PREFACE

Thank you for selecting a Hero MotoCorp **Passion Pro**. 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**. 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.

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CONTENTS

MOTORCYCLE IDENTIFICATION

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

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

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

Engine No.: XXXXEVYZXYYYYY

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

Model: Passion Pro

Variants	VIN	Engine
Spoke wheel/Kick start/Drum	BP	EU
Cast wheel/Kick start/Drum	BR	EU
Spoke wheel/Electric start/Drum	BT	EV
Cast wheel/Electric start/Drum	BS	EV
Cast wheel/Electric start/Disc	BU	EV

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		1980 mm
Overall width		765 mm
Overall height		1075 mm
Wheelbase		1235 mm
Saddle height		795 mm
Ground clearance		165 mm
Weight		
Kerb weight		112 kg (Kick Start/Drum)
		115 kg (Electric Start/Drum)
		116 kg (Electric Start/Disc)
Capacities		
Engine oil		1.05 litres at disassembly and 0.85 litre at draining
Fuel tank		12.5 litres (Minimum)
Fuel reserve capacity		1.0 litre (Usable)
Front fork oil disassembly		163±1.75 ml
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-CR7HSA, BOSCH-UR4AC, Champion-P-RZ9HC (Federal Mogul)
Spark plug gap		0.6-0.7 mm
Valve clearance (cold)	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

PRODUCT SPECIFICATION

ITEM		SPECIFICATIONS
Caster		26°
Trail length		85 mm
Tyre size	Front	2.75x18-4PR/42P
	Rear	3.00x18-6PR/52P
Brakes	Front (Disc type)	Disc. Dia. 240 mm (Optional)
	Front (Drum type)	Dia. 130 mm
	Rear (Drum type)	Dia. 130 mm
Front Wheel		Spoke Wheel/Cast Wheel (Optional)
Rear Wheel		Spoke Wheel/Cast Wheel (Optional)
Transmission		
Primary reduction		3.722 (67/18)
Final reduction		3.071 (43/14)
Gear ratio, 1st		3.181 (35/11)
2nd		1.706 (29/17)
3rd		1.238 (26/21)
4th		0.958 (23/24)
Electricals		
Battery		**MF Battery, ETZ-3:12V-3Ah (Kick Start), ETZ-4:12V-3Ah (Electric Start)
Alternator		115 W
Starting system		Kick/ElectricStart(Optional)[i3s idle stop start system]
Headlamp (High/Low)		12V-35/35W Trapezoidal Halogen Bulb-*MFR
Tail/Stop lamp		12V-5/21W-*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.
i3s indicator		L.E.D.
Side stand indicator		L.E.D.
Fuse		7A/10A (Kick start), 10A/15A (Electric start)

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

MOTORCYCLE SAFETY
IMPORTANT SAFETY INFORMATION

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

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

Always wear a helmet

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

Before riding your motorcycle

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

Take time to learn & practice your motorcycle

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

Ride defensively

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

Make yourself easily visible

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

Ride within your limits

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

Do not drink and ride

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

Keep your motorcycle in safe condition

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

If you are involved in a crash

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

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

PROTECTIVE APPAREL

For your safety, we strongly recommend that you always wear an approved helmet (ISI marked), eye protection, boots, gloves, long pants and a long sleeve shirt or jacket whenever you ride. Take care of loose/ hanging clothes while solo/pillion riding. Although complete protection is not possible, wearing proper gear can reduce the chance of injury when you ride.

Following are suggestions to help you choose proper riding gear.

⚠ WARNING

- ***Not wearing a helmet increases the chance of serious injury or death in a crash.***
- ***Be sure you and your pillion always wear a helmet, eye protection and other protective apparel when you ride.***

Helmets and eye protection

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

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

Additional riding gear

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

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

SAFE RIDING TIPS

Do's:

- Always conduct simple pre-ride inspection **(page 21).**
- 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 57 & 58).**
- During night time, dip headlamps of your motorcycle for oncoming traffic, or when following another vehicle.
- Give way to others on the road and signal before you make a turn.
- To make yourself more visible, wear bright reflective clothing that fits well.
- Tightly wrap loose/hanging clothes & avoid entangling with moving parts.
- Get your motorcycle serviced regularly by the Authorised Hero MotoCorp workshop.
- Before riding make sure in which mode you are riding whether with i3s switch "ON' or "OFF".

