

PREFACE

Thank you for selecting a Hero MotoCorp **Passion PRO TR** 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 PRO TR** 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.

VIN: MBLXXXXBNYZXYYYYY

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



Engine No.

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

Engine No.: XXXXETY ZXYYYYY

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

Model: Passion Pro TR

Variant	VIN	Engine
Electric start/Disc/Cast wheel	BN	ET

VIN and Engine No. may be required:

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

PRODUCT SPECIFICATION

ITEM		SPECIFICATIONS
Dimensions		
Overall length		1980 mm
Overall width		840 mm
Overall height		1085 mm
Wheelbase		1235 mm
Saddle height		795 mm
Ground clearance		165 mm
Weight		
Kerb weight		119 kg
Capacities		
Engine oil		1.05 litres at disassembly and 0.85 litre at draining
Fuel tank		12.8 litres
Fuel reserve capacity		1.0 litres (Usable)
Front fork oil at disassembly		162-165 ml
Hydraulic Brake Fluid		DoT 3 or DoT 4
Engine		
Maximum power		6.15 kW (8.36 Ps) @ 8000 r/min
Maximum torque		0.82 kgf-m (8.05 N-m) @ 5000 r/min
Bore and stroke		50.0x49.5 mm
Compression ratio		9.9:1
Displacement		97.2 cc
Spark plug		NGK-CPR7HSA, BOSCH-UR4AC, Champion-PRZ 9 HC (Federal Mogul)
Spark plug gap		0.6-0.7 mm
Valve clearance	Intake (cold)	0.10 mm
	Exhaust (cold)	0.10 mm
Idle speed		1400±100 r/min
Chassis and suspension		
Front Suspension		Telescopic Hydraulic Shock Absorbers
Rear Suspension		Swingarm with 5 step adjustable Hydraulic Shock Absorbers
Caster angle		26°

PRODUCT SPECIFICATION

ITEM		SPECIFICATIONS
Trail length		85 mm
Tyre size	Front	2.75 x 18-6 PR/50L
	Rear	3.00 x 18-6 PR/52P
Brakes	Front (Disc type)	Dia. 240 mm
	Rear (Drum type)	Dia. 130 mm
Front Wheel		Cast Wheel
Rear Wheel		Cast Wheel
Transmission		
Primary reduction		3.722 (67/18)
Final reduction		3.071 (43/14)
Gear box		4 Speed constant mesh
Gear ratio, 1 st		3.181 (35/11)
2 nd		1.706 (29/17)
3 rd		1.238 (26/21)
4 th		0.958 (23/24)
Electricals		
Battery		**MF Battery, MF-4:12V 3 Ah
Alternator		115 W
Starting System		Electric Start
Headlamp (High/Low)		12V-35/35W Trapezoidal Halogen Bulb-MFR*
Tail/Stop lamp		12V 5/10W, 12V 10W(Twin Bulb)MFR*
Turn signal lamp		12V-10Wx4 (Amber bulb) with clear lens-MFR*
Meter Illumination		L.E.D
Neutral indicator		12V-1.12W
Turn signal indicator		L.E.D
Position lamp		12V-3.0W
Hi Beam indicator		L.E.D
Side stand indicator		L.E.D
Fuse		10 A, 15 A

* MFR stands for Multi-Focal Reflector

** MF stands for Maintenance Free

SAFE RIDING TIPS

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 44 & 45)**.
- During night time, dip headlamps of your motorcycle for oncoming traffic, or when following another vehicle.
- Give way to others on the road and signal before you make a turn.
- To make yourself more visible, wear bright reflective clothing that fits well.
- Tightly wrap loose/hanging clothes 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.

ACCESSORIES & MODIFICATIONS

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

WARNING

- ***Improper accessories or modifications can cause a crash in which you can be seriously hurt or killed.***
- ***Follow all instructions in this owner's manual regarding accessories and modifications.***

Accessories

- Make sure that the accessory does not obscure any lamps, reduce ground clearance, limit suspension travel or steering travel, affect your riding position or interfere with operating any controls.
- Be sure electrical equipment does not exceed the motorcycle's electrical system capacity (**page 3**). A blown fuse can cause a loss of lights.
- Do not pull a trailer or sidecar with your motorcycle. This motorcycle was not designed for these attachments, and their use can seriously impair your motorcycle's handling.

Modifications

We strongly advise you not to remove any original equipment or modify your motorcycle in any way that would change its design or operation. Such changes could seriously impair your motorcycle's handling, stability and braking, making it unsafe to ride. Removing or modifying your lamps, mufflers, emission control system or other equipment can also make your motorcycle illegal.

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 : _____

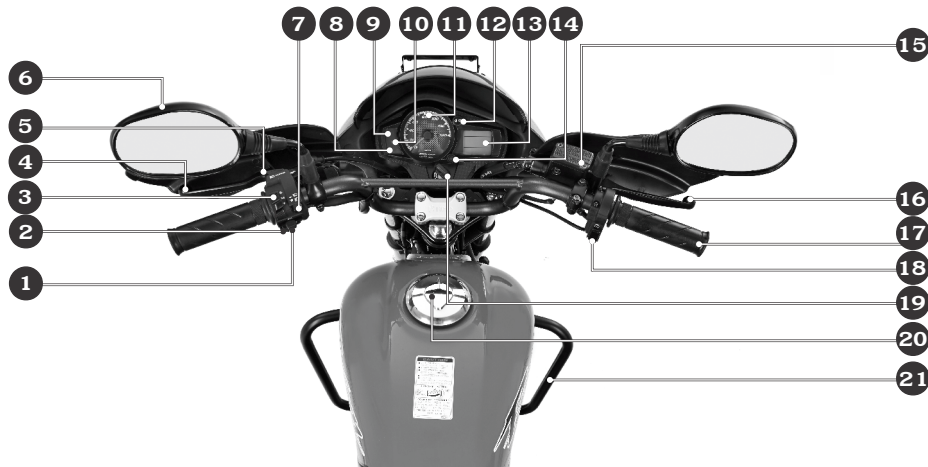
TIPS FOR HEALTHY ENVIRONMENT

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 kms. (with top up every 3000 kilometres) to keep the engine fit and environment healthy.
- **Noise pollution :** Noise beyond a certain decibel is pollution. Whether it is from horns or defective mufflers, excessive noise will cause headaches and discomfort.
- **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) Turn signal switch
- (2) Horn switch
- (3) Headlamp switch
- (4) Clutch lever
- (5) Passing switch
- (6) Rear view mirror
- (7) Dimmer switch
- (8) Side stand indicator
- (9) Neutral indicator
- (10) High beam indicator
- (11) Speedometer

- (12) Turn signal indicator
- (13) LCD panel
- (14) Reset button
- (15) Master cylinder
- (16) Front brake lever
- (17) Throttle grip
- (18) Electric starter switch
- (19) Ignition switch with steering lock
- (20) Fuel tank cap
- (21) Leg guard

