PREFACE

Thank you for selecting a Hero MotoCorp **Passion XPRO**. 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 **Passion XPRO**. 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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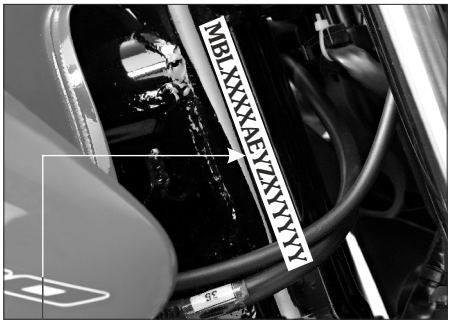
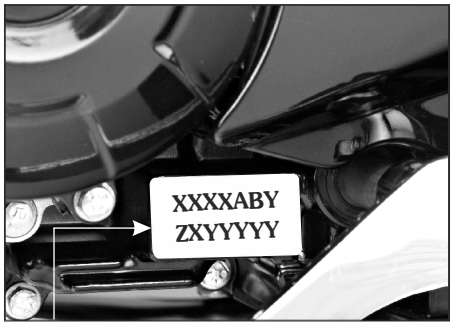
MOTORCYCLE IDENTIFICATION



Vehicle Identification Number (VIN)
Location: Stamped on the right side of the steering head tube.



Engine No.
Location: Stamped on the lower side of the left Crankcase.

VIN: MBLXXXXAEYZXYYYYY

MBL	XXXXAE	Y	Z	X	YYYYY
Manufacturer code	Vehicle Description	Year of Manufacturing	Assembly Plant	Month of Manufacturing	Serial Number

Engine No.: XXXXABYZXYYYYY

XXXXEV	Y	Z	X	YYYYY
Engine Description	Year of Manufacturing	Assembly Plant	Month of Manufacturing	Serial Number

Model: Passion XPRO

Variants	VIN	Engine
Spoke wheel/Kick start/Drum	AA	AA
Cast wheel/Kick start/Drum	AB	AA
Cast wheel/Electric start/Drum	AC	AB
Spoke wheel/Electric start/Drum	AD	AB
Cast wheel/Electric start/Disc	AE	AB

VIN and Engine No. may be required:

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

PRODUCT SPECIFICATION

ITEM		SPECIFICATIONS
Dimensions		
Overall length		2005 mm
Overall width		765 mm
Overall height		1115 mm
Wheelbase		1265 mm
Saddle height		795 mm
Ground clearance		170 mm
Weight		
Kerb weight		113 kg (Spoke/Kick), 114 kg (Spoke/Self)
		115 kg (Caste/Kick), 116 kg (Caste/Self)
Capacities		
Engine oil		1litre at disassembly and 0.85 litre at draining
Fuel tank		9.5 litres (Minimum)
Fuel reserve capacity		2.1 litres (Usable)
Front fork oil disassembly		167 ml
Engine		
Maximum power		6.40 kW (8.7 Ps) @ 7500 r/min
Maximum torque		9.36 N-m @ 5500 r/min
Bore and stroke		50.0x55.60 mm
Compression ratio		9.0:1
Displacement		109.1 cc
Spark plug		NGK-CPR 7EA 9
Spark plug gap		0.8-0.9 mm
Valve clearance (cold)	Intake (cold)	0.10 mm
	Exhaust (cold)	0.15 mm
Idle speed		1400±100 r/min
Chassis and suspension		
Front Suspension		Telescopic Hydraulic Shock Absorbers
Rear Suspension		Swing arm with adjustable Hydraulic Shock Absorbers

PRODUCT SPECIFICATION

ITEM		SPECIFICATIONS
Caster		26°
Trail length		85 mm
Tyre size	Front	80/100x18-47P (Tubeless for Caste Wheel)
	Rear	90/90x18-51P (Tubeless for Caste Wheel)
Brakes	Front (Drum type)	Dia. 130 mm Internal expanding shoe type
	Front (Disc type)	Dia. 240 mm (Optional)
	Rear (Drum type)	Dia. 130 mm Internal expanding shoe type
Front Wheel		Spoke Wheel/Cast Wheel (Optional)
Rear Wheel		Spoke Wheel/Cast Wheel (Optional)
Transmission		
Primary reduction		3.722 (67/18)
Final reduction		3.0714 (43/14)
Gear ratio, 1st		3.182 (35/11)
2nd		1.765 (30/17)
3rd		1.190 (25/21)
4th		0.916 (22/24)
Electricals		
Battery		12V-3Ah *MF Battery ETZ-4
Alternator		140W
Starting system		Kick/Electric Start (Optional)
Headlamp (High/Low)		12V-35/35W Halogen Bulb-**MFR
Tail/Stop lamp		12V-5/21W-**MFR
Turn signal lamp		12V-10Wx4 **MFR
Meter illumination		L.E.D.
Neutral indicator		12V-1.2W
Turn signal indicator		L.E.D.
Hi Beam indicator		L.E.D.
Fuse		10A/15A

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

Do's:

- Always conduct simple pre-ride inspection **(page 19).**
- Always wear a helmet (ISI marked) with chin strap securely fastened and insist on a helmet for your pillion rider.
- While riding, sit in a comfortable position with your legs close to fuel tank.
- Ride defensively and at a steady speed (between 40-50 km/hr).
- For stopping motorcycle, use both brakes simultaneously, keeping throttle in the close position.
- Respect road signs and obey traffic rules for your own safety and that of others on the road **(page 47 & 48).**
- During night time, dip headlamps of your motorcycle for oncoming traffic, or when following another vehicle.
- Give way to others on the road and signal before you make a turn.
- To make yourself more visible, wear bright reflective clothing that fits well.
- Take care of loose/hanging clothes while solo/pillion riding.
- Get your motorcycle serviced regularly by the Authorised Hero MotoCorp workshop.

Don't:

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

SOME TIPS FOR HEALTHY ENVIRONMENT

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

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

- Regular servicing: Get your motorcycle serviced at an Authorised Hero MotoCorp workshop, as per the service schedule, for an optimum performance and keep the emission level under check.

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

- Genuine engine oil: Hero 4T Plus SAE 10W 30 SL grade (JASO MA2) engine oil recommended by Hero MotoCorp and make sure you change it every 6000 km (with top up every 3000 km) to keep the engine fit and environment healthy.

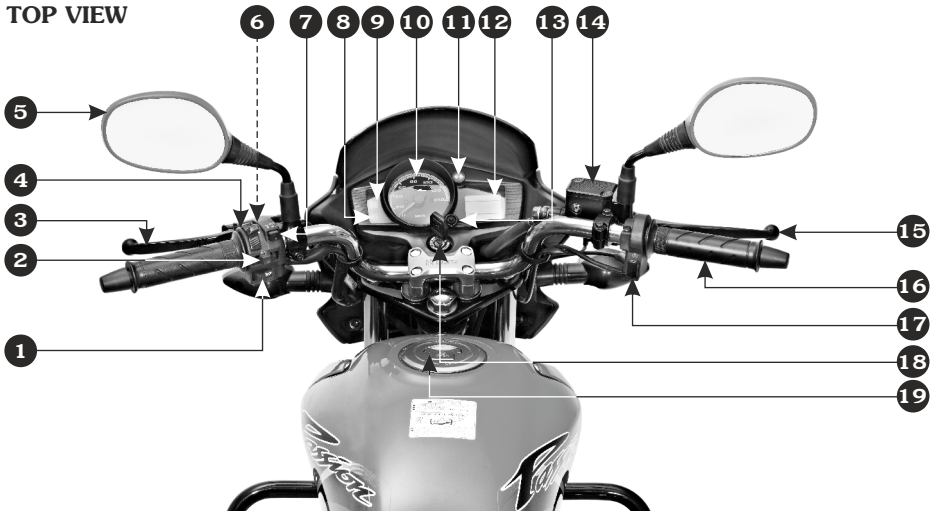
- Noise pollution: Noise beyond a certain decibel is pollution. Whether it is from horns or defective mufflers, excessive noise will cause headaches and discomfort.

- 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.

