location : Right handle bar.

Recommended brake fluid : DOT 3 or DOT 4

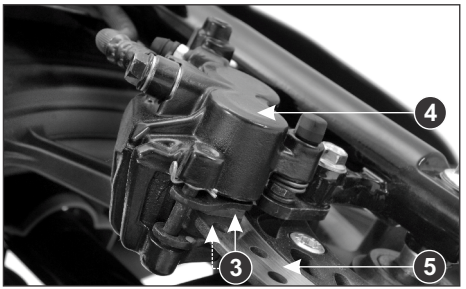
Fluid level - Ensure that the brake fluid level does not fall below "MIN" mark (2) on front brake master cylinder parallel to the ground. The level decreases gradually due to piston movement to compensate pad wear. If the level decreases abruptly, check for the leakages in the brake system and consult your Authorised Hero MotoCorp workshop.



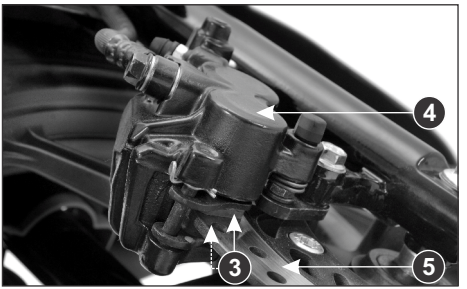
(1) Master Cylinder (2) "MIN" mark

NOTE : Clean the dirt and mud accumulation between the brake pads (3) caliper (4) and the disc (5) by using a water jet.

Always contact your Authorised Hero MotoCorp workshop for refilling of master cylinder when necessary. Do not mix DOT 3 and DOT 4 brake fluid.



(3) Brake pad (4) Caliper
(5) Disc



(3) Brake pad (4) Caliper
(5) Disc

Brake Pad Wear

Brake pad wear depends upon the severity of usage, the type of riding & road conditions. Generally, the pads will wear faster on wet & dirty roads. Inspect the pads at each regular maintenance interval.

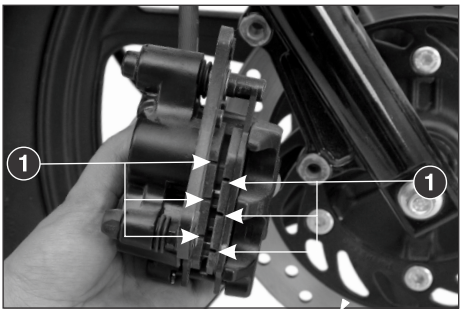
Front Brake

Check the wear indicator groove (1) on each pad.

- Check the brake pads for wear by examining the wear limit groove (1) on each pad.
- If either pad is worn to the bottom of the grooves replace both pads as a set. Visit your Authorised Hero MotoCorp workshop for this service.

⚠ WARNING

Always apply front and rear brakes simultaneously to avoid skidding of vehicle.



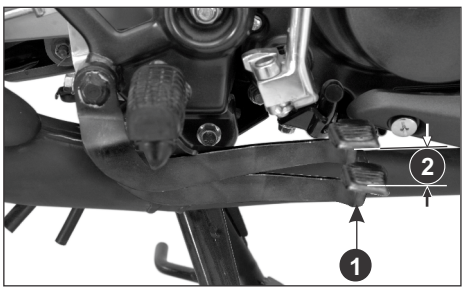
(1) Wear Indicator Grooves

REAR BRAKE

Drum type

1. Park the motorcycle on its main stand.
2. Measure the distance of brake pedal (1) moves before the brake starts to take hold. Free play (2) should be 20-30 mm.
3. If adjustment is necessary, turn the rear brake adjusting nut (3).

Make sure that the cut-out on the adjusting nut is seated on the brake arm pin (4) after the final adjustment has been made.

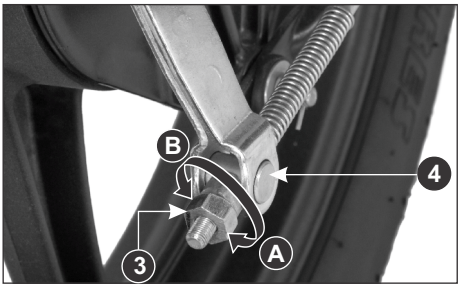


(1) Rear brake pedal (2) Free play

4. Apply the brake several times and check for free wheel rotation when released.

NOTE

If proper adjustment cannot be obtained by this method, see your Authorised Hero MotoCorp workshop.