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

MOTORCYCLE VIEWS

LEFT SIDE VIEW

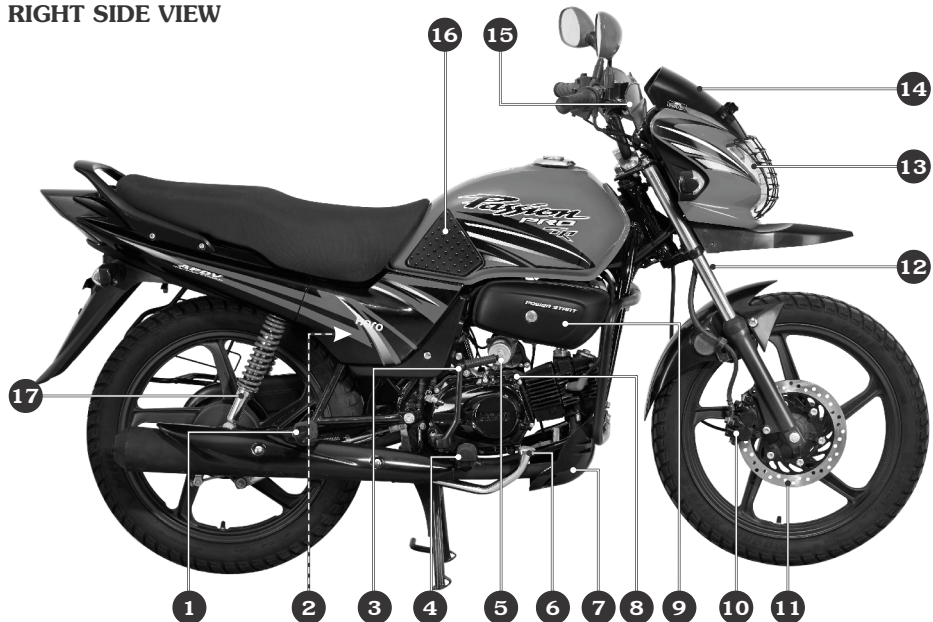


- | | | |
|--------------------------|---|------------------------------|
| (1) Fuel valve | (8) Left pillion foot rest | (14) Seat lock/Helmet hanger |
| (2) Carburetor | (9) Saree guard with women pillion step | (15) Side stand switch |
| (3) Gear shift pedal | (10) Rear turn signal lamp | (16) Headlamp grill |
| (4) Left rider foot rest | (11) Reflex reflector | (17) Front turn signal lamp |
| (5) Main stand | (12) Tail/Stop lamp | (18) High front fender |
| (6) Side stand | (13) Rear grip | (19) Hugger front fender |
| (7) Left side cover | | |

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

MOTORCYCLE VIEWS

RIGHT SIDE VIEW



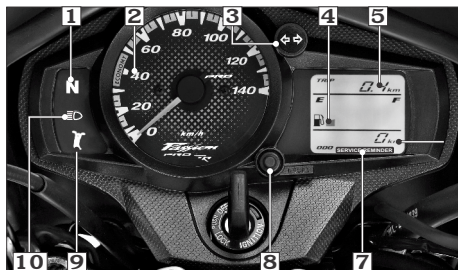
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|----------------------------------|------------------------|-------------------------|
| (1) Right pillion foot rest | (7) Bash plate | (13) Headlamp |
| (2) Battery compartment (inside) | (8) Oil level dipstick | (14) Front visor |
| (3) Kick starter pedal | (9) Utility box | (15) Hand guard |
| (4) Right rider foot rest | (10) Caliper assembly | (16) Fuel tank knee pad |
| (5) Starter motor | (11) Front disc | (17) Rear suspension |
| (6) Rear brake pedal | (12) Front suspension | |

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

PARTS FUNCTION

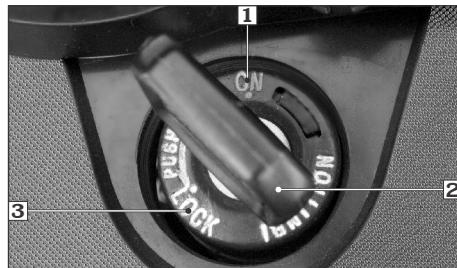
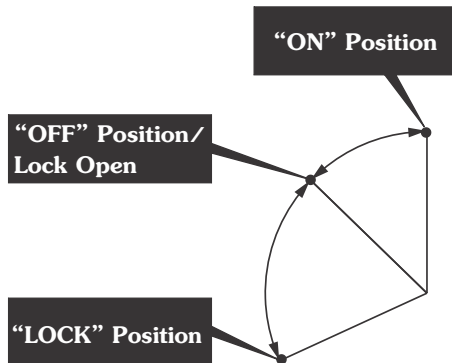
Instruments and Indicators

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



Sl. No.	Description	Function
(1)	Neutral indicator	Light glows when vehicle is in neutral
(2)	Speedometer	Indicates driving speed
(3)	Turn signal indicator	Flashes when turn signal switch is operated
(4)	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 is turned "ON".
(5)	Tripmeter	Shows the distance traveled during a trip
(6)	Odometer	Shows accumulated distance traveled
(7)	Service reminder indicator	Displays when the next service is due (page 12)
(8)	Reset button	To reset the tripmeter to zero before starting a new trip
(9)	Side stand indicator	Light glows when the vehicle is parked on the side stand
(10)	High beam indicator	Light glows when Headlamp is in "Hi" Beam

IGNITION SWITCH



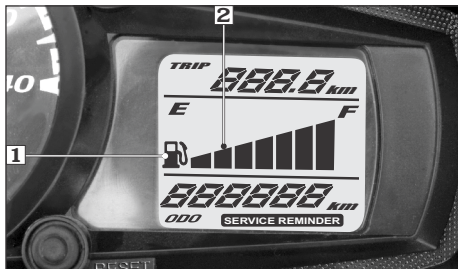
- (1) Ignition switch
- (2) Ignition key
- (3) Steering lock position

Key Position	Function	Key Removal
"ON"	The engine can be started, Turn signal lamps, 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

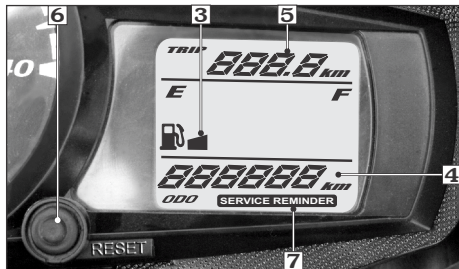
The Tripmeter (5) shows distanced traveled per trip. The Tripmeter can be reset to zero by pressing the “RESET” button (6).

SERVICE REMINDER INDICATOR

The Service Reminder Indicator (7) is to indicate user to bring the vehicle to an Authorised Hero MotoCorp workshop for service.

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 Reminder Indicator can be reset at an Authorised Hero MotoCorp workshop.