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

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

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 kms. (with top up every 3000 kilometres) to keep the engine fit and environment healthy.

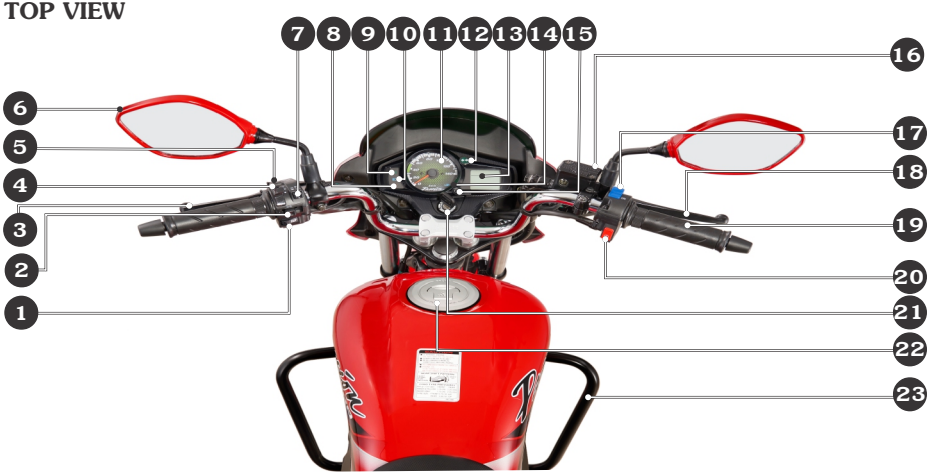
- Noise pollution: Noise beyond a certain decibel is pollution. Whether it is from horns or defective mufflers, excessive noise will cause headaches and discomfort.

- 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) Horn switch
(2) Turn signal switch
(3) Clutch lever
(4) Headlamp switch
(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) i3s indicator
(15) Reset button
(16) Master cylinder (optional)
(17) i3s switch
(18) Front brake lever
(19) Throttle grip
(20) Electric starter switch (optional)
(21) Ignition switch with steering lock
(22) Fuel tank cap
(23) Leg guard

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

MOTORCYCLE VIEWS

LEFT SIDE VIEW

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

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

MOTORCYCLE VIEWS

RIGHT SIDE VIEW

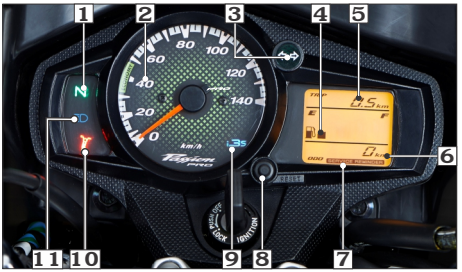
(1) Pillion foot rest
(2) Battery compartment (inside)
(3) Kick starter pedal
(4) Rider foot rest
(5) Rear brake pedal
(6) Oil level dipstick
(7) Starter motor (optional)
(8) Caliper (optional)
(9) Front disc (optional)
(10) Front suspension
(11) Headlamp
(12) Front visor
(13) Rear suspension

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

PARTS FUNCTION

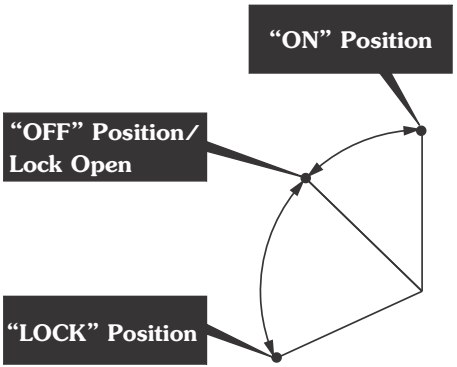
Instruments and Indicators

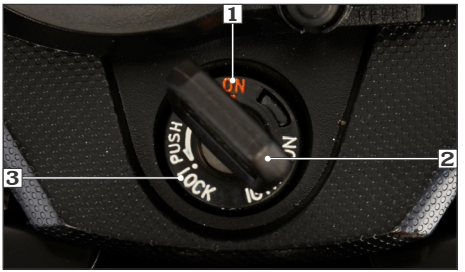
The indicators are in the speedometer panel above the headlamp. The functions are as below.