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

MOTORCYCLE VIEWS

TOP VIEW



(1) Horn switch
(2) Turn signal switch
(3) Clutch lever
(4) Headlamp switch
(5) Rear view mirror
(6) Pass lamp switch
(7) Headlamp dimmer switch
(8) High beam indicator
(9) Neutral indicator
(10) Speedometer
(11) Turn Signal Indicator lamp
(12) LCD panel
(13) Reset button
(14) Master cylinder (Optional)
(15) Front brake lever
(16) Throttle grip
(17) Electric starter switch (Optional)
(18) Ignition switch with steering lock
(19) Fuel tank cap

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

MOTORCYCLE VIEWS

LEFT SIDE VIEW

(1) Air suction valve
(2) Leg guard (Optional)
(3) Fuel valve
(4) Carburetor
(5) Gear shift pedal
(6) Rider foot rest
(7) Main stand
(8) Side stand
(9) Side cover left
(10) Women pillion step
(11) Seat lock/Helmet hanger
(12) Saree guard
(13) Rear turn signal lamp
(14) Reflex reflector
(15) Tail/Stop lamp
(16) Rear grip
(17) Front turn signal lamp

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

MOTORCYCLE VIEWS

RIGHT SIDE VIEW

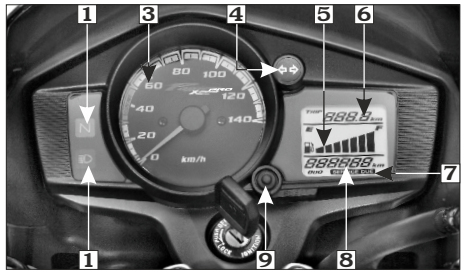
(1) Pillion foot rest
(2) Battery compartment (inside)
(3) Kick starter pedal
(4) Rider foot rest
(5) Oil level dipstick
(6) Rear brake pedal
(7) Starter motor (Optional)
(8) Caliper (Optional)
(9) Front disc (Optional)
(10) Front suspension
(11) Headlamp
(12) Visor
(13) Document compartment
(14) Rear suspension

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

PARTS FUNCTION

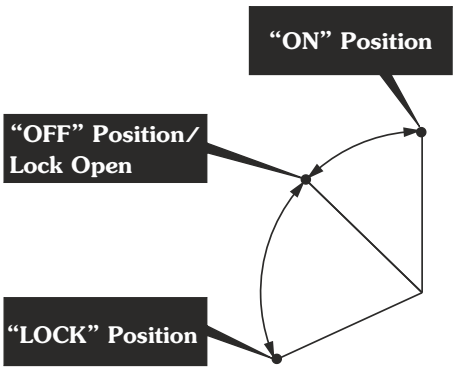
Instruments and Indicators

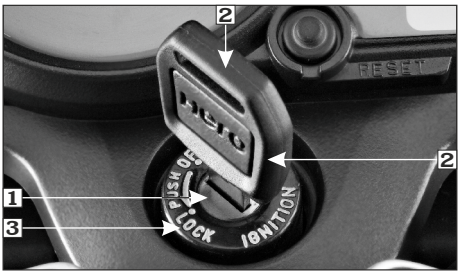
The indicators are in the speedometer panel above the headlamp. The functions are as below.



Sl. No.	Description	Function
(1)	High beam indicator	Light glows when Headlamp is in Hi Beam
(2)	Neutral Indicator	Light glows when vehicle is in neutral
(3)	Speedometer	Indicates driving speed
(4)	Turn signal indicator	Flashes when turn signal switch is operated
(5)	Fuel gauge	Indicates approximate fuel quantity in the form of digital segments. The fuel gauge segments will swing to the maximum scale on the fuel gauge LCD panel once when the ignition switch it turned "ON".
(6)	Tripmeter	Shows the distance traveled during a trip
(7)	Service due indicator	Displays when a service is due (**page-11**).
(8)	Odometer	Shows accumulated distance traveled
(9)	Reset button	To reset the tripmeter to zero before starting a new trip

Ignition switch





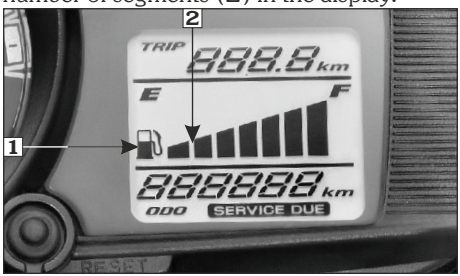
(1) Ignition switch
(2) Ignition key
(3) Steering lock position

Key Position	Function	Key Removal
"ON"	The engine can be started, Turn signal indicator, Horn, Tail/Stop lamp and Passing Switch can be operated. Fuel Gauge, Odometer and Tripmeter reading 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

Fuel gauge

The fuel gauge (1) is of a Liquid Crystal Display (LCD) type.

The approximate amount of fuel quantity available in the fuel tank is indicated by the number of segments (2) in the display.



(1) Fuel gauge **(2) Segments**

If only one segment (3) is displayed and blinks, this indicates that the fuel quantity is low and is in reserve. The fuel tank should be refilled as soon as possible.

Odometer

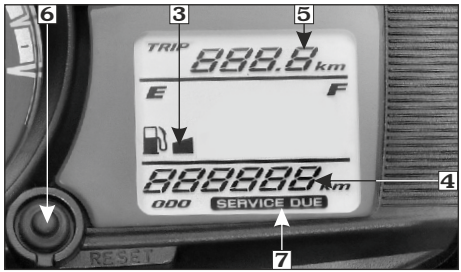
The Odometer (4) shows accumulated distance traveled.

Tripmeter

The Tripmeter (5) shows distanced traveled per trip. The Tripmeter can be reset to zero by pressing the RESET button (6).

Service due indicator

The Service Due Indicator (1) is to indicate to an user to bring the vehicle to an Authorised Hero MotoCorp workshop for service.



(3) Segment (4) Odometer (5) Tripmeter
(6) Reset button (7) Service reminder indicator

The indicator shall start blinking when the vehicle covers kilometers as specified in the maintenance schedule. The indicator will keep on blinking throughout the kilometer interval for a particular service and will stay "ON" thereafter.

The Service Due Indicator can be reset at an Authorised Hero MotoCorp workshop.

LEFT HANDLEBAR CONTROLS

1. Passing switch

Gives an indication for passing ahead.

Functions in DC when the passing switch knob is pressed in the following condition.

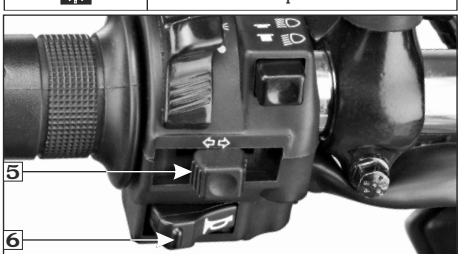
- Headlamp switch is "OFF".
- Headlamp switch is "ON" but on low beam.

2. Headlamp switch

The switch has three positions.

" ", " " and " "marked by white dot.

Position	Action
	"OFF"
	"Following is "ON" • Position lamp • Tail/Stop lamp
	Headlamp "ON"



3. Headlamp dimmer switch

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

4. Position lamp switch

Select " " to put the position lamp to "ON".

5. Turn signal lamp switch

Shift the turn signal knob sideways for right/left indications and leave it to come back to its normal position on its own.

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

6. Horn switch

Press the switch to operate the horn.

RIGHT HANDLEBAR CONTROLS

Starter Switch (For electric start model)

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.

Clutch Switch (For electric start model)

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

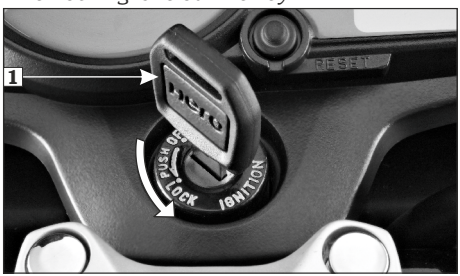
(1) Electric starter switch

! CAUTION

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

STEERING LOCK

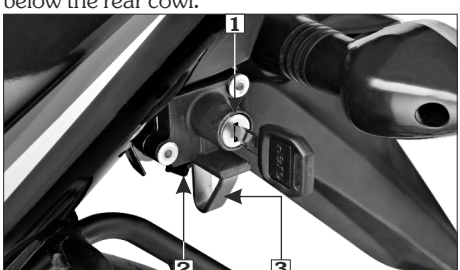
Steering lock with Ignition switch, turn the ignition key (1) to "OFF" position & turn the handle bar towards left or right & push the key downwards & turn towards "LOCK" position. After locking take out the key.



(1) Ignition key

SEAT LOCK/HELMET HANGER

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



(1) Seat Lock (2) Knob (3) Helmet Hanger

Operation: Insert the key and turn it clockwise. Pull the knob downwards to release the seat. To install, engage the hook on the underside of the seat with the frame and push on the top rear side of the seat until the lock clicks.

The helmet can be hung and locked on the hook provided with the seat lock by rotating the key.