(3) Adjusting nut (4) Brake arm pin

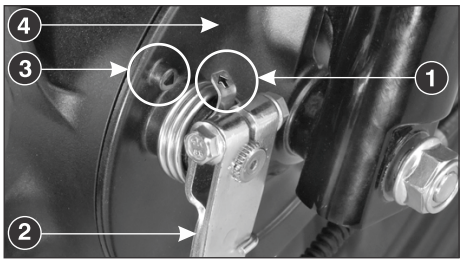
(A) Decrease free play (Clockwise)

(B) Increase free play (Anti-Clockwise)

BRAKE WEAR INDICATORS

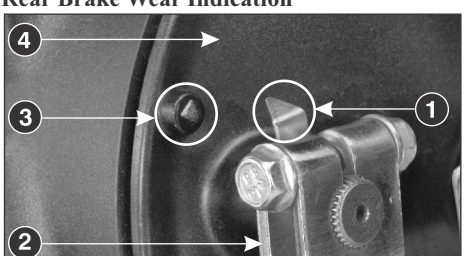
When the brake is applied, an arrow (1), fixed to the brake arm (2), moves towards a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

Front Brake Wear Indication



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

Rear Brake Wear Indication



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

BATTERY

Refer to the safety precautions on (page 38).

Location

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

Specification

*MF Battery 12 V 3 Ah

(1) Battery

***MF stands for Maintenance Free**

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 Hero MotoCorp workshop.

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 Hero MotoCorp workshop as it must be treated as recyclable material.

- Your 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 mechanic do the battery maintenance.

Battery charging

Always visit your Authorised Hero MotoCorp workshop 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 optional electrical accessories are fitted on the motorcycle.

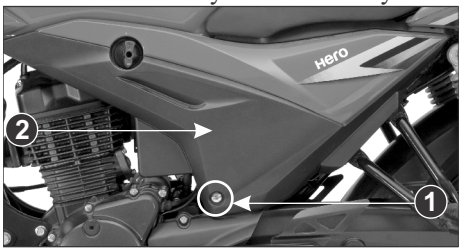
Battery storage

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

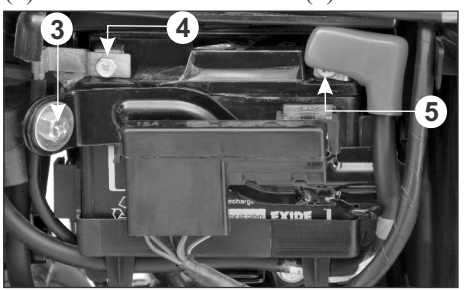
Battery removal

1. Make sure the ignition switch is "OFF"
2. Remove the left side cover screw (1) and remove the side cover (2).
4. Remove the bolt (3) from band battery.
5. Disconnect the negative (-) terminal lead (4) from the battery first, then disconnect the positive (+) terminal lead (5).
4. Remove the bolt (3) from band battery.
5. Disconnect the negative (-) terminal lead (4) from the battery first, then disconnect the positive (+) terminal lead (5).

6. Pullout the battery from the battery box.



(1) Side cover screw (2) Side cover



(3) Bolt (4) (-)ve terminal (5) (+)ve terminal

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

FUSE REPLACEMENT

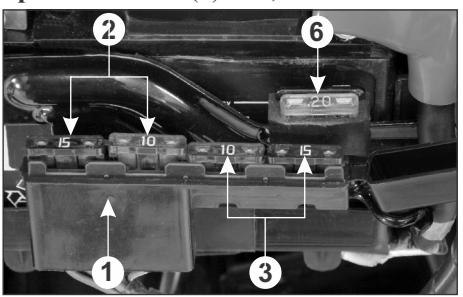
Refer to the safety precautions on (page 38).

Fuse Box (1) Location : On battery band.

Fuse Type : Blade fuse

In circuit fuse : (2) 15A, 10A

Spare fuse : (3) 15A, 10A



Start Mag. Switch (4)

Location : Inside left side cover

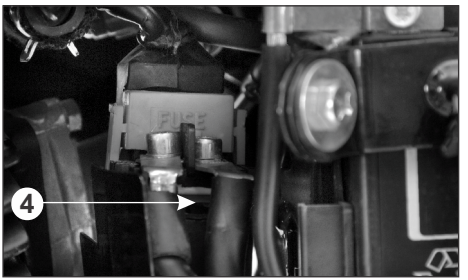
Fuse Type : Blade fuse

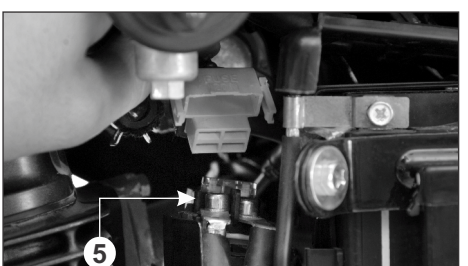
In circuit fuse : (5) 20A

Location : Below start mag. switch

Spare fuse : (6) 20A

Location : On battery band behind the fuse box (1).