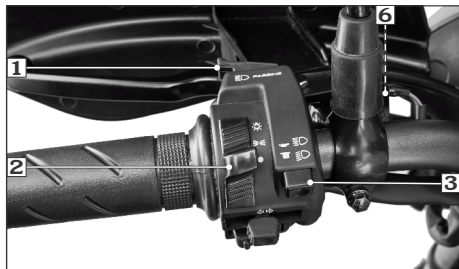
(3) Segment (4) Odometer (5) Tripmeter
(6) Reset button (7) Service reminder indicator



NOTE

After getting the vehicle serviced, make sure that the Service Reminder Indicator has been reset.

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 ‣ Speedometer lamp
☀	Headlamp “ON”

3. Dimmer switch

Select “☂” for high beam and “☀” for low beam.



4. 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 lamp after completing the turn, gently push the knob inside.

5. Horn switch

Press the switch to operate the horn.

6. Clutch Switch

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

RIGHT HANDLEBAR CONTROLS

Electric starter switch

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



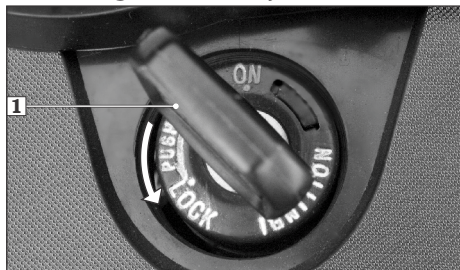
(1) Electric starter switch

⚠ CAUTION

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

Steering lock

Steering lock is within the ignition switch, turn the key (1) to “OFF” position & turn the handle bar towards left or right & push the key downwards & turn towards “Lock” position. After locking take out the key.



(1) Ignition key

SEAT LOCK

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 (2) 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 (1) clicks.

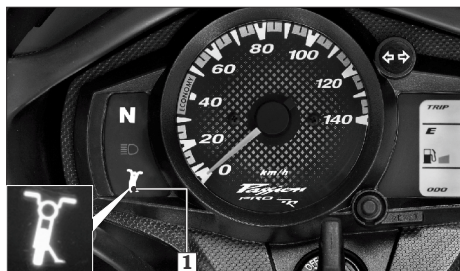
Helmet Hanger (3)

The helmet can be hung and locked on the hook provided with the seat lock (1) by rotating the key.

SIDE STAND INDICATOR

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

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



(1) Side stand indicator

SIDE STAND SWITCH

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



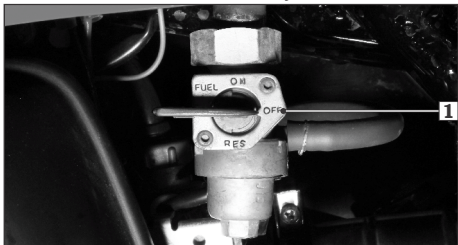
(2) Side stand switch

FUEL VALVE

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

“OFF” Position

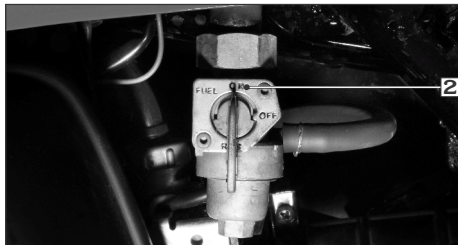
At “OFF” position (1), fuel cannot flow from the tank to the carburetor. Turn the valve “OFF” whenever the motorcycle is not in use.



(1) “OFF” Position

“ON” Position

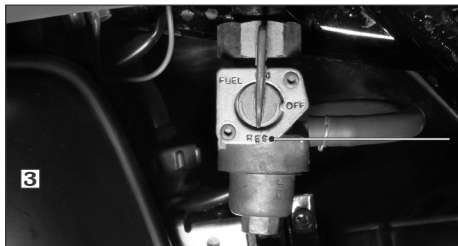
At “ON” position (2), fuel will flow from fuel tank to the carburetor.



(2) “ON” Position

“RES” Position

At “RES” (3), fuel will flow from the reserve fuel supply to the carburetor. Use the reserve fuel only when the main supply is exhausted. Refill the tank as soon as possible after switching to “RES”. The reserve fuel supply is 1.0 litre (usable).



(3) “RES” Position



NOTE

Do not operate the motorcycle with the fuel valve in the “RES” position after refilling. You may run out of fuel, with no reserve.

‣ ***Do not keep the fuel valve between “ON” and “OFF” position while driving, since this may drain reserve fuel from the tank.***

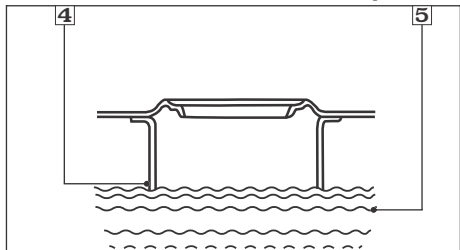
FUEL TANK

Fuel tank capacity is 12.8 litres including a reserve supply of 1.0 litre (usable).



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

‣ To remove the fuel tank cap (2), open the key hole cover (1) and insert the ignition key (3) turn it clockwise and remove the cap.



- (4) Filler Neck (5) Fuel

- Do not overfill the tank. There should be no fuel (5) in the filler neck (4).
- 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.

⚠ 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 petrol 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).

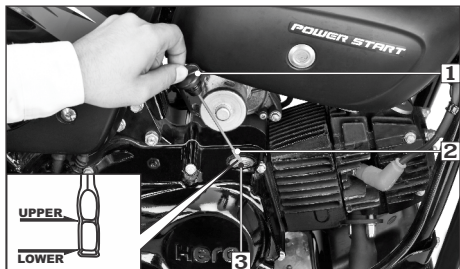
Manufactured by :

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

OIL CAPACITY : 1.05 litres

ENGINE OIL LEVEL CHECK/ TOP UP PROCESS

Check engine oil level each day before operating the motorcycle.



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

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 kms. whichever is earlier.

- Park the motorcycle on its main stand.
- Start the engine & let it idle for 3–5 minutes.
- Stop the engine and wait for 2–3 minutes.
- Remove the oil level dipstick, wipe it clean and insert without screwing it in.
- Remove the oil level dipstick and check the oil level.
- If required, add the specified oil up to the upper level mark. Do not overfill.
- Quantity of oil to be filled is 0.85 litre (approx.) during oil change when right crankcase cover is not removed.

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

ENGINE OIL REPLACEMENT PROCESS

Drain 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 bolt (1).
- After the oil has completely drained, reinstall the drain plug bolt with a new sealing washer (2).
- Fill the crankcase through the oil filler hole with approximately 0.85 litre of the recommended grade oil.
- Reinstall the oil level dipstick with a new O-ring.
- Start the engine and allow it to idle for few minutes.
- Stop the engine and let the engine oil settle down.
- Recheck the oil level.
- Make sure that oil level is at the “UPPER” level mark of the oil level dipstick with the motorcycle in an upright position and that there are no oil leaks.



- (1) Drain plug bolt (2) Sealing washer

⚠ CAUTION

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

TYRES

The tyres that are fitted on your motorcycle are designed to match the performance capabilities of handling, braking, durability and comfort.

📌 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.