Sl. No.	Description	Function
(1)	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 it 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)	i3s indicator	Indicator glows for few seconds and turns "OFF" indicating that i3s system is functional
(10)	Side stand indicator	Light glows when the vehicle is parked on the side stand
(11)	High beam indicator	Light glows when headlamp is in "Hi" Beam

Ignition switch





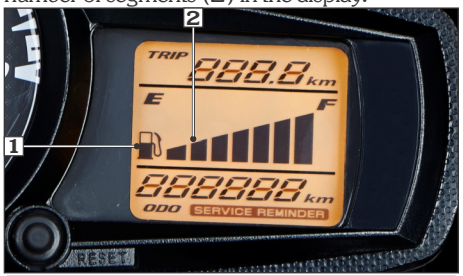
(1) Ignition switch
(2) Ignition key
(3) Steering lock position

Key Position	Function	Key Removal
"ON"	The engine can be started, Turn signal lamps, Horn, Tail/Stoplamp 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

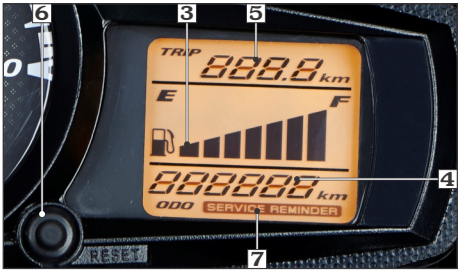
The Odometer (4) shows accumulated distance traveled.

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 (1) 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



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

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.

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 L.E.D.
	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 after completing the turn, gently push inside.

5. Horn switch

Press the switch to operate the horn.

6. 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.

RIGHT HANDLEBAR CONTROLS

(1) Electric 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.

(1) Electric starter switch

CAUTION

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

2. i3s Switch

There is an i3s switch (2) provided to enable the rider for turning i3s mode "ON" or "OFF" based on the traffic conditions.

! CAUTION

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

STEERING LOCK

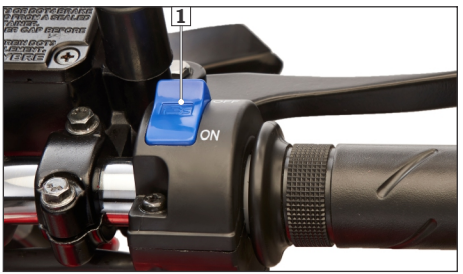
Steering lock with Ignition switch, turn the ignition key (1) to "OFF" position & turn the handle bar towards left or right & push the key downwards & turn towards "LOCK" position. After locking take out the key.

(1) Ignition key

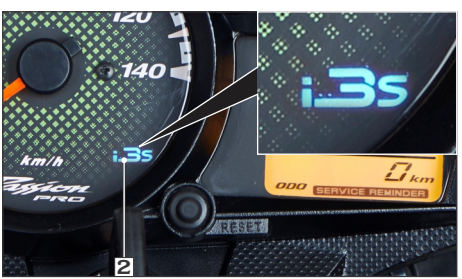
i3s (idle stop start system)

Starting & Warm up the engine:

Keep the i3s switch (1) to "OFF" position. Turn the ignition key to "ON" position. the i3s indicator (2) will glow on the speedometer console for 2 seconds and turn "OFF". Start the engine and let it idle for 2-3 minutes.



(1) i3s switch



(2) i3s indicator

NOTE

- ***The engine will stall if the i3s switch is in "ON" position during warmup.***
- ***Use choke during cold conditions.***

Initial Activation of the i3s system:

Keep the i3s switch (1) to "ON" position. Turn the Ignition key to "ON" position. The i3s indicator (2) on the speedometer console will glow for 2 seconds and turn "OFF". Start the vehicle and allow the engine to run in neutral gear position with the r/min less than 2000 r/min. The engine will cut off in 30 secs. After the first stop start every subsequent stop will be in 5 secs.

In this condition, the engine can be restarted either with kick or electric start only.