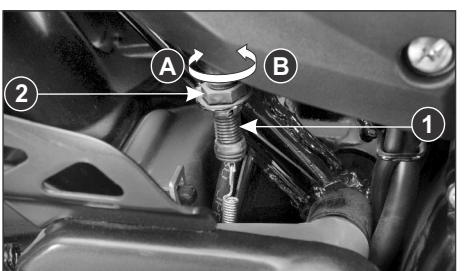
⚠ WARNING

- 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.

STOP LAMP SWITCH

The stop lamp switch (1) must be adjusted so that stop lamp glows when rear brake is applied. Rear brake free play (page 59) should be adjusted before performing stop lamp switch adjustment. The procedure for adjusting stop lamp switch is as follows:

1. Turn the ignition switch to the "ON" position.
2. Turn the adjusting nut (2) to position stop lamp switch at a point where the stop lamp glows 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.

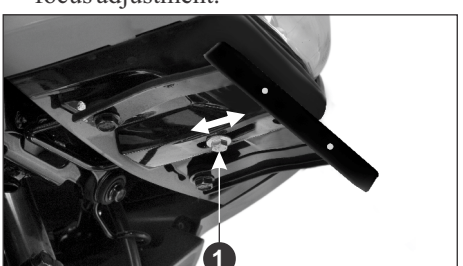


(1) Stop lamp switch (A) Advance
(2) Adjusting nut (B) Retard

HEADLAMP ADJUSTMENT

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

1. Headlamp adjustment is done by the loosening the bolt (1) located below the headlamp.
2. Park the motorcycle on level ground.
3. Adjust the headlamp beam by loosening the bolt (1) and moving the headlamp unit forward and backward for correct focus adjustment.



(1) 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 grip while the motorcycle is not parked on stand. The motorcycle is action should be smooth and there should be no oil leakage.

Front Rear

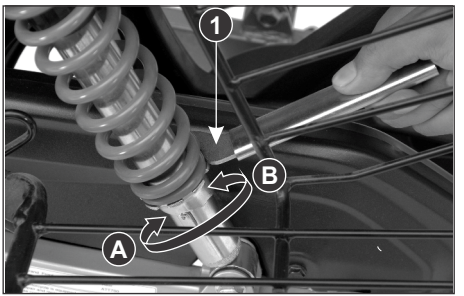
Rear shock absorber adjustment

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 rear shock absorber adjustment tool (Pin Spanner) (1) available in the tool kit (1)



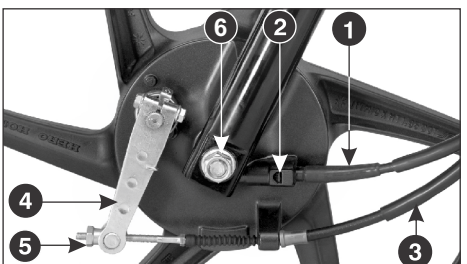
(1) Shock absorber adjustment tool
(A) Stiffer
(B) Softer

FRONT WHEEL REMOVAL

Drum Type

1. Raise the front wheel off the ground.
2. Remove the speedometer cable (1) by pressing the tab (2) & then pull out the cable.

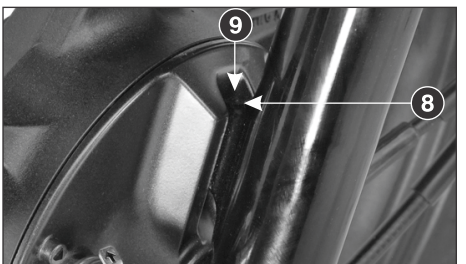
3. Disconnect the brake cable (3) from brake arm (4) by removing the front brake adjusting nut (5).
4. Remove the axle nut (6).
5. Remove the axle then remove the wheel.



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



(8) Lug (9) Slot

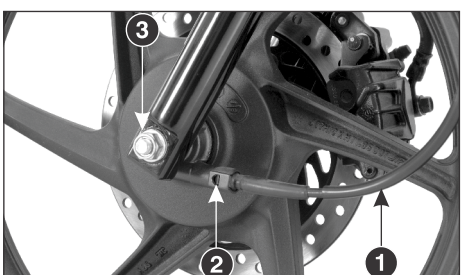
- Switch on the ignition, rotate the front wheel and see if speedometer needle is working.
- Tighten the axle nut.

  Axle nut torque 5.5 kgf-m.
- Adjust the brake (page 56).
- After installing wheel, apply the brake several times and check for free wheel rotation when released.

FRONT WHEEL REMOVAL

Disc Type

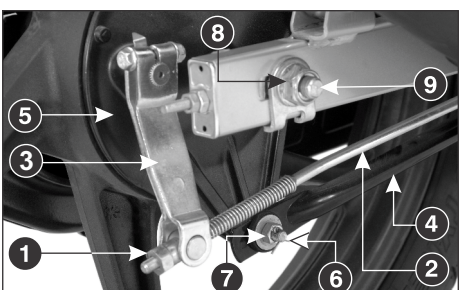
1. Raise the front wheel off the ground.
2. Remove the speedometer cable (1) by pressing the tab (2) & then pull out the cable.
3. Remove the axle nut (3).
4. Remove the axle then remove the wheel.
5. Assemble in reverse order of removal. Axle nut torque 5.5 kgf-m.