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	2.75 x 18-6PR/50L
Rear	3.00 x 18-6PR/52P

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	2.25 kgf/cm ² (33 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:

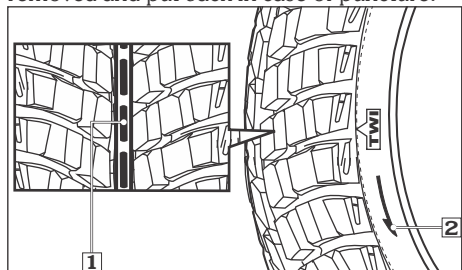
Front: 1.0 mm

Rear: 1.0 mm

Check the tread wear indicator for tyre wear.

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.



(1) Tyre wear indicator

(2) Arrow mark

⚠ 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 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:

- ▷ **Engine Oil Level**—Check and top up engine oil if required (**page 16 to 17**). Check for leaks.
- ▷ **Fuel Level**—Ensure sufficient fuel is available in the fuel tank for your journey (**page 16**). Check for leaks.
- ▷ **Front brake (Disc type)** —Check for correct brake fluid level in the master cylinder (**pages 34**).
- ▷ **Rear brake** —Check operation. Adjust free play if necessary (**pages 35 & 36**).
- ▷ **Tyres**—Check condition and pressure (**page 18 & 19**).

- ▶ **Clutch**—Check for smooth operation. Adjust free play (**page 31 & 32**).
- ▶ **Drive Chain**—Check condition and slackness (**page 32 to 34**). Adjust and lubricate if necessary.
- ▶ **Throttle**—Check for smooth opening and closing in all steering positions (**page 29**).
- ▶ **Lamps and Horn**—Check that headlamp, tail/stop lamp, turn signal lamps and horn function properly.
- ▶ **Rear View Mirror**—Ensure that the rear view mirror gives a good rear view when you are sitting on the motorcycle.
- ▶ **Fitting & Fasteners**—Check & tighten if necessary.
- ▶ **Steering**—Check for smooth action and for easy maneuverability.
- ▶ **Side Stand Indicator**—Make sure that the side stand is up. If it is in down position the side stand indicator (**page 14**) will glow on the speedometer panel.

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 kms, do not operate the motorcycle more than 60 kms/hr speed in top gear, 45 kms/hr in third gear, 30kms/hr in second gear and 15 kms/hr in first gear.

Avoid full throttle operation.

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

RIDING

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



Recommended Shifting Speed

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

⚠ 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.***

- ***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.***

UTILITY BOX

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



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

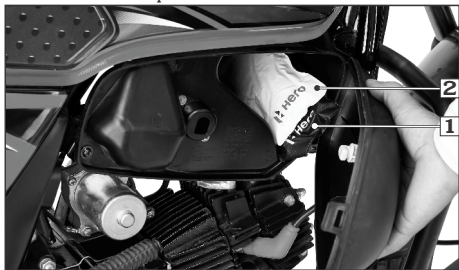
To open, insert the key (1), rotate it clockwise, pull the cover (2), and slide it sideways to disengage it from the hook (3).

To close, engage the hook and press gently. Hold the key in clockwise direction, slide the cover back and release the key.

TOOL KIT / 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:

- ▷ Tool Bag-1 No.
- ▷ +, - No. 2 Driver-1 No.
- ▷ Grip-1 No.
- ▷ Box wrench P16 x 14-1 No.
- ▷ Pin Spanner-1 No.
- ▷ No. 3 cross point screw driver-1 No.



(1) Tool kit

(2) First aid kit

The first aid kit (2) is stored in the utility box. Some emergency first aid can be performed by medicine contained in the kit.

Kit contains the following items:

- ▷ Antiseptic Cream-1 No.
- ▷ Sterilised Dressing-1 No.
- ▷ Water Proof Plaster-1 No.

- ▷ Elastic Bandage-1 No.
- ▷ Gauze (Rolled Bandage)-1 No.
- ▷ Sterilised Elastic Plaster-1 No.
- ▷ First Aid Bag-1 No.

SAFETY PRECAUTIONS

- ▷ Make sure the engine is "OFF" before you begin any maintenance or repair. This will help to eliminate several potential hazards :

- **Carbon monoxide poisoning from engine exhaust.**

Be sure there is adequate ventilation whenever you operate the engine.

- **Burns from hot parts.**

Let the engine and exhaust system cool before touching.

- **Injury from moving parts.**

Do not run the engine unless instructed to do so.

- ▷ Read the instruction before you begin and make sure you have the tools and skills required.
- ▷ To help prevent the motorcycle from falling over, park it on a firm, level surface on the main stand.
- ▷ To reduce the possibility of a fire or explosion, be careful when working around petrol or batteries. Use only nonflammable solvent, not petrol, to clean parts. Keep cigarettes, sparks and flames away from the battery and all fuel-related parts.

Remember that your Authorised 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




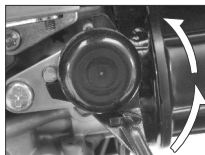
1. Turn the ignition switch "ON".



2. Turn the fuel valve "ON".



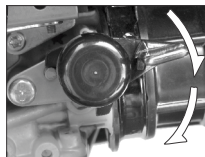
3. Select neutral position & check  indicator glows on instrument cluster with ignition "ON".



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



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



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

NOTE

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

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	1 st	2 nd	3 rd	4 th	5 th					
	DAYS	1st 60	Next 100	Next 100	Next 100	Next 100					
	KMS	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*		C	C	C	C	R	C			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				
Electric Starter Chain		L		L		L		L			
Oil Circulation		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				
Brake Shoe/Pad Wear		I, A	I, A	I, A	I, A	I, A	I, A				

ITEMS	WHICHEVER COMES FIRST	DURING FREE SERVICE PERIOD					AFTER FREE SERVICE ONCE IN EVERY				
	SERVICE	1 st	2 nd	3 rd	4 th	5 th					
	DAYS	1st 60	Next 100	Next 100	Next 100	Next 100					
	KMS	500-750	3000-3500	6000-6500	9000-9500	12000-12500	3000	6000	9000	12000	15000
Brake Fluid****		I	I	I	I	I	I				
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				
Side Stand Switch		I, C	I, C	I, C	I, C	I, C	I, C				
Fasteners***		I	I	I	I	I	I				
Wheel/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				
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 kms. Top up once in every 3000 kms.

*** Inspect & maintain specified torque.

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

• 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 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 bash plate (3) remove the muffler (4), remove the right side rider footrest (5) and remove the right crankcase cover (6).
- Remove the oil filter screen (7) and wash it in clean non flammable or high flash point solvent (kerosene).
- Reinstall the oil filter screen with the sharp edged side facing inwards.