Driving with i3s Switch in "ON" position:

While driving, if the engine is kept idling (while waiting in a traffic signal), the engine will cut off in 5 secs. (The vehicle should be in neutral at less then 2000 r/min with clutch lever/throttle is in released position) By pressing the clutch lever, the engine will start again and gear can be engaged to move the vehicle.

Driving with i3s Switch in "OFF" position:

While driving in a traffic jam/or very dense traffic where the vehicle has to encounter a stop and go situation, the i3s switch can be changed to "OFF" position. Once this is done, the i3s system will not work and the vehicle will be in normal operating conditions as other vehicles and no special functions will be performed.

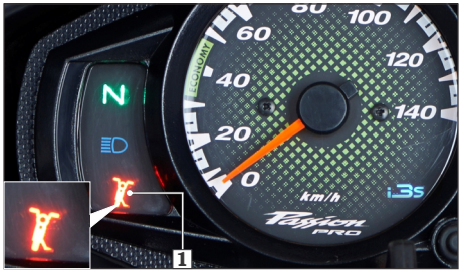
NOTE

- ***If the battery voltage is low, the i3s system will not work. The i3s indicator on the speedometer console will start to blink, if the r/min is less than 2000 r/min and the i3s indicator goes off if the r/min is more than 2000 r/min. The vehicle will be in normal operating conditions as other vehicles and no special functions will be performed.***
- ***If the vehicle is driven without battery or with the dead battery, the i3s system will not work. The i3s indicator on the speedometer console will start to glow continuously. The vehicle will be in normal operating conditions as other vehicles and no special functions will be performed.***
- ***During electric or clutch start, the engine will cut-off***
  - ***if engine reaches 900 r/min***
  - ***if the relay is engaged for more than 5 seconds.***

SIDE STAND INDICATOR/SWITCH

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

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



(1) Side stand indicator

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

(2) Side stand switch

FUEL VALVE

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

"OFF" Position

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

(1) "OFF" Position

"ON" Position

(2) "ON" Position

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

“RES” Position

At ″RES″ position (3), fuel will flow from the reserve fuel supply to the carburetor.

Use the reserve fuel only when the main supply is exhausted. Refill the tank as soon as possible after switching to ″RES″. The reserve fuel supply is 1.0 litres (usable reserve).

(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.***

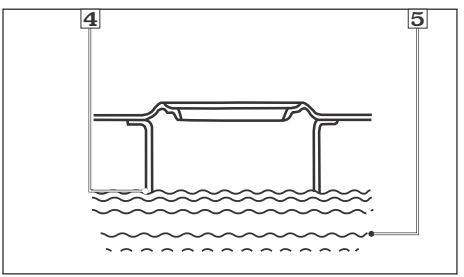
FUEL TANK

Fuel tank capacity is 12.5 litres (Minimum) including reserve supply of 1.0 litres (usable reserve).

- 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.

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

- Do not overfill the tank. There should be no fuel (3) in the filler neck (4).



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

- 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.

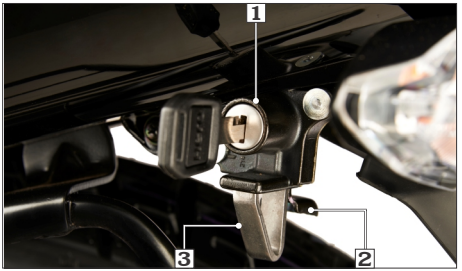
⚠ WARNING

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 motorcycle is refilled or where petrol is stored.

SEAT LOCK / HELMET HANGER

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

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.



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

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

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 **(page30).** Check for leaks.
- **Fuel Level-**ensure sufficient fuel is available in your fuel tank for journey **(page 19)**. Check for leaks.
- **Front and rear brakes-**check operation. Adjust free play if necessary **(page 42 & 43).**
- **Front brake (Disc type)-**check for correct brake fluid level in the master cylinder **(page 44 & 45).**
- **Tyres-**check condition and pressure **(page 45).**
- **Clutch-**check for smooth operation. Adjust free play **(page 37)**.
- **Drive Chain-**check condition and slackness **(page 38).** Adjust and lubricate if necessary.
- **Throttle-**check for smooth opening and closing in all steering positions **(page 35)**.
- **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.
- **i3s Switch-**Make sure whether the i3s switch is in "ON" or "OFF" position **(page 16).**
- **i3s System-**Make sure that i3s system is functional properly **(page 16).**
- **Fitting & Fasteners-**check & tighten if necessary.
- **Steering-**check for smooth action for easy maneuverability.
- **Side Stand Indicator-**make sure that the side stand is up. If it is in down position the side stand indicator **(page17)** will glow on the speedometer panel.