FUEL VALVE

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

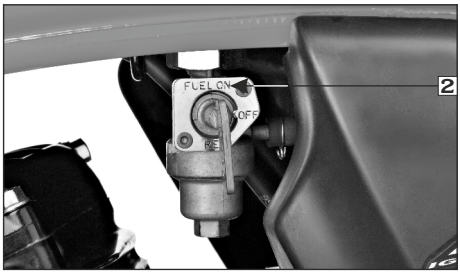
"OFF" Position

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

(1) "OFF" Position

"ON" Position

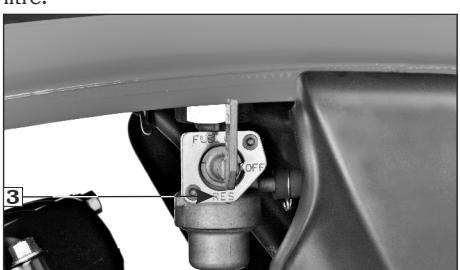
At "ON" position, fuel will flow from fuel tank to the carburetor.



(2) "ON" Position

"RES" Position

At "RES", fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is exhausted. Refill the tank as soon as possible after switching to "RES". The usable reserve fuel supply is 1.0 litre.



(3) "RESERVE" Position

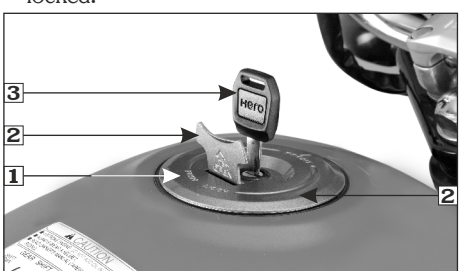
NOTE

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

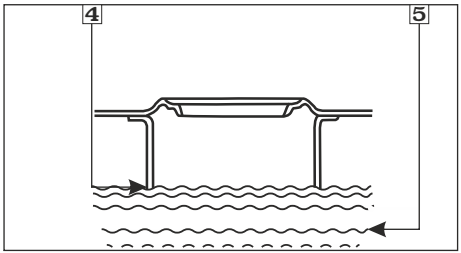
FUEL TANK

Fuel tank capacity is 9.5 litres (minimum) including a reserve supply of 2.1 litres (usable).

- To remove the fuel tank cap (1), open the key hole cover (2) and insert the ignition key (3), turn it clockwise and remove the fuel tank cap.
- For locking, position the cap back on the opening and press gently. The key springs back to the normal position and the cap gets locked.



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



(4) Filler Neck **(5) Fuel**

CAUTION

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

WARNING

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

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:

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

OIL CAPACITY: 1 litre

Engine Oil Level Check

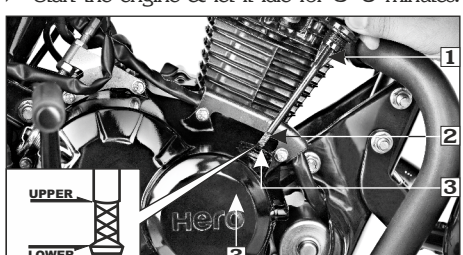
Check engine oil level each day before operating the motorcycle.

The oil level dipstick (1) is on the right crankcase cover for measuring oil level. Oil level must be maintained between the upper (2) and lower (3) level marks on the oil level dipstick.

Do top up if oil level reaches towards the lower level mark or every 3000 km whichever is earlier.

ENGINE OIL TOP UP PROCESS

- Park the motorcycle on its main stand.
- Start the engine & let it idle for 3–5 minutes.



(1) Oil level dipstick **(2) Upper level mark**
(3) Lower level mark

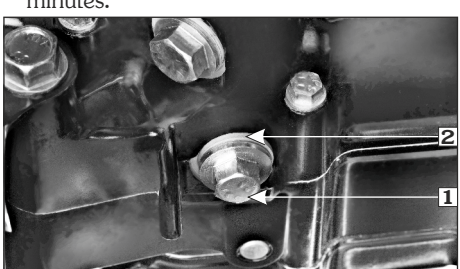
- Stop the engine & place the motorcycle on its main stand on level ground, remove the oil level dipstick and wipe it clean.
- Reinsert the oil level dipstick without screwing it in and check the oil level.
- If required, add the specified oil up to the upper level mark. Do not overfill.

- Reinstall the oil level dipstick and check for oil leaks.

ENGINE OIL REPLACEMENT PROCESS

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

- To drain the oil, remove the oil level dipstick and drain plug (1).
- After the oil has completely drained, make sure that the sealing washer is in good condition and reinstall the drain plug.
- Fill the crankcase through the filler hole with approximately 0.85 litre of the recommended grade oil at draining.
- Reinstall the oil level dipstick.
- Start the engine and allow it to idle for few minutes.



(1) Drain plug **(2) Sealing washer**

- Stop the engine.
- Make sure that oil level is at the "UPPER" level mark of the oil level dipstick with the motorcycle in an upright position and that there are no oil leaks.

! 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 that are fitted on your motorcycle are designed to match the performance capabilities of your motorcycle and provide the best combination of handling, braking, durability and comfort.

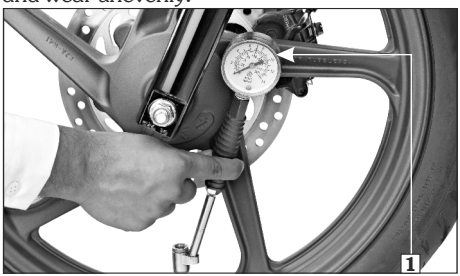
To safely operate your motorcycle, the tyres must be of recommended type and size, in good condition with adequate tread, and correctly inflated. The recommended tyres size is:

Front	18/100x18-47P
Rear	90/90x18-51P

Air Pressure

Properly inflated tyres provide the best combination of handling, tread life, and riding comfort. Generally, under inflated tyres wear unevenly, adversely affect handling, and are

more likely to fail from being overheated. Under inflated tyres can also cause wheel damage in rocky terrain. Over inflated tyres make your motorcycle ride more harshly, are more prone to damage from surface hazards and wear unevenly.



(1) Air pressure gauge

Make sure the valve stem caps are secure. If necessary, install a new cap.

The recommended "cold" tyre pressure are:

	Rider only	Rider and Pillion
Front	1.75 kgf/cm^2 (25 psi)	1.75 kgf/cm^2 (25 psi)
Rear	2.00 kgf/cm^2 (29 psi)	2.25 kgf/cm^2 (33 psi)

! 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.

Also, if you hit a pothole or hard object, pull to the side of the road as soon as you safely can and carefully inspect the tyres for damage.

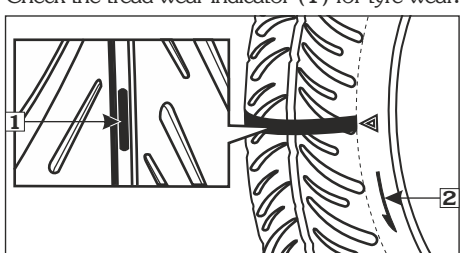
Tread Wear

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

MINIMUM TREAD DEPTH:

Front: 1.0 mm **Rear:** 1.0 mm

Check the tread wear indicator (1) for tyre wear.



(1) Tread wear indicator (2) Arrow mark

Unidirectional Tyres

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

⚠ WARNING

- ***Using tyres that are excessively worn or improperly inflated can cause a crash in which you can be seriously hurt or killed.***
- ***Operation with excessively worn tyres is hazardous and will adversely affect traction and handling.***
- ***Follow all instruction in this owner's manual regarding tyre inflation and maintenance.***
- ***Under-inflation may result in the tyre slipping on or tyre coming off the rim.***

PRE-RIDE INSPECTION

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

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

- **Engine Oil Level-**check and top up engine oil if required **(page15).** Check for leaks.
- **Fuel Level-**ensure sufficient fuel is available in your fuel tank for journey **(page 14)**. Check for leaks.
- **Front and rear brakes-**check operation. Adjust free play if necessary **(page 32 & 34).**
- **Front brake (Disc type)-**check for correct brake fluid level in the master cylinder **(page 33-34).**
- **Tyres-**check condition and pressure **(page 16 to18).**
- **Clutch-**check for smooth operation. Adjust free play **(page 29-30)**.
- **Drive Chain-**check condition and slackness **(page 30 to 32).** Adjust and lubricate if necessary.
- **Throttle-**check for smooth opening and closing in all steering positions **(page 27-28)**.
- **Lamps and Horn-**check that headlamp, tail/stop lamp, turn signal lamps, indicators and horn function properly.
- **Rear View Mirror-**ensure that the rear view mirror gives a good rear view when you are sitting on the motorcycle.
- **Fitting & Fasteners-**check & tighten if necessary.
- **Steering-**check for smooth action for easy maneuverability.
- **Air Suction Valve-**make sure all tube connections are secured properly **(page 42)**.