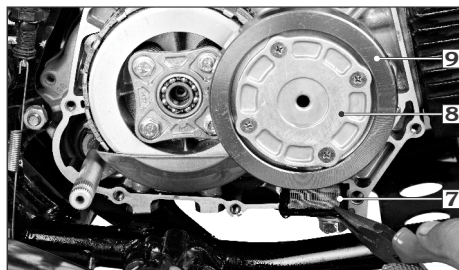


- (1) Kick starter pedal (2) Clutch cable
(3) Bash plate (4) Exhaust muffler
(5) Rider foot rest (6) Right crankcase cover

- Remove centrifugal filter cover (8) & clean the centrifugal filter (9) with non flammable or high flash point solvent (kerosene).
- Reinstall the centrifugal filter cover, right crankcase cover, kick start pedal & clutch cable.
- Fill the crankcase with clean engine oil as per specification.

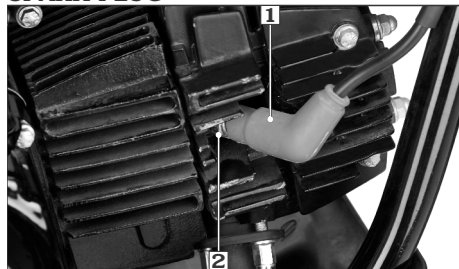
NOTE

Clean filters as specified in the maintenance schedule.



- (7) Oil filter screen (8) Centrifugal filter cover
(9) Centrifugal filter

SPARK PLUG

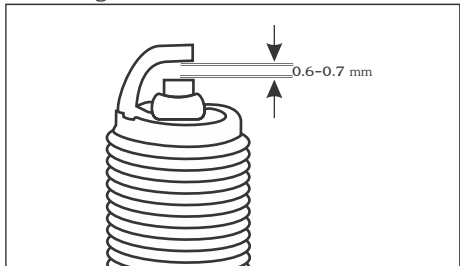


- (1) Noise suppressor cap (2) Spark plug

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

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

- Clean 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 **0.6-0.7 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.

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 with a 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.

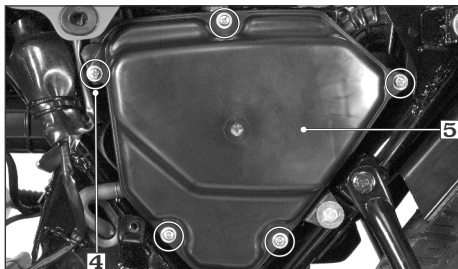
AIR CLEANER

The air cleaner element is of Dry Paper Pleated type and it should be serviced at regular intervals (**page 24**). When riding in dusty areas, more frequent service may be necessary.

- Remove the seat assembly.
- Remove the side cover screws (2).
- Remove the side cover (1) by pull out the lug (3) from the fuel tank grommet.



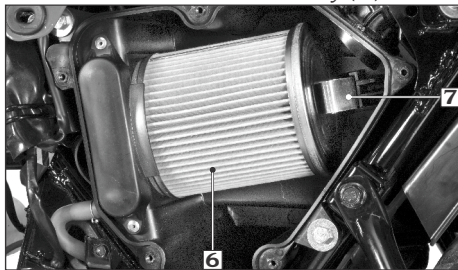
- (1) Side cover (2) Side cover screws (3) Lug
- Remove the air cleaner cover screws (4) and the cover (5).



(4) Air cleaner cover screws

(5) Air cleaner cover

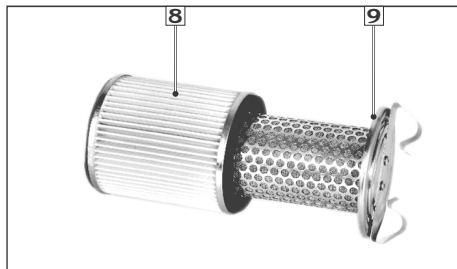
- Press the mounting clamp (7) to release the air cleaner assembly from the housing and remove the air cleaner assembly (6).



(6) Air cleaner assembly (7) Mounting clamp

- Air Cleaner Cleaning

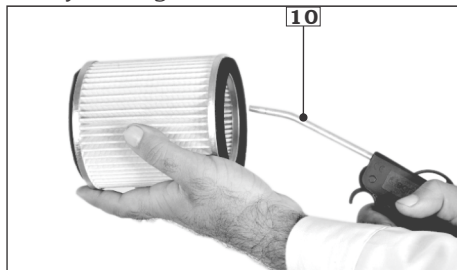
- Remove the Air Cleaner Element (8) from the Element Holder (9).
- The air cleaner element should be cleaned by blowing moisture free pressurized air.



(8) Air cleaner element

(9) Element holder

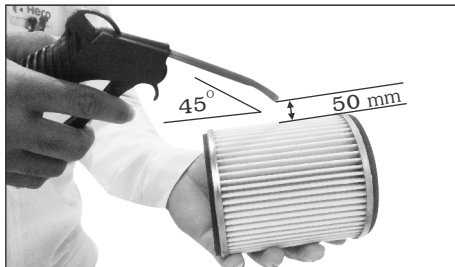
- Start cleaning by directing the air nozzle (10) inside the element and cleaning it by rotating the element about its axis.



(10) Air nozzle

- Now blow the dust from the surface of the paper element about 50 mm away from it, with the air nozzle (10) at an angle of 45° and moving it along the paper pleats.
- Replace it earlier if it becomes very dirty, damaged on surface or on the sealing area.

Install the air cleaner element on holder, insert the air cleaner assembly into the inlet air duct & press gently to fix the mounting clamp in housing. Ensure cover lug should take proper seat on the other side of the mounting clamp.



1 CAUTION

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

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

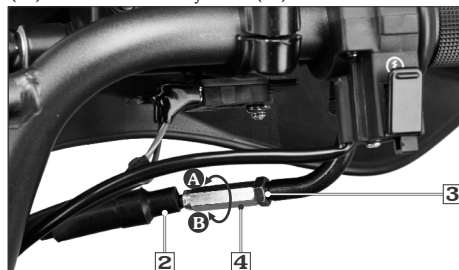
improperly routed, it should be replaced or rerouted. Standard throttle grip free play (1) is approximately 2–6 mm of grip rotation.



(1) Free play 2–6 mm

Free Play Adjustment

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



(2) Grommet

(3) Lock nut

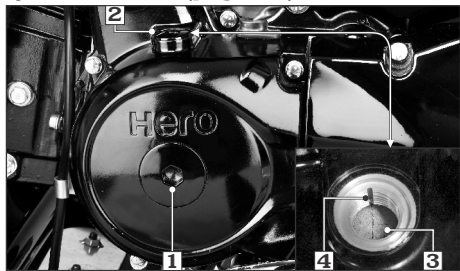
(4) Adjuster

(A) Decrease free play

(B) Increase 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 24)**.



(1) Crankshaft hole cap (2) Timing hole cap
(3) 'T' mark (4) Index mark



NOTE

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

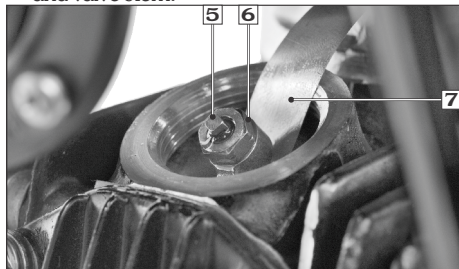
- ▷ Remove the crankshaft hole cap (1), timing hole cap (2) and tappet covers.
- ▷ Rotate the flywheel anticlockwise until the 'T' mark (3) on the flywheel coincides with the index mark (4) on the left crankcase cover. In this position the piston will either be on the compression or exhaust stroke.