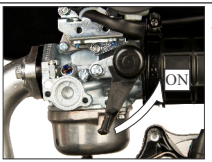
STARTING THE ENGINE

1. Turn the ignition switch “ON”.

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

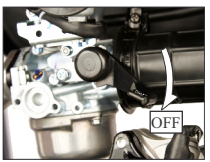
2. Turn the fuel valve “ON”.

4. Make sure whether the i3s switch is in “ON” or “OFF” position.



5. Pull the choke lever upwards to “ON” position as indicated (Use choke during cold conditions).

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



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

WARNING

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

NOTE

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

Flooded Engine

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

Running in

During first 1000 kms, do not operate the motorcycle at more than 60 kms/hr speed in top gear, 45 kms/hr in third gear, 30 kms/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 quickely. 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 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 operation of clutch and without closing the throttle otherwise this would lead to damage of gears.

BRAKING

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

⚠ WARNING

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

PARKING

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

! CAUTION

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

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 P16x14-1 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) islocated below the seat in the rear. 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.

MAINTENANCE

THE IMPORTANCE OF MAINTENANCE

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

To help you, take proper care of your motorcycle, the following pages include a maintenance schedule and a maintenance record for regular scheduled maintenance.
These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation or operation in unusually wet or dusty conditions will require more frequent service than specified in the maintenance schedule.
Consult your Authorised Hero MotoCorp Dealer for recommendation applicable to your individual needs and use.
If your vehicle overturns or is involved in a crash, be sure that you visit your Authorised Hero MotoCorp workshop for detailed inspections.

⚠ WARNING

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

MAINTENANCE SAFETY

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

Other tasks that are more difficult and require special tools are best performed by professionals. It is recommended that wheel removal should normally be handled by a Hero MotoCorp authorised workshop.

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

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

⚠ WARNING

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

SAFETY PRECAUTIONS

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

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

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

MAINTENANCE SCHEDULE

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

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

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

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

- To be serviced by your Authorised Hero MotoCorp workshop unless the owner has the relevant tools, technical information and is technically qualified.
- In the interest of safety, we recommend that these jobs are carried out only by your Authorised Hero MotoCorp workshop.
- * More frequent cleaning may be required when riding in dusty areas.
- ** Replace engine oil once in every 6000 km. Top up if the oil level is at or near the lower level mark.
- *** Inspect & maintain specified torque.
- # 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-1: At higher odometer readings, repeat the frequency interval established here.

Note-2: Inspect the bearings free play, replace if necessary.

Note-3: Replace front fork oil once in a every 2 years or 30000 km, whichever is earlier.

Note-4: Inspect for any play in the rear suspension mounting bushes, replace if necessary.

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

MAINTENANCE

MAINTENANCE SCHEDULE

Dear Customer,

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

	ITEMS	WHICHEVER COMES FIRST	DURING FREE SERVICE PERIOD						AFTER FREE SERVICE ONCE IN EVERY				
		SERVICE	1st	2nd	3rd	4th	5th	6th					
		DAYS	1st 60	Next 100	Next 100	Next 100	Next 100	Next 100					
		KM Note-1	500-750	3000-3500	6000-6500	9000-9500	12000-12500	15000-15500	3000	6000	9000	12000	15000
	Fuel Line		I	I	I	I	I	I	I				
	Throttle Operation		I, A	I, A	I, A	I, A	I, A	I, A	I, A				
	Engine Idle Speed/ Carburetor		C, A	A	C, A	A	C, A	A	A	C, A			
	Air Cleaner Element*		C	C	C	C	R	C	C			R	
	Spark Plug		I, C, A	I, C, A	I, C, A	I, C, A	R	I, C, A	I, C, A			R	
	Valve Clearance		I, A	I, A	I, A	I, A	I, A	I, A	I, A				
	Engine Oil**		O	I, T	O	I, T	O	I, T	I, T	O			
	Engine Oil Strainer Screen		C		C		C			C			
	Engine Oil Centrifugal Filter		C		C		C			C			
	Electric Starter#		I	I	I	I	I	I	I				
	Electric Starter Chain#		L		L		L			L			
	Oil Circulation		I	I	I	I	I	I	I				
	Drive Chain@		I,C,L,A at every 2000 kms						I,C,L,A at every 2000 kms				
	Drive Chain Slider		I	I	I	I	I	I	I				
	Battery Voltage		I	I	I	I	I	I	I				