(1) Speedometer cable (2) Tab (3) Axle nut

REAR WHEEL REMOVAL

1. Raise the rear wheel off the ground.
2. 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 lock nut (7).
3. Remove the axle nut (8) and pull out the axle (9). Remove the wheel.



(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 (8) Axle nut (9) Axle

Installation Notes

- Reverse the removal procedure
- Axle nut torque : 5.5 kgf-m
  Brake stopper arm nut torque : 2.2 kgf-m
- Adjust the brake (page 59).
- 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.

1. Wet the motorcycle with light water spray. Avoid directing water to muffler outlets and electrical parts.
2. 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.
3. After cleaning spray water thoroughly.
4. Dry the motorcycle by wiping with dry soft cloth.

NOTE

- Our authorised dealership take all above mentioned precautions like recommended detergents and usage of muffler caps/plugs during wash to ensure quality wash.
- Do not put water inside the muffler during washing. It is advisable to put a cover over the Exhaust pipe to avoid water entering the muffler.
- 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 silencer (muffler) to meet the emission norms.

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.

AIR SUCTION VALVE

(1) Air Suction Valve

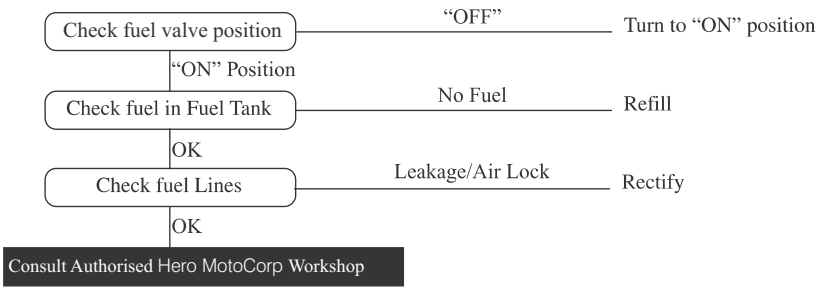
Further to meet emission standards this motorcycle is provided with the air suction valve.

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.