The adjustment must be made when the piston is at Top Dead Center and both the inlet and exhaust valves are closed.

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

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

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



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

Standard clearance (cold condition)

Intake 0.10 mm Exhaust 0.10 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.

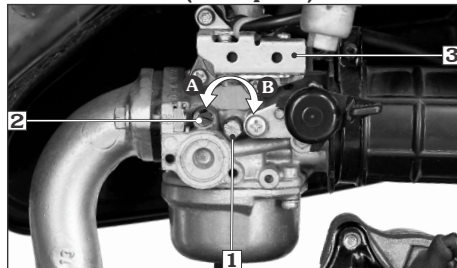
- ▷ Install the parts in the reverse order of disassembly.



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)



- (1) Throttle stop screw (A) Decrease r/min
(2) Air screw (B) Increase r/min
(3) Throttle position sensor switch

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 (2) is tampered it affects the overall performance characteristics of the vehicle.

Throttle Controlled Ignition System (TCIS)

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

CLUTCH

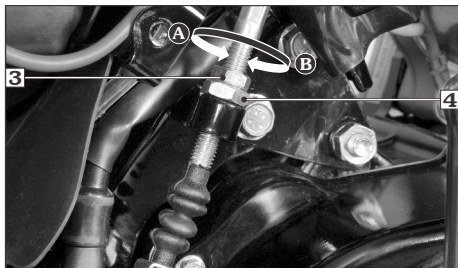
Clutch adjustment may be required if the motorcycle stalls when shifting into gear or tends to creep or if the clutch slips, causing acceleration to lag behind engine speed. Normal clutch lever free play (1) is **10–20 mm** at the lever (2).

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



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

- ▶ 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.



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



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.**

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 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 19). Under severe usage or when the

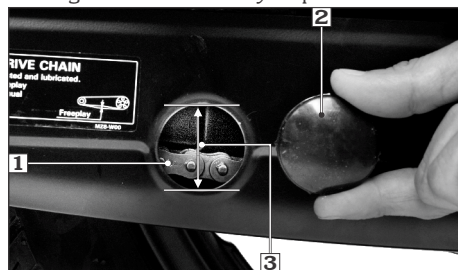
motorcycle is ridden in unusually dusty areas more frequent maintenance will be necessary.

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 (1 inch) vertical movement by hand.

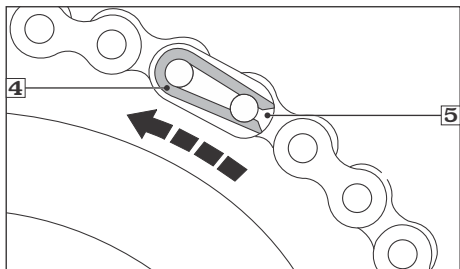
Rotate the wheel and check drive chain slack as the wheel rotates. Drive chain slack should remain constant as the wheel rotates.

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



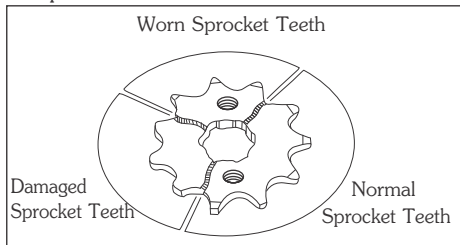
(1) Drive chain (2) Hole cap
(3) Drive chain slack 25 mm

- 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.



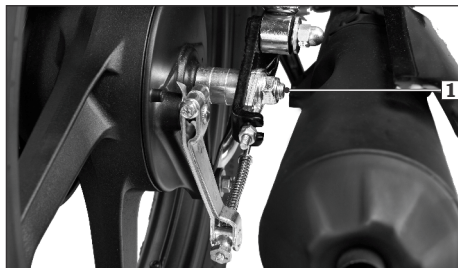
(4) Chain lock plate (5) Open end

► 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.

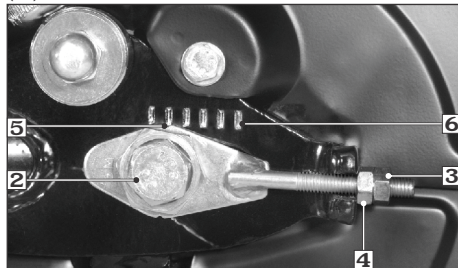


Adjustment

- Park the motorcycle on its main stand with the transmission in neutral and the ignition switch "OFF" position.
- Loosen the rear axle nut (1) and sleeve nut (2).
- Loosen the drive chain lock nut (3).



(1) Rear axle nut



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

- Turn both the adjusting nuts (4) in an equal number of turns until the correct drive chain slack is obtained. Turn the adjusting nut clockwise to decrease the slack or anticlockwise to increase the slack of the chain.
- Align the chain adjuster index mark (5) with the corresponding scale graduations

- (6) on the 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.
 - Rear axle nut torque : 5.4 kgf-m.
 - Sleeve nut torque : 4.4 kgf-m.
 - Check the drive chain slack again.
 - Rear brake pedal free play and stop lamp switch free play are affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary (page 35).

Lubrication

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

⚠ CAUTION

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



NOTE

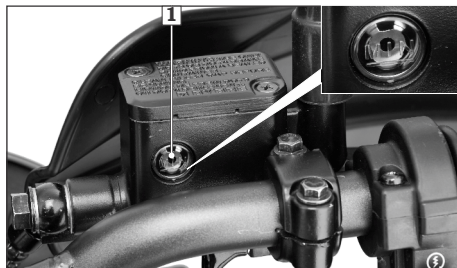
Visit Authorised Hero MotoCorp workshop for inspection, cleaning, lubrication and adjustment of drive chain at every 2000 kms.

FRONT BRAKE (DISC TYPE)

Master Cylinder/Reservoir.

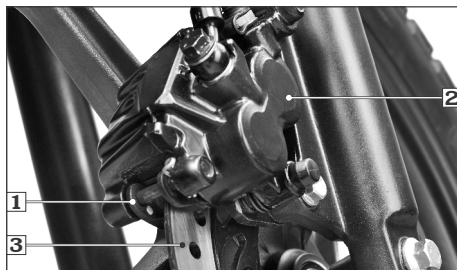
Location : Right handle bar

Brake fluid recommended: DoT 3 or DoT 4



(1) "MIN" mark

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.



(1) Brake pad (2) Caliper (3) Brake disc



NOTE

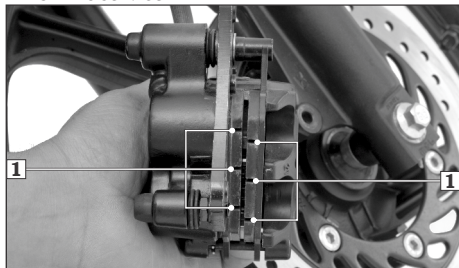
- ▷ Clean the dirt and mud accumulation between the brake pads (1), caliper (2) and the disc (3) by using a water jet.
- ▷ Always contact your Authorised Hero MotoCorp workshop for refilling of master cylinder when necessary. Do not mix DoT 3 and DoT 4 brake fluids.