	ITEMS	WHICHEVER COMES FIRST	DURING FREE SERVICE PERIOD						AFTER FREE SERVICE ONCE IN EVERY				
		SERVICE	1st	2nd	3rd	4th	5th	6th					
		DAYS	1st 60	Next 100	Next 100	Next 100	Next 100	Next 100					
		KM Note-1	500-750	3000-3500	6000-6500	9000-9500	12000-12500	15000-15500	3000	6000	9000	12000	15000
	Brake Shoe		I, A	I, A	I, A	I, A	I, A	I, A	I, A				
	Disc Wear/Pad Wear		I	I	I	I	I	I	I				
	Brake Fluid	Note-3	I, T	I, T	I, T	I, T	I, T	I, T	I, T				
🔧	Brake System (Brake Cam & Brake Pedal)		-	C, L	-	C, L	-	C, L	-	C, L			
🔧	Stop Lamp Switch		I, A	I, A	I, A	I, A	I, A	I, A	I, A				
🔧	Headlamp Focus		I, A	I, A	I, A	I, A	I, A	I, A	I, A				
	Clutch Lever Free Play		I, A	I, A	I, A	I, A	I, A	I, A	I, A				
	Side Stand/Main Stand		L	L	L	L	L	L	L				
	Side Stand Switch		I, C	I, C	I, C	I, C	I, C	I, C	I, C				
	i3s System		I	I	I	I	I	I	I				
🔧	Nut, Bolts & Fasteners***		I	I	I	I	I	I	I				
🔧	Wheel Bearings	Note-2	I	I	I	I	I	I	I				
🔧	Wheels/Tyres		I	I	I	I	I	I	I				
🔧	Steering Head Bearing		I	I, A	I	I, A	I, L, A	I	I	I, A		I, L, A	
🔧	Front Suspension/Oil	Note-3	I	I	I	I	I	I	I	-			
🔧	Rear Suspension	Note-4	I	I	I	I	I	I	I	-			
🔧	Muffler (Catalytic Converter)*		-	-	I, E	-	I, E	-	-	I, E			

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:

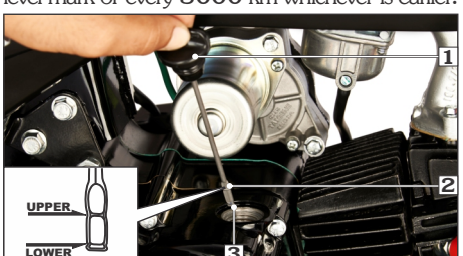
- Tide Water Oil Co. (India) Ltd.
- Savita Oil Technologies Limited.
- Bharat Petroleum Corporation Limited.

OIL CAPACITY: 1.05 litres

ENGINE OIL LEVEL CHECK/ TOP UP PROCESS

Check engine oil level each day before operating the motorcycle.

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.



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

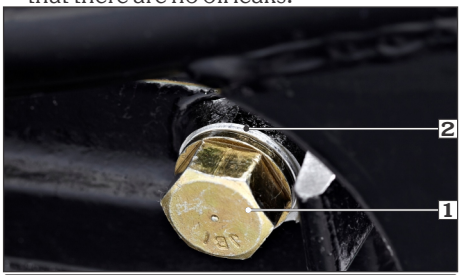
- Park the motorcycle on its main stand.
- Start the engine & let it idle for 3-5 minutes.
- Stop the engine and wait for 2-3 minutes.
- Remove the oil level dipstick, wipe it clean and insert without screwing it in.
- Remove the oil level dipstick and check the oil level.
- If required, add the specified 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 (1).
- After the oil has completely drained, reinstall the drain plug with a new sealing washer (2).
- Fill the crankcase through the oil filler hole with 0.85 litre (approximately) of the recommended grade oil.
- Reinstall the oil level dipstick with a new O-ring.
- Start the engine and allow it to idle for few minutes.
- Stop the engine and let the engine oil settle down.
- Recheck the oil level.