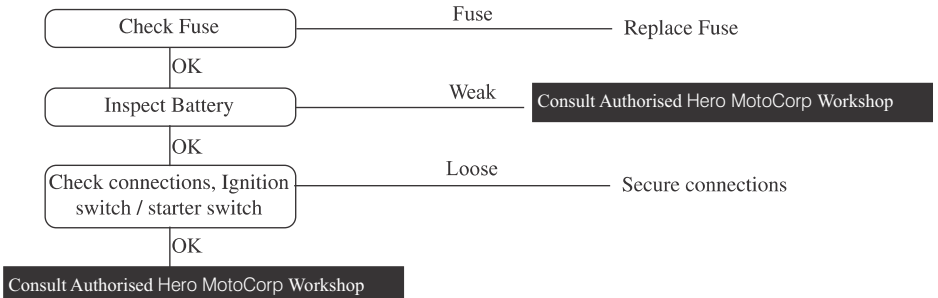
BASIC TROUBLE SHOOTING

1. STARTING TROUBLE - ENGINE DOES NOT START

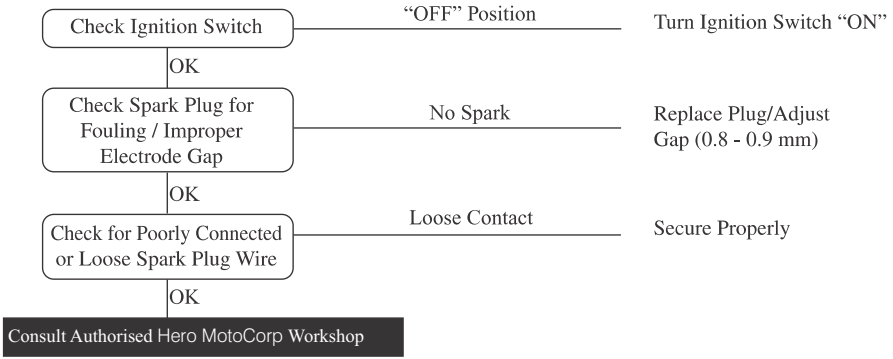
A. FUEL SYSTEM



B. ELECTRIC-STARTER NOT WORKING

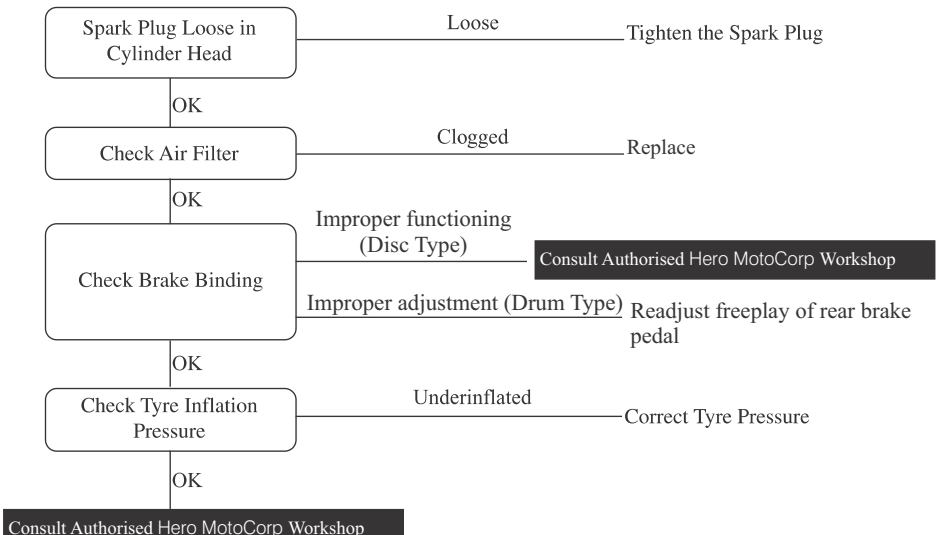


C. NO SPARK AT SPARK PLUG



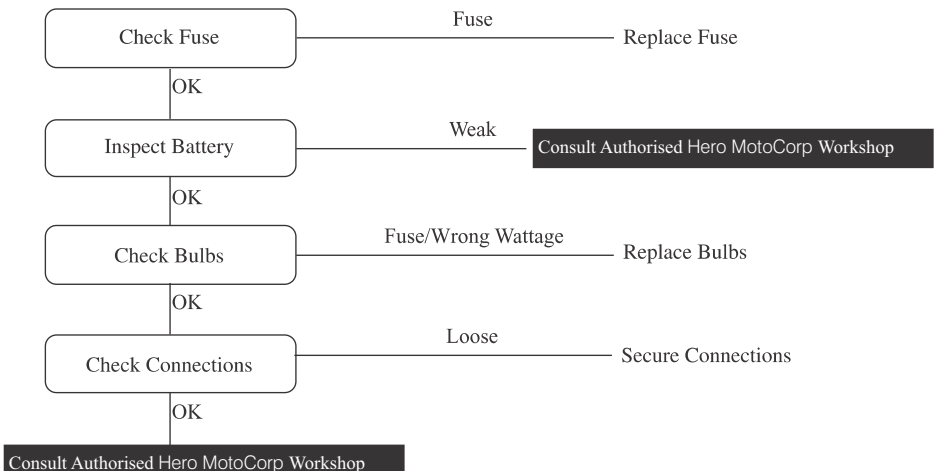
2. ENGINE STARTS BUT STALLS

3. POOR PICK-UP



4. ELECTRICAL SYSTEM

Feeble Horn Sound or No Light



ROAD SIGNS

Mandatory

Mandatory signs: These road signs inform drivers/riders of the traffic rules that apply on a certain stretch of road, thereby instructing them on how to drive/ride. Mandatory signs are distinguished by the bright red circle with black and blue markings. It is imperative that all riders follow these signs as they help avoid accidents. Their violation can be penalised under the Motor Vehicle Act.

Stop

Give way

One way

No horn

No bicycles

No automobiles

No hand cart

No pedestrians

No right turn

No 'U' turn

Overtaking prohibited

Speed limit

No stopping or standing

No parking

Length limit

Height limit

Restriction ends

Compulsory-ahead only

Compulsory-turn left

Compulsory-right ahead

Compulsory-ahead or turn right

Compulsory-keep left

Compulsory-bicycle track

Compulsory-sound horn

Cautionary Signs: These signs inform the driver/rider of the road conditions ahead. Cautionary signs therefore serve as a warning. They are usually in a red triangle with black pictures on a white background. Illustrations, diagrams and symbols are used to forewarn about dangers ahead. Cautionary road signs are as important as mandatory signs. However, the violation of cautionary signs does not attract a penalty.


Right hand curve


Right reverse bend

Incline ahead


Narrow road ahead


Narrow bridge


Pedestrian crossing


School ahead


Gap in median

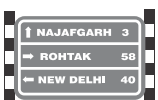

Cross road


Men at work


Roundabout


Hump Road

Informatory Signs : These are facility signs that provide important information about road directions or maps of specific destinations. On highways, they provide information about the location of public telephones, restaurants, hospitals, parking, petrol pumps, resting-places and more. These signs are usually rectangular, with black or white pictures on a blue background.