Brake Pad Wear (Front Brake)

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

Check the wear indicator grooves (1) in 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. Visit your Authorised Hero MotoCorp workshop for this service.



(1) Wear Indicator marks



WARNING

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

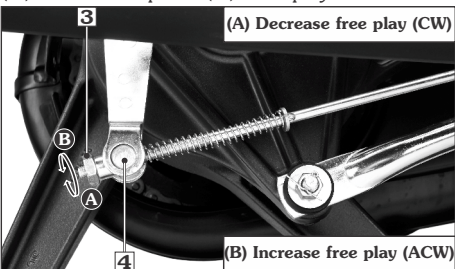
REAR BRAKE

Adjustment

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



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



(3) Adjusting nut (4) Brake joint pin
CW – Clockwise, ACW – Anticlockwise

- ▶ 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 joint pin (4) after the final adjustment has been made.
- ▶ Apply the brake several times and check for free wheel rotation when released.

NOTE

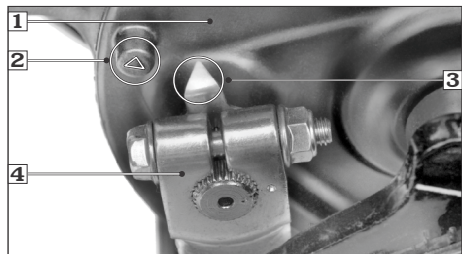
If proper adjustment cannot be obtained by this method, visit your Authorised Hero MotoCorp workshop.

BRAKE WEAR INDICATORS

(Rear Brake)

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.

Rear Brake Wear Indication



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

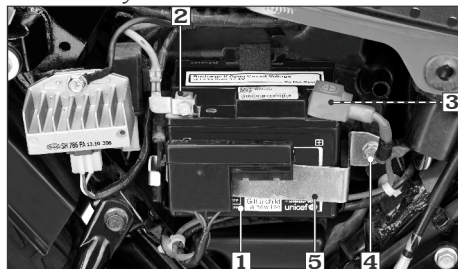
BATTERY

Location

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

Specification

*MF Battery MF-4:12V 3 Ah



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

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

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 additional electrical accessories are fitted on the motorcycle.

Battery storage

- ▶ 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.
- ▶ If the battery is expected to be stored for more than 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 14 & 15).
- ▶ Remove the right side cover screws and remove the side cover.
- ▶ Remove the battery clamp bolt (4).
- ▶ Disconnect the negative (-) terminal (2) from the battery first, then disconnect the positive (+) terminal (3).
- ▶ Remove the battery (1) from the battery box.

Battery installation

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

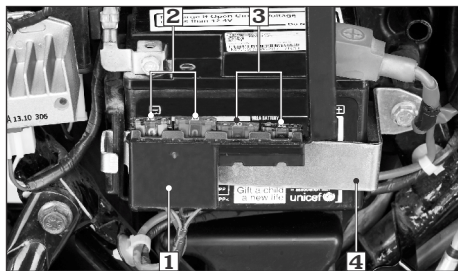
FUSE REPLACEMENT

Fuse Box (1) : Location : Mounted on the battery clamp (4).

Fuse Type : Blade fuse

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

Spare fuse (3) : 15A, 10A



⚠ WARNING

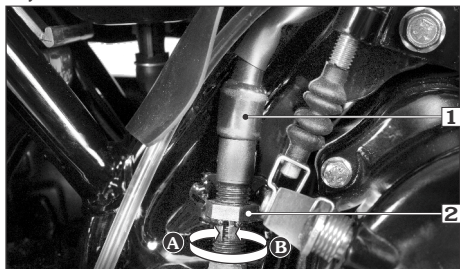
- ▶ **Never use a fuse with a different rating from that specified. It may lead to serious damage to the electrical system or a fire due to short circuit.**
- ▶ **Battery gives off explosive gases. Keep sparks, flames & cigarettes away.**

⚠ CAUTION

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

STOP LAMP SWITCH

The stop lamp switch (1) must be adjusted so that stop lamp glows when rear brake is applied. Rear brake free play (**page 35**) should be adjusted before performing stop lamp switch adjustment.



(1) Stop lamp switch
(2) Adjusting nut

(A) Advance
(B) Retard

The procedure for adjusting stop lamp switch is as follows:

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

SIDE STAND

Check the side stand for proper function.

- ▶ Check the spring (1) for damage or loss of tension and the side stand assembly for free movement.



(1) Side stand spring

- ▶ Check whether the side stand indicator (2) glows when vehicle is parked on side stand.
- ▶ While the vehicle is removed from side stand, the side stand indicator (2) should not glow.
- ▶ If the side stand indicator (2) does not operate as described in steps 2 or 3, please visit your Authorised Hero MotoCorp workshop.

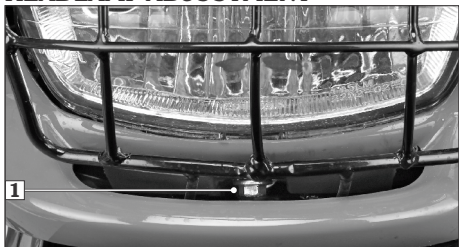


(2) Side stand indicator

⚠ CAUTION

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

HEADLAMP ADJUSTMENT



(1) Adjusting screw

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

- Headlamp adjustment is done by the headlamp adjusting screw (1) located below headlamp.
- Park the motorcycle on level ground.
- Adjust the headlamp beam vertically by loosening

the bolt & move the headlamp unit forward & backward for correct focus adjustment.

⚠ WARNING

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

SUSPENSION (Inspection)

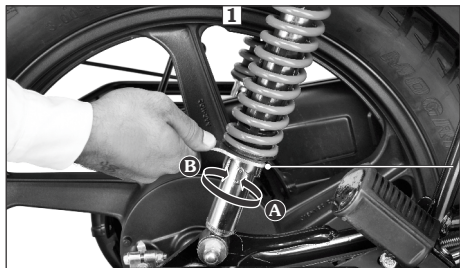


- Check the front forks by locking the front brake and pumping the front fork up and down vigorously. The suspension action should be smooth and there should be no oil leakage. Also ensure that there should not be any scratches between front high fender and hugger fender while pumping the front fork.
- 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 there 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



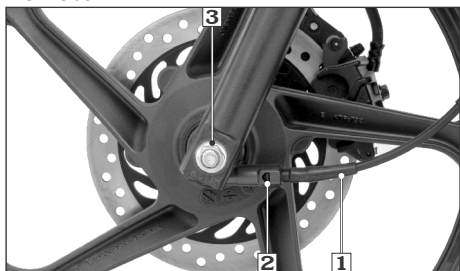
(1) Pin spanner

NOTE

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

FRONT WHEEL

Removal



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

- Raise the front wheel off the ground.
- Remove the speedometer cable (1) by

- pressing the tab (2) & then pull out the cable.
- Remove the axle nut (3).
- Remove the axle and then remove the wheel.