Flooded Engine

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

Running In

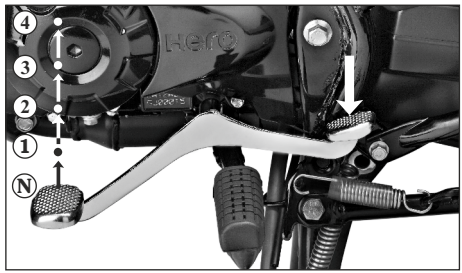
During first 1000 km, do not operate the motorcycle at more than 60 km/hr speed in top gear, 45 km/hr in third gear, 30 km/hr in second gear and 15 km/hr in first gear. Avoid full throttle operation. During initial running in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickely. Running in precautions till 1000 km will reduce initial wear of engine components and increase its service life.

RIDING

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

Recommended max. operating speed in each gear.

1st 20 km/hr	3rd 70 km/hr
2nd 45 km/hr	4th 100 km/hr



! CAUTION

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

BRAKING

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

⚠ WARNING

- ***Independent use of only the front or rear brake increases stopping distance.***
- ***Extreme braking may cause wheel locking and reduce control over the motorcycle.***
- ***Wherever possible, reduce speed or apply brake before entering a turn, closing the throttle or braking in mid turn may cause wheel slip. Wheel slip will reduce control over the motorcycle.***

- ***When riding in wet or rainy conditions, or on loose surfaces the ability to stop the motorcycle reduces.***
- ***All your actions should be smooth under these conditions. Sudden acceleration, braking or turning may cause loss of control. For your safety, exercise extreme caution when braking, accelerating or turning.***
- ***Whendescendingalongsteepslopeuseengine braking (power) by changing to lower gears, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.***

PARKING

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

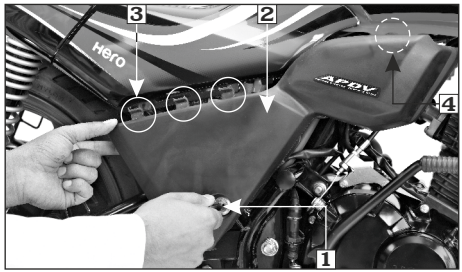
! CAUTION

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

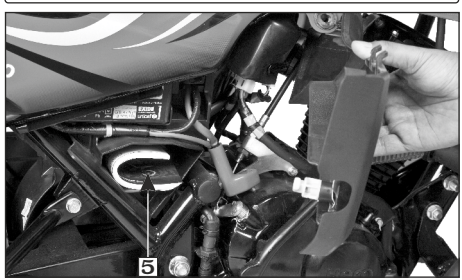
DOCUMENT COMPARTMENT

To store important documents a compartment has been provided with a lockable cover.

To open the cover, insert the key (1), rotate it clockwise, pull the cover (2), to disengage it from the slots (3) and grommet (4). Compartment (5) is for Owner's Manual and other documents.



(1) Key (2) Cover (3) Slots (4) Grommet



(5) Document compartment

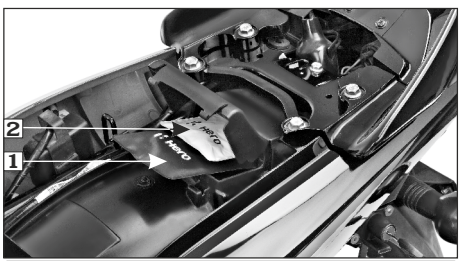
To close the cover, locate the cover lugs to the slots, then press to seat the pin to the grommet. Hold the key in clockwise direction and press lock and release the key.

TOOL KIT/FIRST AID KIT

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

the tools contained in the kit.
Kit consists of following tool:

- +, – No. 2 Driver–1 No.
- Spanner 14x17–1 No.
- Spanner 10x12 –1 No.
- Wrench, spark plug–1 No.
- Tool bag–1 No.
- Pin spanner–1 No.



(1) Tool kit **(2) First aid kit**

The first aid kit (2) is also stored under the seat. For some emergency first aid can be performed by medicine contained in the kit.
Kit contains the following items:

- Antiseptic Cream–1 No.
- Sterilized Dressing–1 No.
- Water Proof Plaster–1 No.
- Elastic Bandage–1 No.
- Gauze (Rolled Bandage)–1 No.
- Sterilized Elastic Plaster–1 No.
- First Aid Bag–1 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.

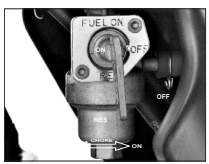
* **Injury from moving parts.**
Do not run the engine unless instructed to do so.

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

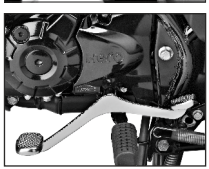
Remember that your Authorised Hero MotoCorp workshop knows your motorcycle best and is fully equipped to maintain and repair it.
To ensure best quality and reliability, it is recommended to use Hero MotoCorp genuine parts for repair and replacement.

STARTING THE ENGINE

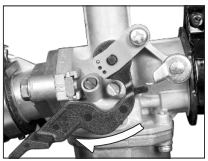
1. Turn the ignition switch "ON".



2. Turn the fuel valve "ON".

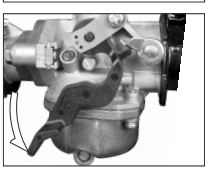


3. Select neutral position & check (N) indicator glows on instrument cluster with ignition "ON".

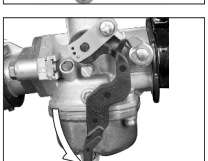


4. Pull the choke lever upwards to "ON" position as indicated (Use choke during cold conditions).

5. Open the throttle slightly and kick/self start the engine.



6. Turn the choke lever to middle position for few seconds.



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

Please note that the kick starting will not be possible when the transmission gears are engaged.

⚠ WARNING

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

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					
	DAYS	1st 60	Next 100	Next 100	Next 100	Next 100					
	KM	500-750	3000-3500	6000-6500	9000-9500	12000-12500	3000	6000	9000	12000	15000
Fuel Line		I	I	I	I	I	I				
Throttle Operation		I, A	I, A	I, A	I, A	I, A	I, A				
Carburetor		C, A	A	C, A	A	C, A	A	C, A			
Air Cleaner*		Do not open air cleaner element unless there is a driveability problem									R
Spark Plug		I, C, A	I, C, A	I, C, A	I, C, A	R	I, C, A			R	
Valve Clearance		I, A	I, A	I, A	I, A	I, A	I, A				
Engine Oil**		O	I, T	O	I, T	O	I, T	O			
Engine Oil Strainer Screen		C	-	C	-	C	-	C			
Engine Oil Centrifugal Filter		C	-	C	-	C	-	C			
Electric Starter#		I	I	I	I	I	I	-			
Oil Circulation		I	I	I	I	I	I	-			
Drive Chain@		I,C,L,A at every 2000 km					I,C,L,A at every 2000 km				
Battery Voltage		I	I	I	I	I	I				
Brake Shoe/Pad Wear		I, A/I	I, A/I	I, A/I	I, A/I	I, A/I	I, A/I				

ITEMS	WHICHEVER COMES FIRST	DURING FREE SERVICE PERIOD					AFTER FREE SERVICE ONCE IN EVERY				
	SERVICE	1st	2nd	3rd	4th	5th					
	DAYS	1st 60	Next 100	Next 100	Next 100	Next 100					
	KM	500-750	3000-3500	6000-6500	9000-9500	12000-12500	3000	6000	9000	12000	15000
Brake System (Brake Cam & Brake Pedal)			C, L		C, L			C, L			
Stop Lamp Switch		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				
Clutch		I, A	I, A	I, A	I, A	I, A	I, A				
Side Stand/Main Stand		L	L	L	L	L	L				
Fasteners***		I	I	I	I	I	I				
Wheels/Tyres		I	I	I	I	I	I				
Steering Head Bearing		I	I, A	I	I, A	I, L, A	I	I, A		I, L, A	
Front Suspension/Oil****		I	I	I	I	I	I				
Secondary Air Injection				I		I		I			
Muffler (Catalytic Converter)•				I, E		I, E		I, E			

* More frequent cleaning may be required when riding in dusty areas.

** Replace engine oil once in every 6000 km. Top up once in every 3000 km.

*** Inspect & maintain specified torque.

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

\# Electric start version only.

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

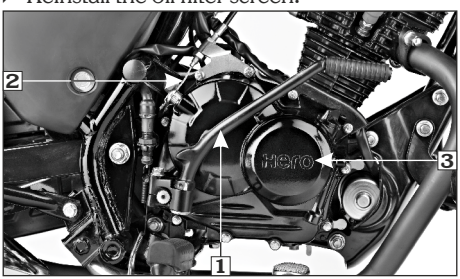
@ Visit Authorised Hero MotoCorp workshop for inspection, cleaning, lubrication and adjustment of drive chain at every 2000 km.