Re-assurance sign


Public Telephone

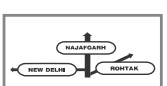

Petrol Pump


Hospital


First Aid Post


Eating Place


Light Refreshment



Destination Sign

Place identification sign


Resting place

No through road

No through side road

Park this side

Parking both sides

Taxistand

Signs and Signals are language of the road. Learn them, respect them.

WARRANTY

SCOPE OF WARRANTY

Hero MotoCorp Ltd. (hereinafter called 'Hero MotoCorp') warrants its **Ignitor** vehicles, assembled/manufactured in its Plants and sold through its channel partners, to be free from any defect- both in material and workmanship, under normal use and conditions, subject to the following terms & conditions.

Terms & conditions

a) **Ignitor** vehicle is warranted for a period of **5 years or 70000 Km**, whichever is earlier, from the date of purchase.

b) It is advised that the purchaser avails all free and paid services from the Hero MotoCorp's authorized workshop as per the recommended schedule, to be eligible for warranty benefits. Each paid service should be availed within 90 days from the date of previous service or as per the recommended schedule, whichever is earlier.

c) If any problem is observed in **Ignitor** vehicle, Hero MotoCorp's only obligation/ liability is to repair or replace that part/those parts which is/are considered to be the cause of such problem, provided however that such problem has not resulted due to misuse/improper handling etc. of the vehicle. Any **Ignitor** vehicle needing repair should be brought along with owner's manual to Hero MotoCorp's authorized workshop for necessary inspection and carrying rectification job.

LIMITATIONS OF WARRANTY

THE WARRANTY SHALL NOT APPLY—

(1) If all free services/paid services/oil top-ups are not availed as per the recommended schedule at Hero MotoCorp's authorized workshop.

(2) If any other engine oil which is non compatible with product is used other than SAE 10W30 SL Grade (JASO MA2).

(3) To normal wear & tear components including (but not limited to) brake shoes/pads, clutch plates, drive chain & sprockets, bulbs, electrical wiring, filter, spark plug, fasteners, shims, washers, oil seals, gaskets, rubber parts, bush, rubber bellows, plastic parts breakage and wheel rim for misalignment/bend.

(4) If additional wheel(s) is/are fitted and/or any other modification carried out/unauthorized accessories fitted which shall be responsible for malfunction/detoriation of the vehicle.

(5) If **Ignitor** vehicle has been used in any competitive events like races or rallies or for any commercial purposes as taxi etc.

(6) To any damage on vehicle's painted surface cropping due to industrial pollution or other external factors.

(7) For normal phenomena like noise vibration, oil seepage etc., which do not affect the performance of the vehicle.

(8) To any damage caused due to usage of improper oil/grease, non-genuine parts.

(9) If any defect crops or repairs needed as a result of using adulterated fuel.

(10) If any maintenance/repairs required due to bad road conditions or misuse of **Ignitor** vehicle.

(11) If any defect crops or repairs needed as a result of **Ignitor** vehicle meeting to some accident.

(12) For consumables like oil, grease, gasket etc to be used during free services and/or warranty repairs.

(13) To any part of the **Ignitor** vehicle which has been tampered or repaired in such a manner which has resulted in malfunction of the vehicle.

(14) For **Ignitor** vehicle not used in accordance with the guidelines given in this Owner's Manual.

(15) To proprietary items like Tyres, Tubes, Batteries etc, as they are subjected to the warranty terms & conditions of respective manufacturers and directly handled by them only.

(16) Any defect(s) developing on account of external factors such as environmental factors; including but not limited to fading/peeling/rusting of paint and/or stripes and/or plated parts, seat leather tearing & cracking, aluminium parts oxidation and cracking & discoloring of control switches etc.

Decision regarding warranty settlement shall be taken by Hero MotoCorp **and the same shall be final and binding on all concern.**

Subject to DELHI JURISDICTION only.

BATTERY WARRANTY PERIOD

1. 18 months from date of sale of vehicle or 20000 km. or
2. 21 months from the date of charging (whichever is earlier).
3. 3 months idle period is allowed from the date of charging to date of sale on vehicle.

Terms and condition of warranty

1. Batteries are warranted against all defects in material and workmanship. Liability under this warranty is limited to making good of defects rising solely from the use of faulty material or workmanship during manufacturing and developing under proper use.

   The warranty commences from the date of delivery to the original purchase of the vehicle.
2. In the event of any complaint the battery is to be returned complete with electrolyte to nearest battery service station or any OEM dealer. On inspection, battery would be returned or replaced.
3. This warranty card accompanies a battery sold as OEM fitment only. Claims should be supported with vehicle purchase invoice to enable processing.
4. The right to determine whether a battery needs repair or totally replacement lies with the company. In case where the battery is replaced, the defective battery becomes the property of the company and no scrap rebate will be given for it. The warranty period on the battery being repaired/replaced shall commence from the date of sale of the original battery as stated in the original warranty card.
5. All liabilities under this warranty will cease if the battery is used on the vehicle other than that on which the battery was originally fitted and on the expiry of the warranty period as mentioned above.