INSTALLATION

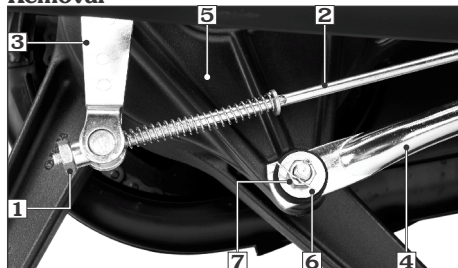
Installation is in the reverse order of removal.
Axle nut torque 5.0–6.0 kgf·m.

⚠ WARNING

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

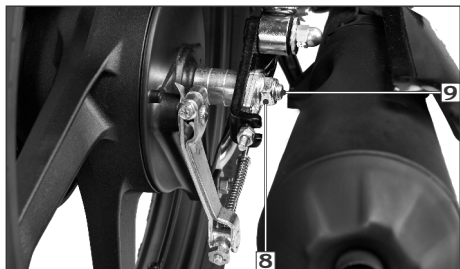
REAR WHEEL

Removal



(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

- Raise the rear wheel off the ground.
- Remove the rear brake adjusting nut (1) and disconnect the brake rod (2) from the brake arm (3) by pushing down the brake pedal.
- Disconnect the brake stopper arm (4) from the brake panel (5) by removing split pin (6) and nut (7).
- Remove the axle nut (8) and pull out the axle (9). Remove the wheel.



(8) Axle nut

(9) Axle

Installation

- Reverse the removal procedure.
- Axle nut torque : 5.4 kgf-m
Brake stopper arm nut torque : 2.2 kgf-m
- Adjust the brake (**page 35**) and drive chain (**page 32 to 34**).
- 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 muffler.

The catalytic converter contains noble metals that serve as catalyst, promoting chemical reactions to convert CO and HC in the exhaust to CO₂ and H₂O (water vapour). A defective catalytic converter contributes to air pollution and can impair your engine's performance.

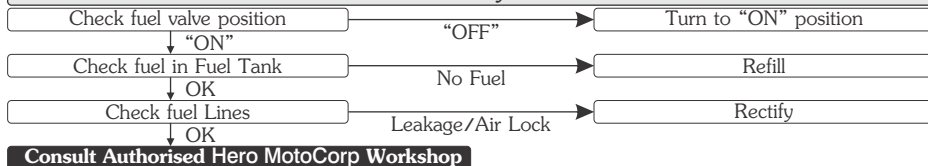
Follow these guidelines to protect your motorcycle's catalytic converter.

- 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.

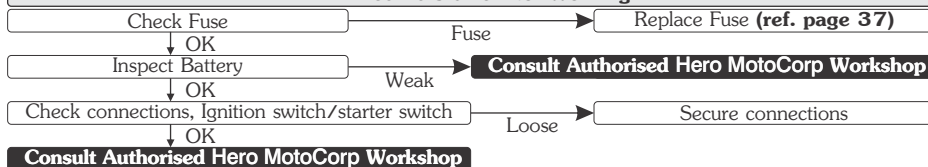
BASIC TROUBLESHOOTING

1. STARTING TROUBLE - ENGINE DOES NOT START

A. Fuel System



B. Electric Starter Not Working



C. No Spark At Spark Plug

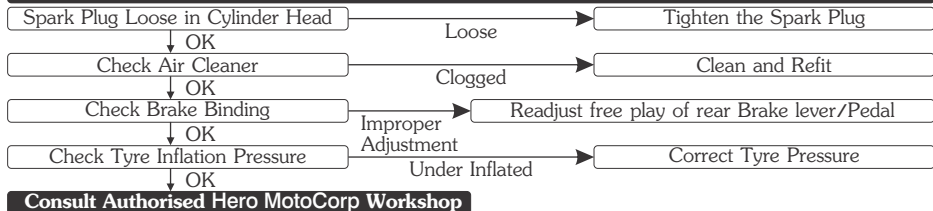


BASIC TROUBLESHOOTING

2. ENGINE STARTS BUT STALLS

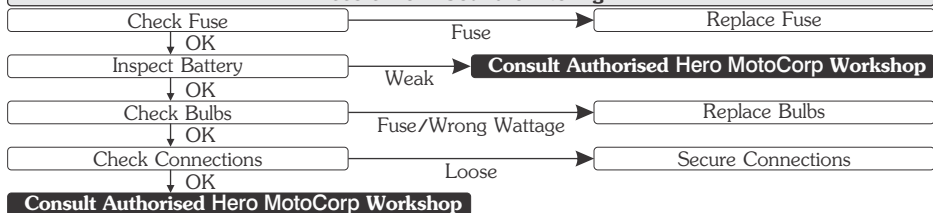


3. POOR PICK UP



4. ELECTRICAL SYSTEM

Feeble Horn Sound or No Light



ROAD SIGNS



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.

Mandatory



Stop



Give way



One way



No horn



No bicycles



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 forewarn 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



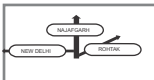
First Aid Post



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 Pro TR** 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 Pro TR** 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 Pro TR** 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 Pro TR** vehicle needing repair should be brought along with owner's manual to Hero MotoCorp's authorized workshop for necessary inspection and carrying rectification job.



Hero MotoCorp Ltd.

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/deterioration of the vehicle.
- (5) If **Passion Pro TR** 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 Pro TR** vehicle.
- (11) If any defect crops or repairs needed as a result of **Passion Pro TR** 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 Pro TR** vehicle which has been tampered or repaired in such a manner which has resulted in malfunction of the vehicle.
- (14) For **Passion Pro TR** 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 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. Breakeage 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 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.



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	<ul style="list-style-type: none">▶ Material used is inferior▶ Damages other parts of clutch like, clutch center and outer clutch▶ Affects fuel efficiency▶ Poor acceleration
Cam Chain Kit	<ul style="list-style-type: none">▶ Poor performance▶ Reduced life
Gasket Cylinder Head	<ul style="list-style-type: none">▶ Improper sealing▶ Engine knocking▶ Leads to leakage and smoky exhaust▶ Higher emission level



CONSEQUENTIAL DAMAGES ON USING NON-GENUINE PARTS

Element Air Cleaner	<ul style="list-style-type: none">▶ Improper air filtration resulting in premature engine failure▶ Affects fuel efficiency▶ Poor engine performance
Spark Plug	<ul style="list-style-type: none">▶ Frequent stalling of engine▶ Higher emission level▶ Poor engine performance▶ Affects fuel efficiency
Brake Pads/Shoes	<ul style="list-style-type: none">▶ Poor braking efficiency▶ Rider safety—an issue▶ Discs/Drum wear out, resulting in subsequent repair cost
Chain Sprocket Kit	<ul style="list-style-type: none">▶ 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

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