NOTE:- ***Always wipe the water from the motorcycle after washing. Use clean soft cloth or pressurized 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 filter screen & centrifugal filter

- Drain the engine oil thoroughly.
- Remove the kick starter pedal (1), disconnect the clutch cable (2), remove the right crankcase cover (3).
- Remove the oil filter screen (4) and wash it in clean non flammable or high flash point solvent (kerosene).
- Reinstall the oil filter screen.

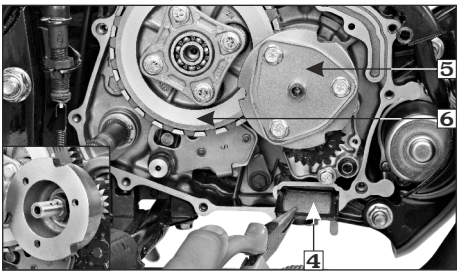


(1) Kick Starter Pedal (2) Clutch Cable (3) Right Crankcase Cover

- Remove centrifugal filter cover (5) & clean the centrifugal filter (6) with non flammable or high flash point solvent (kerosene).
- Reinstall the centrifugal filter cover, right crankcase cover & kick starter pedal.
- Fill the crankcase with clean engine oil as per specification.

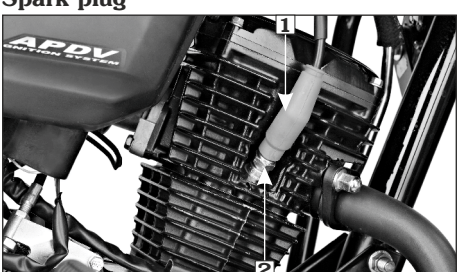
NOTE

Clean filters as specified in the maintenance schedule.



(4) Oil Filter Screen (5) Centrifugal Filter Cover (6) Centrifugal Filter

Spark plug



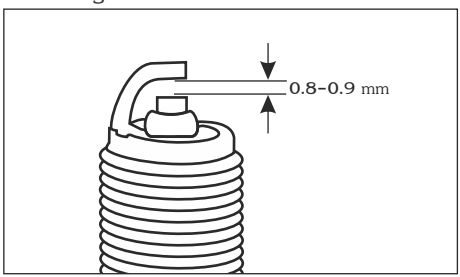
(1) Noise suppressor cap (2) Spark plug

Recommended plug: NGK-CPR7EA9

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 speed or near maximum power in hot climate, the spark plug

should be changed to a cold heat range number, consult Authorised Hero MotoCorp workshop on this if required.

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



- Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.
- Make sure that the spark plug gap is **0.8-0.9 mm** using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode carefully. Make sure the plug washer is in good conditions.
- With the plug washer attached, thread the spark plug in by hand to prevent cross-threading.
- Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8-1/4 turn after the plug seats.

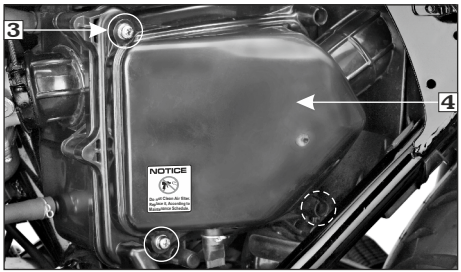
Air cleaner

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

The air cleaner should be replaced at regular intervals **(page 23)**. When riding in dusty areas, more frequent replacement may be necessary.

- Remove the seat assembly **(page 13)**.
- Remove the side cover (1) by removing side cover screws (2).
- Remove the air cleaner cover screws (3) and the cover (4).
- Remove the air cleaner element (5).

(1) Side cover **(2) Side cover screw**



(3) Air cleaner cover screws
(4) Air cleaner cover

(5) Air cleaner element

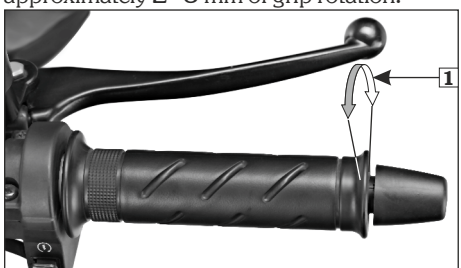
! CAUTION

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

Throttle operation

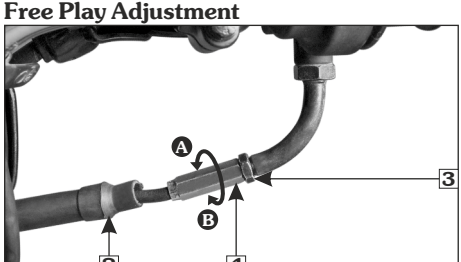
Cable Inspection

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. Inspect the condition of the throttle cable from the throttle grip down to the carburetor. If the cable is kinked, chafed or improperly routed, it should be replaced or rerouted. Standard throttle grip free play (1) is approximately 2-6 mm of grip rotation.



(1) Free play

Free Play Adjustment

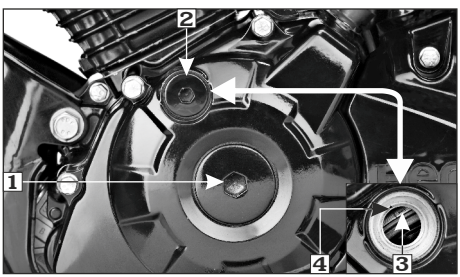


(2) Boot (3) Lock nut (4) Adjuster
(A) Decrease free play (B) Increase free play

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

Valve clearance

Excessive valve clearance will cause noise, and little or no clearance will prevent the valve from closing and cause valve damage and power loss. Check valve clearance at the specified intervals **(page 23).**

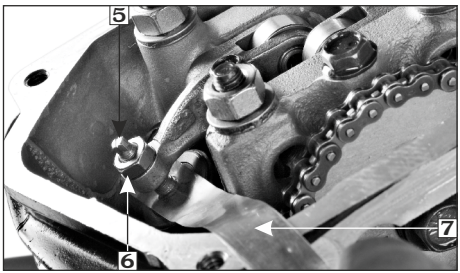


(1) Crankshaft hole cap (2) Timing hole cap
(3) T-mark (4) Index mark

NOTE

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

- Remove the crankshaft hole cap (1) and timing hole cap (2).
- Rotate the flywheel anticlockwise and align the 'T' mark (3) with the index mark (4). Make sure the piston is at the top of the compression stroke by moving the rocker arms with your fingers. If they are free, piston is at the top in compression stroke. If they are tight, rotate the flywheel 360° and realign the marks.



(5) Adjusting screw (6) Lock nut
(7) Feeler gauge

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

Standard clearance

Intake: 0.10 mm;Exhaust: 0.15 mm

Adjust by loosening the lock nut (6) and turning the adjusting screw (5) until there is a slight drag on the feeler gauge. After tightening the lock nut (6), check again the clearance.

- Install all parts in the reverse order of disassembly.

NOTE

Before inserting the feeler gauge, smear a bit of engine oil 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 instructions given here under:

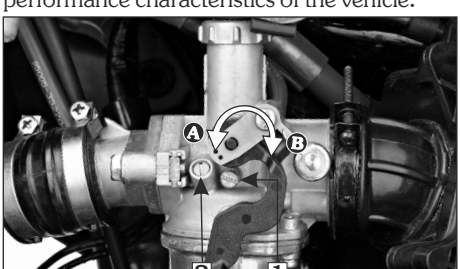
- Warm up the engine and park the motorcycle on the main stand.
- Adjust idle speed with the throttle stop screw (1).

IDLE SPEED: 1400 ± 100 r/min

CAUTION

Never adjust air screw (2). Air screw adjustment is to be done only by Authorised Hero MotoCorp ***workshop.***

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

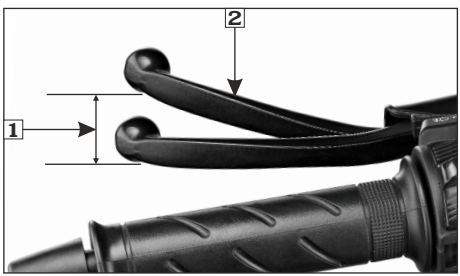


(1) Throttle stop screw **(A) Decrease r/min**
(2) Air screw **(B) Increase r/min**

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).

- To adjust the free play, loosen the lock nut (3). Turn the adjusting nut (4) to obtain the specified free play.



(1) Free play **(2) Clutch lever**

Tighten the lock nut and check the adjustment.

- Start the engine, press the clutch lever and shift into gear. Make sure the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate.

NOTE

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

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

Other Checks

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

Drive chain

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

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

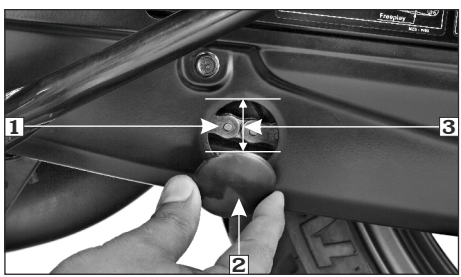
The drive chain (1) should be checked and lubricated as part of the Pre-ride Inspection **(page 18).** Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance will be necessary.