6. Recharging is not covered under the purview of this warranty and shall be billed as extra. However, FOC battery replacement/ repair includes cost of charging.
7. This warranty does not cover damage to the battery caused by faulty electrical systems, incorrect charging and filling, improper handling of the battery by unauthorized dealers/auto electricians, maintenance, willfull abuse, destruction by fire, collusion, theft or recharging.
8. Breakage of container and cover do not come under the purview of this warranty.
9. Adjudication and settlement of claim will take a couple of days as a battery has to be tested for the reported failure.
10. In case of tempering of the original wiring circuit in any manner whatsoever.
11. If a battery which is not recommended is fitted on the vehicle then such battery will not carry any warranty.
12. The applicable taxes which is leviable on the battery under repair or replacement will be borne by the customer.
13. Customers are deemed to have read, understood and agreed to these conditions at the time of purchase of the vehicle.

EMISSION WARRANTY

Scope of warranty

Hero MotoCorp Ltd. Warrants all its vehicles, assembled/manufactured at its various Plants and sold through its Authorised dealers, to comply with emission standards as specified in S.No. 5 of table in item(i) of sub rule (2) of Rule 115 of Central Motor Vehicles Rules, 1989, which stipulates that "Idle CO (Carbon monoxide) emission limit for all two wheeled petrol driven vehicles shall not exceed 3.0 percent by volume and HC (Hydro Carbon) 3000 ppm, subject to following terms & conditions.

Terms & conditions

a) The emission warranty shall be applicable in India and shall remain valid for a period of 3 years or 30000 kms, whichever occurs earlier, from the date of vehicle purchase.

b) In case any defect is observed in any emission-related component, Hero MotoCorp only obligation/liability shall be to repair and/or replace those part (s) which is/are considered to be the cause of non-compliance with the emission standards.

c) The emission warranty shall be applicable only to those vehicles, which are being regularly maintained at Hero MotoCorp Authorised Dealers/Service Points in accordance with the maintenance schedule provided in the owner's manual.

d) The customer should follow the recommended parts replacement as per the maintenance schedule in order to avail the emission warranty.

e) If any part (s) related to emission characteristics of the vehicles is/are tampered and/or repaired by unauthorised person/workshops etc, then the emission warranty shall stand cancelled.

EMISSION WARRANTY

f) Any part (s) suffering wear and tear under the normal course of running shall not be covered under the emission warranty. Therefore, all such parts should be replaced by the customer from time to time, on payment basis, as per the maintenance schedule provided in owner's manual and dealer's advice.

g) It is recommended to avail the services as per the recommended schedule to be eligible for the emission warranty benefits. Please ensure that each paid service is availed within 90 days from the date of previous services or as per the recommended schedule, whichever is earlier. All service details should be completely filled by the dealer, in the **Service Record Sheet** given in the owner's manual.

h) It is mandatory to obtain a PUC certificate from the Authorised PUC center. In case of non-compliance with the emission standards please contact the channel partner/authorised workshop immediately alongwith the previous OK certificate, for the necessary rectification. The manufacturer or the dealer is not responsible for any penalty levied on you on account of non-compliance with the emission standards.

i) All decisions regarding emission warranty settlement shall be taken by Hero MotoCorp Ltd. and shall be final binding on all concerned.

Subjected to Delhi jurisdiction only.

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**

Hero

GENUINE PARTS

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 effeciency** ▸ **Rider safety - an issue** ▸ **Discs / Drum wear out, resulting in subsequent repair cost**
Chain Sprocket Kit	▸ **Noisy Operation** ▸ **Failure of chain can cause fatal accident**

ZONAL/REGIONAL/AREA OFFICES

For any of your service related query/requirements you may contact the respective Zonal/Regional/Area Offices

CENTRAL ZONE

Hero MotoCorp Ltd., No. 209-210, Ganpati Plaza, M.I. Road, Jaipur-302001, (Rajasthan).
Tel: +91 141 2389031, +91 141 2389156, E-mail: jaipur@heromotocorp.com

Hero MotoCorp Ltd., Office No. 705-706, 7th Floor, Fun Square, Durga Nursery Road, Udaipur -313001 (Rajasthan).
Tel: +91 0294-2980578, 79, E-mail: udaipur@heromotocorp.com

Hero MotoCorp Ltd., Office. No.401, 4th Floor, Offizo, Magneto Mall, Labhandi, G.E. Road, Raipur -492 001, (Chhattisgarh)
Tel: +91-771-4034749, E-mail: raipur@heromotocorp.com

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Tel: +91-755-4203160, 2553697, 4272429, 2550086, E-mail: bhopal@heromotocorp.com