Inspection

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

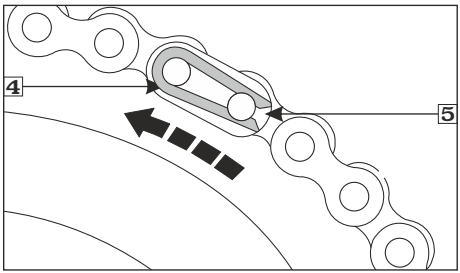
Rotate the wheel and check drive chain slack as the wheel rotates. Drive chain slack should remain constant as the wheel rotates.

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



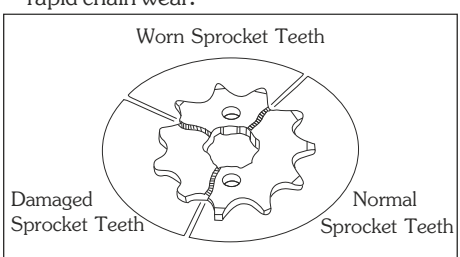
(1) Drive chain (2) Hole cap
(3) Drive chain slack

- Turn the chain to view chain lock plate (4) inside the hole. Ensure that the chain lock plate open end (5) is installed in the opposite direction of the chain rotation.
- Inspect the sprocket teeth for wear or damage.



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

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

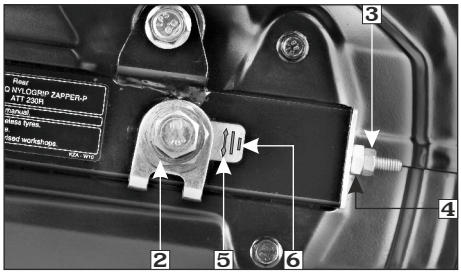


Adjustment

- Park the motorcycle on its main stand with the transmission in neutral and the ignition switch in "OFF" position.
- Loosen the rear axle nut (1) and sleeve nut (2).
- Loosen the drive chain lock nut (3).
- Turn both the adjusting nuts (4) in an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nut clockwise to decrease the slack or anticlockwise to increase the slack of the chain.
- Align the chain adjuster index mark (5) with the rear edge (6) on both the sides of the swing arm equally.
- If the drive chain slack is excessive when the rear axle is moved to the farthest limit of adjustment, the drive chain is worn and must be replaced.
- Tighten the rear axle nut and sleeve nut.
  - Rear axle nut torque 5.0-6.0 kgf-m.
  - Sleeve nut torque 4.5-5.0 kgf-m.
- Check the drive chain slack again.

(1) Rear axle nut

- 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 34).**



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

Lubrication

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

CAUTION

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

NOTE

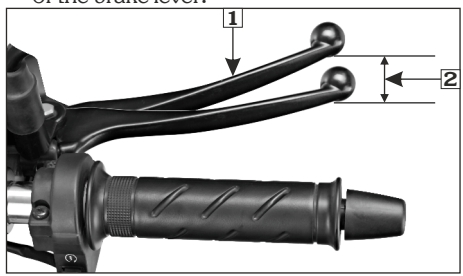
Visit Authorised Hero MotoCorp ***workshop for inspection, cleaning, lubrication and adjustment of drive chain at every 2000 km.***

Front brake (Drum Type)

Adjustment

- Measure the distance of front brake lever (1) moves before the brakes starts to take hold.

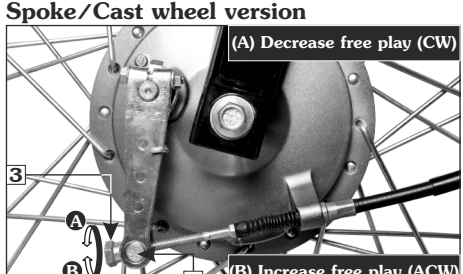
Free play should be 10-20 mm at the tip of the brake lever.

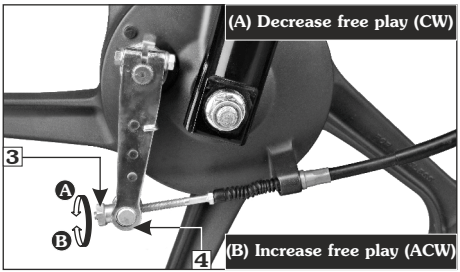


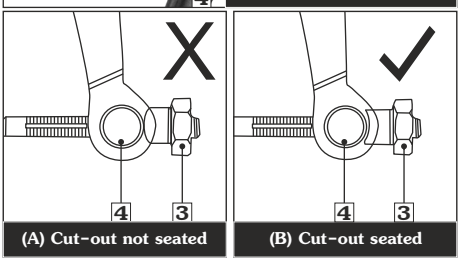
(1) Front brake lever (2) Free play

- Adjust free play (2) by turning the adjusting nut (3) at the front brake arm.
- Make sure that cut-out on the adjusting nut is seated on the brake joint pin (4) after making final free play adjustment.
- Apply the brake and check for free wheel rotation when released.

Spoke/Cast wheel version







(A) Cut-out not seated (B) Cut-out seated

(3) Adjusting nut (4) Brake arm pin

NOTE

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

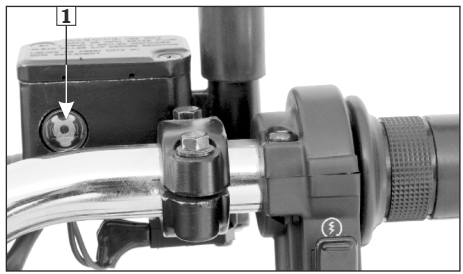
Front brake (Disc Type)

Master Cylinder/Reservoir.

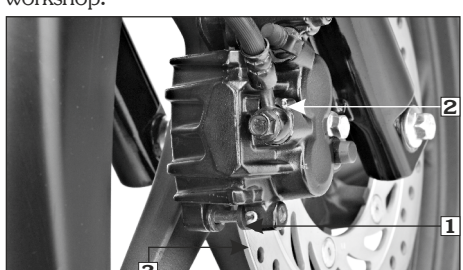
Location: Right handle bar.

Brake fluid recommended: DoT 3 or DoT 4

Fluid level–Ensure that the brake fluid level does not fall below "MIN" mark (1) on the master cylinder, when checked with the 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 leakage in the brake system and contact your Authorised Hero MotoCorp workshop.



NOTE

- ***Clean the dirt and mud accumulation between the brake pads (1), caliper (2) and the disc (3) 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 fluids.***

Brake Pad Wear (Front Brake)

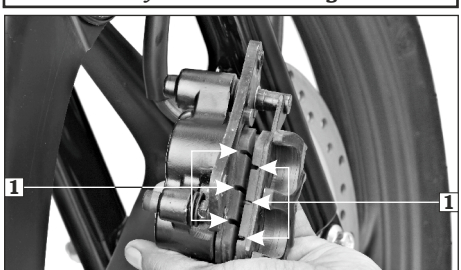
Brake pad wear depends upon the severity of usage, the type of riding & road conditions. Generally, the pads will wear faster on wet & dirty roads. Inspect the pads at each regular maintenance interval.

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

- Check the brake pads for wear by examining the wear limit groove on each pad.
- Replace the pads if worn out to the bottom of the groove.
- Always replace both the pads as a set.

⚠ WARNING

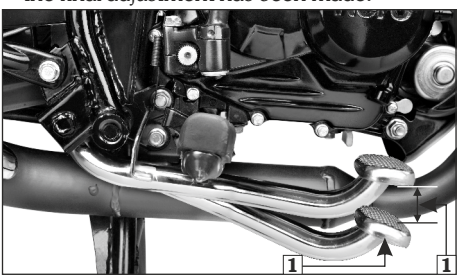
Always apply front and rear brakes simultaneously to avoid skidding of vehicle.



(1) Wear Indicator Marks

Rear brake (Adjustment)

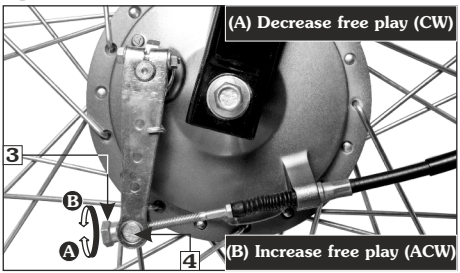
- Park the motorcycle on its main stand.
- Measure the brake pedal (1) free play before the brake starts to take hole. Free play (2) should be 20–30 mm.
- If adjustment is necessary, turn the rear brake adjusting nut (3).
- Make sure that the cut-out on the adjusting nut is seated on the brake arm pin (4) after the final adjustment has been made.

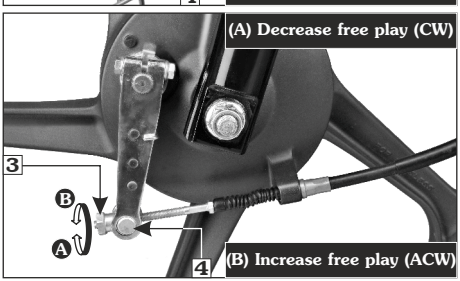


(1) Rear brake pedal **(2) Free play**

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

Spoke/Cast wheel version





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

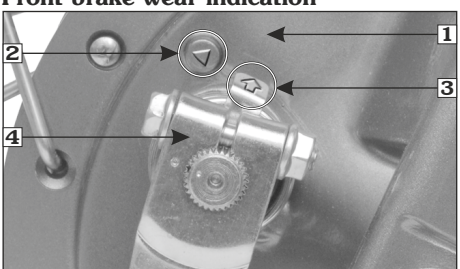
NOTE

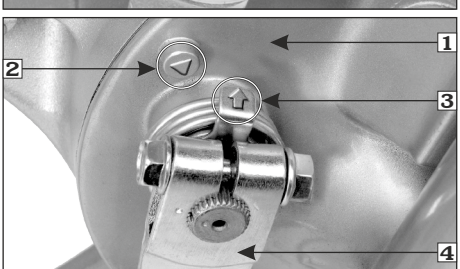
If proper adjustment cannot be obtained by this method, visit your Authorised Hero MotoCorp ***workshop.***

Brake wear indicators (Spoke/Cast wheel version)

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

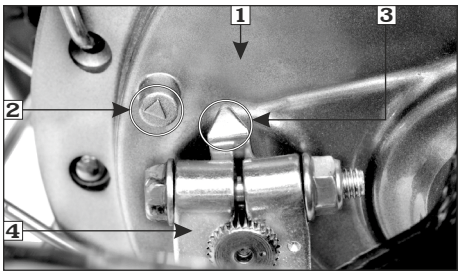
Front brake wear indication

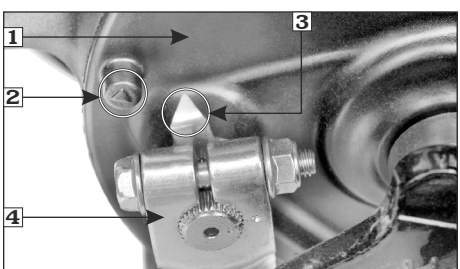




(1) Brake panel **(3) Arrow**
(2) Reference mark **(4) Brake arm**

Rear Brake Wear Indication





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

Battery

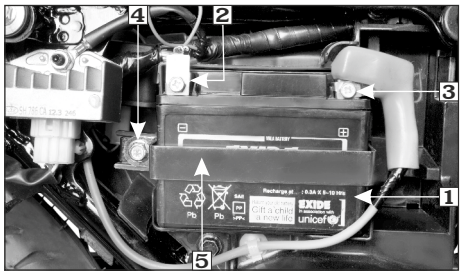
Location

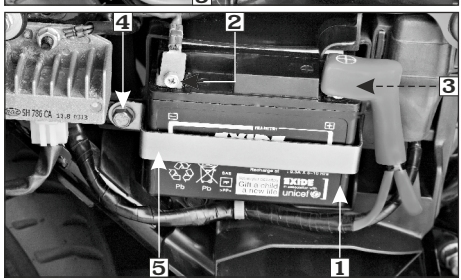
The battery (1) is located behind the right side cover.

Specification

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

***MF stands for Maintenance Free**





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

It is not necessary to check the battery electrolyte level or add distilled water as the battery is an **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 yoaur Authorised Hero MotoCorp ***workshop as it must be treated as recyclable material.***

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

⚠ WARNING

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

Battery charging

Always visit your Authorised 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

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

Battery removal

- Make sure the ignition switch is "OFF".
- Remove the seat **(pages 13)**.
- Remove the right side cover screws and remove the side cover.
- Remove the battery clamp bolt **(page 36)**.
- Disconnect the negative (–) terminal lead from the battery first, then disconnect the positive (+) terminal lead.
- Pull out the battery from the battery box.

Battery installation

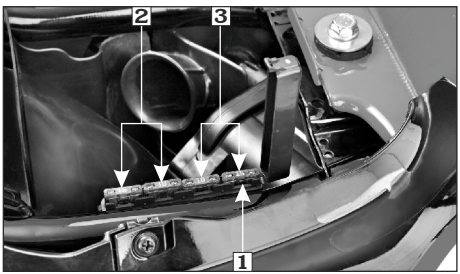
- Reinstall in the reverse order of removal. Be sure to connect the positive (+) terminal first, then the negative (–) terminal.
- Check all bolts and other fasteners are secure.

Fuse replacement

⚠ 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.***

Fuse Box (1)**:** Location: Under the seat.
Fuse Type: Blade fuse (2): 15A, 10A
Spare fuse (3): 15A, 10A



CAUTION

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

Stop lamp switch

The stop lamp switch (1) must be adjusted so that stop lamp glows when rear brake is applied. Rear brake free play (page 44) should be adjusted before performing stop lamp switch adjustment. The procedure for adjusting stop lamp is as follows:

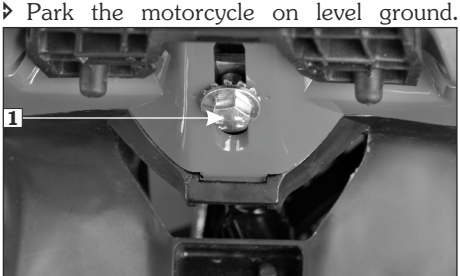
- Turn the ignition switch to the "ON" position.
- Turn the adjusting nut (2) to position stop lamp switch at a point where the stop lamp glows just before the brake pedal is depressed to the limit of its free play. Turn the adjusting nut in direction (A) to advance switch timing or in direction (B)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

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

Headlamp adjustment

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

- Headlamp adjustment is done by the head-lamp adjuster bolt located below the headlamp.
- Park the motorcycle on level ground.



- Adjust the headlamp beam vertically by loosening the bolt (1) and moving the headlamp unit forward and backward for correct focus adjustment.

⚠ WARNING

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

SUSPENSION

Inspection

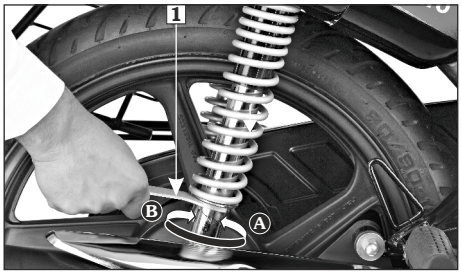
Check the front forks by locking the front brake and pumping the front fork up and down vigorously. The suspension action should be smooth and their should be no oil leakage.

Check the rear shock absorber by pushing hard downwards on rear grip while the motorcycle is not parked on stand. The suspension action should be smooth and their should be no oil leakage.

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



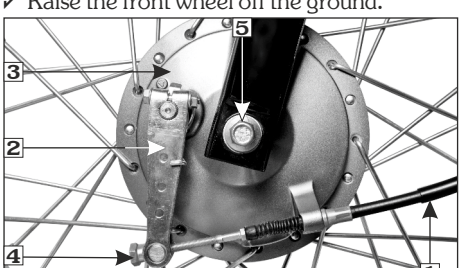
(1) Shock absorber adjusting tool

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.

FRONT WHEEL REMOVAL (DRUM TYPE) (Spoke wheel version)

- Raise the front wheel off the ground.

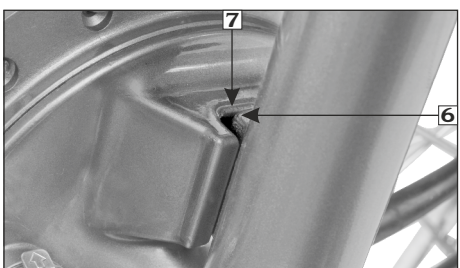


(1) Front brake cable (2) Brake arm (3) Brake panel (4) Front brake adjusting nut (5) Axle nut

- Disconnect the brake cable (1) from the brake arm (2) and brake panel (3) by removing the front brake adjusting nut (4).
- Remove the axle nut (5).
- Remove the axle, remove the wheel.

Installation

- Reverse the removal procedure.
- Install the front wheel by ensuring that the lug (6) on the left fork is located in the slot (7) in the brake panel.



(6) Lug **(7) Slot**

- Switch on the ignition, rotate the front wheel & see if speedometer needle is working.
- Tighten the axle nut.
  Axle nut torque: 5.0–6.0 Kgf–m
- Adjust the brake **(page 32)**.
- After installing wheel, apply the brake several times and check for free wheel rotation when released.