Hero MotoCorp Ltd., Maloo-01, 601-602, 6th Floor, Plot No. 26C, Scheme No. 94, Ring Road, Indore, M.P.-452010,
Tel: +91-731-4978269, 70, E-mail: indore@heromotocorp.com

EAST ZONE

Hero MotoCorp Ltd., Flat No: 1002. 10th Floor, Martin Burn Business Park, BP3, Salt Lake, Sector-V, Kolkata-700091,
West Bengal, India. Tel : +91-33-44026841,+91-33-44026830, E-mail : kolkata@heromotocorp.com

Hero MotoCorp Ltd., Odyssa Business Centre, Plot no. 30, 30/982, 172/1030, 4th Floor Cuttack, Bhubaneshwar highway road, Rasulgarh, Bhubaneswar-751010, Odisha, India. Tel: +91-674-2581161, 62, 63, 64, E-mail: bhubaneshwar@heromotocorp.com

Hero MotoCorp Ltd., Yash Heights, 1st Floor Bariatu Road, Above Basudeb Tata Showroom Ranchi-834009, Jharkhand, India.
Tel: +91-651-2542222, 2542224, 2542225, E-mail: ranchi@heromotocorp.com

Hero MotoCorp Ltd., Sai Corporate Park, A Block, 6th Floor, Rukanpura, Bailey Road Patna, Bihar – 800014
Tel: +919334280555/7004569648 E-mail: patna@heromotocorp.com

ZONAL/REGIONAL/AREA OFFICES

NORTH ZONE

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Hero MotoCorp Ltd., 602, 6th Floor, Office Tower-1, Plot No BW58, Logix City Center, Sector-32, Noida – 201301. Tel: 0120-4631000, E-mail: noida@heromotocorp.com

Hero MotoCorp Ltd., S.C.O-367-368, First Floor, Sector-34A, Chandigarh-160022, India. Tel: +91-172-2623773, 2623774, 2623775, E-mail: chandigarh@heromotocorp.com

Hero MotoCorp Ltd., Kapoor Towers, Plot No- 284, 15-B, Rajpur Road, Dehradun-248001, India. Tel:0135-2714661,2713662,2714663, E-mail: dehradun@heromotocorp.com

Hero MotoCorp Ltd., Summit Building (10th Floor) Plot No TCG 3/3 Vibhuti Khand, Gomti Nagar Lucknow – 226010, India. Tel: 0522-4006594, E-mail: lucknow@heromotocorp.com

Hero MotoCorp Ltd., C-19/134-B ,Third Floor I .P Grand, Lallapura, Sigra, Varanasi, Uttar Pradesh - 221010, India. Tel: +91-0542- 2390949,2390241, E-mail: varanasi@heromotocorp.com

SOUTH ZONE

Hero MotoCorp Ltd., SKAV 909, 3rd Floor, 9/1, Lavelle Road, Bangalore-560001, India. Tel: +91-80- 46881000, E-mail: bangalore@heromotocorp.com

Hero MotoCorp Ltd., 3-6-289, 3rd Floor, Kareem Manzil, Hyderguda, Hyderabad-500029, India. Tel:+91-40-23223735, 23223727, 23223570, E-mail: hyderabad@heromotocorp.com

Hero MotoCorp Ltd., 9th Floor Seshachalam Centre No.636/1. Anna Salai, Nandanam, Chennai-600035, India. Tel: +91-44- 24340974, 24340977, 24340978, E-mail: chennai@heromotocorp.com

Hero MotoCorp Ltd., 6-A, DD Trade Tower, (6th Floor), Kaloor-Kadavanthra Road, Kaloor-682 017, Kochi-682017, India. Tel: +91-0484- 4039646 -7, E-mail: cochin@heromotocorp.com

Hero MotoCorp Ltd., No 1547, 2nd Floor Classic Towers, Trichy Road, Coimbatore -641018 Tel: +91-422-2200058, 2200061, E-mail: coimbatore@heromotocorp.com

ZONAL/REGIONAL/AREA OFFICES

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Hero MotoCorp Ltd., D.NO. 54-11-18 E, 2nd Floor, Sai Oddessey Building, Opp Executive Club, Near NH-5, Vijayawada-520008, Andhra Pradesh, India. Tel: +91-866-2546859, 2546860, E-mail: vijayawada@heromotocorp.com

WEST ZONE

Hero MotoCorp Ltd., Chrome Building, Sr. No. 33, Hissa-A-1/1/2, Plot - 2, Viman Nagar Avenue 2, Nagar Road, Pune-411014, India. Tel: +91-020-71903500, E-mail: pune@heromotocorp.com

Hero MotoCorp Ltd., 603-604, Gunjan Tower, Off Alembic Gorwa Road, Baroda-390023, India. Tel: +91-265-2286569/2286570, E-mail: baroda@heromotocorp.com

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