FRONT WHEEL REMOVAL

Disc Type (Cast wheel version)

- Raise the front wheel off the ground.

(1) Axle nut

- Remove the axle nut (1).
- Remove the axle then remove the wheel.
- Assemble in reverse order of removal.
  Axle nut torque 5.0–6.0 kgf–m.

⚠ WARNING

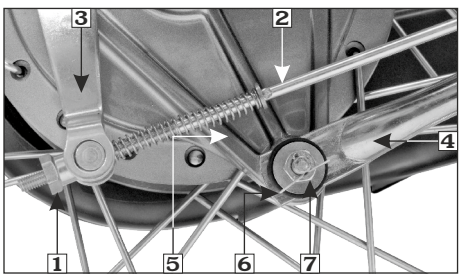
Do not operate front brake lever when the wheel is removed.

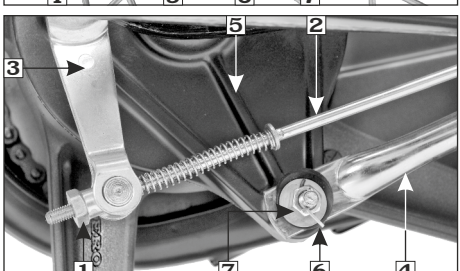
REAR WHEEL REMOVAL

(Spoke / Cast wheel version)

- Raise the rear wheel off the ground.

- Remove the rear brake adjusting nut (1) and disconnect the brake rod (2) from the brake arm (3) by pushing down the brake pedal. Disconnect the brake stopper arm (4) from the brake panel (5) by removing split pin (6) and lock nut (7).
- Remove the axle nut (8) and pull out the rear 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) Rear axle

Installation

- Reverse the removal procedure.
- Axle nut torque: 5.0–6.0 kgf–m.
  Brake stopper arm nut torque: 1.8–2.5 kgf–m
- Adjust the brake **(page 34)** and drive chain **(page 30–32)**.
- After installing the wheel, apply the brake several times and check for free wheel rotation when released.

! CAUTION

Always replace used split pins with new ones.

WASHING THE MOTORCYCLE

Follow the below mentioned steps for washing the motorcycle.

- Wet the motorcycle with light water spray. Avoid directing water to muffler outlets and electrical parts.
- Clean the headlamp lens and other plastic parts using a cloth or sponge dampened with a solution of mild detergent and water.

Rub the soiled area gently rinsing it frequently with fresh water.

- After cleaning spray water thoroughly.
- Dry the motorcycle by wiping with dry soft cloth.

NOTE

- ***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 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).

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.

1. STARTING TROUBLE – ENGINE DOES NOT START

A. Fuel System

- Check fuel valve position → "OFF" → Turn to "ON" position
- ↓ "ON" Position
- Check fuel in Fuel Tank → No Fuel → Refill
- ↓ OK
- Check fuel Lines → Leakage/Air Lock → Rectify
- ↓ OK
- **Consult Authorised Hero MotoCorp Workshop**

B. Electric Starter Not Working (Electric Start Model Only)

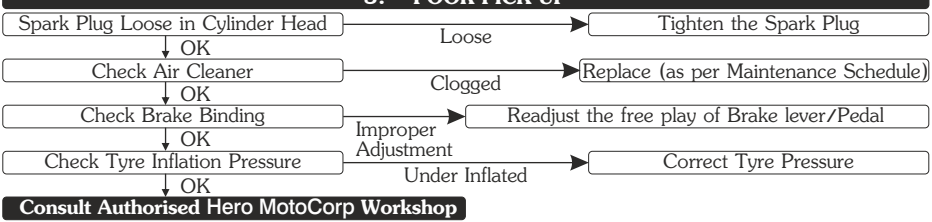
- Check Fuse → Fuse → Replace Fuse **(ref. page 47)**
- ↓ OK
- Inspect Battery → Weak → **Consult Authorised Hero MotoCorp Workshop**
- ↓ OK
- Check connections, Ignition switch/starter switch → Loose → Secure connections
- ↓ OK
- **Consult Authorised Hero MotoCorp Workshop**

C. No Spark At Spark Plug

- Check Ignition Switch → "OFF" → Turn ignition switch "ON"
- ↓ OK
- Check Spark Plug for Fouling/ Improper Electrode Gap → No Spark → Replace Spark Plug/Adjust Spark Plug Gap (0.8–0.9 mm)
- ↓ OK
- Check for Poorly Connected or Loose Spark Plug Wire → LooseContact → Secure Properly
- ↓ OK
- **Consult Authorised Hero MotoCorp Workshop**

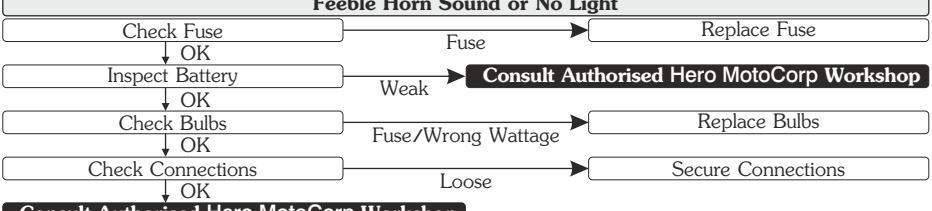
2. ENGINE STARTS BUT STALLS

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 biycles

No automobiles

No hand craft

No pedestrians

No right turn

No 'U' turn

Overtaking prohibited

Speed limit

No stopping or standing

No parking

Length limit

High 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

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 forewarm about dangers ahead. Cautionary road signs are as important as mandatory signs. However, the violation of cautionary signs does not attract penalty.

Right hand curve

Right reverse bend

Incline ahead

Narrow road ahead

Narrow bridge

Pedestrian crossing

School ahead

Gap in medium

Cross road

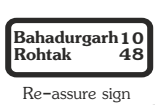
Men at work

Roundabout

Hump Road

Informatory

Informatory signs: These are facility signs that provide important information about road directions are 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-assure sign

Public Telephone

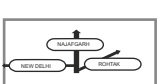
Petrol Pump

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 .

Hero MotoCorp Ltd.

WARRANTY

Scope of warranty

Hero MotoCorp Ltd. (hereinafter called 'Hero MotoCorp') warrants its **Passion XPRO** 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) **Passion XPRO** 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 **Passion XPRO** 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 **Passion XPRO** 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 **Passion XPRO** 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 **Passion XPRO** vehicle.

(11) If any defect crops or repairs needed as a result of **Passion XPRO** 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 **Passion XPRO** vehicle which has been tampered or repaired in such a manner which has resulted in malfunction of the vehicle.

(14) For **Passion XPRO** 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.

Hero Passion XPRO

Hero MotoCorp Ltd.

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.

Hero Passion XPRO

Hero MotoCorp Ltd.

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.

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.

GENUINE PARTS

WHAT ARE THE BENEFITS OF Hero MotoCorp **GENUINE SPARE PARTS ?**

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

CONSEQUENTIAL DAMAGES ON USING NON-GENUINE PARTS

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

GENUINE PARTS

CONSEQUENTIAL DAMAGES ON USING NON-GENUINE PARTS

Element Air Cleaner	▸ Improper air filtration resulting in premature engine failure ▸ Affects fuel efficiency ▸ Poor engine performance
Spark Plug	▸ Frequent stalling of engine ▸ Higher emission level ▸ Poor engine performance ▸ Affects fuel efficiency
Brake Pads/Shoes	▸ Poor braking efficiency ▸ Rider safety-an issue ▸ Discs/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

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Hero MotoCorp Ltd., Third Floor, Alankar Palace, Plot No. 11, Zone II, M.P. Nagar Bhopal-462011, India.
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

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NORTH ZONE

Hero MotoCorp Ltd., 3rd Floor, Tower-A, DLF Centre Court, Sector-42, Golf Course Road, DLF Phase 5, Gurgaon -122002, Haryana, India. Tel: 0124-4754800, E-mail: delhi@heromotocorp.com

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

ZONAL/REGIONAL/AREA OFFICES

NORTH ZONE

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

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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

Hero MotoCorp Ltd., First Floor VA Kalburgi Mahalakshmi Mansion, Mandakini Hospital Road, New Cotton Market, Hubli-580029, India. Tel: 0836-2269717, 2361038, E-mail: hubli@heromotocorp.com

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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

Hero MotoCorp Ltd., Ground Floor, Block No.2, Vishnu Vaibhav Complex, 222, Palm Road, Civil Lines, Nagpur-440001, India. Tel: +91-712-2545990-91, E-mail: nagpur@heromotocorp.com

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Hero MotoCorp Ltd., 604, Kings Plaza, Astron Chowk, Rajkot, Gujarat - 360001 Tel: 0281-2460622, 2460623, E-mail: rajkot@heromotocorp.com