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



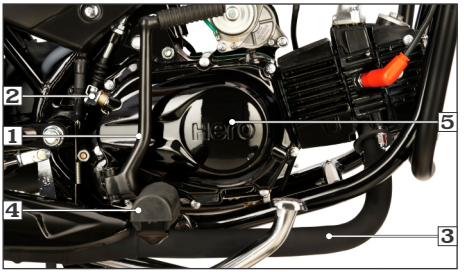
(1) Drain plug (2) Sealing washer

! CAUTION

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

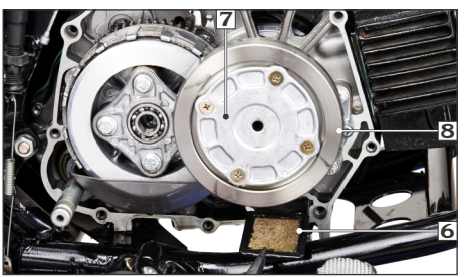
OIL FILTER SCREEN & CENTRIFUGAL FILTER

- Drain the engine oil thoroughly.
- Remove the kick starter pedal (1), disconnect the clutch cable (2), remove the muffler (3), remove the right side rider footrest (4) and remove the right crankcase cover (5).



(1) Kick starter pedal (2) Clutch cable (3) Muffler (4) Rider foot rest (5) Right crankcase cover

- Remove the oil filter screen (6) 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.



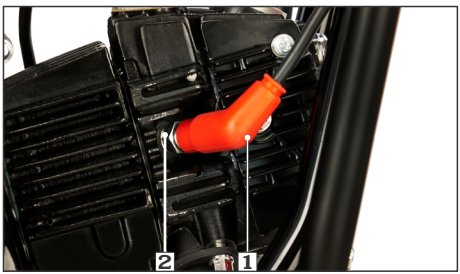
(6) Oil filter screen (7) Centrifugal filter cover (8) Centrifugal filter

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

NOTE

- ***Clean filters as specified in the maintenance schedule.***

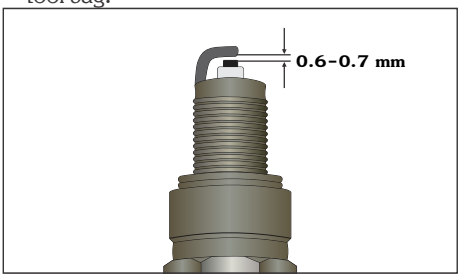
SPARK PLUG



(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 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.



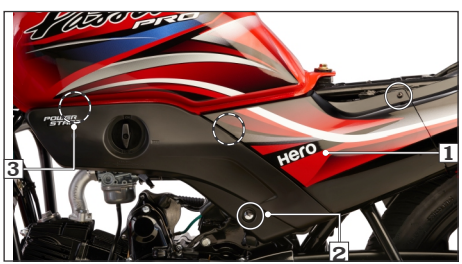
- Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.
- Make sure that the spark plug gap is **0.6-0.7 mm** using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode carefully. Make sure the plug washer is in good conditions.
- 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 spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8-1/4 turn after the plug seats.

AIR CLEANER

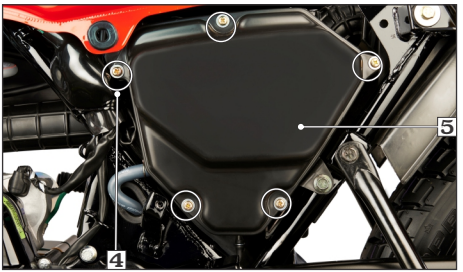
The air cleaner element is of dry paper pleated type and it should be serviced at regular intervals (page 29). When riding in dusty areas, more frequent service may be necessary.

- Remove the seat assembly.
- Remove the side cover screws (2).
- Remove the side cover (1) by releasing the lugs (3) from the fuel tank grommets.



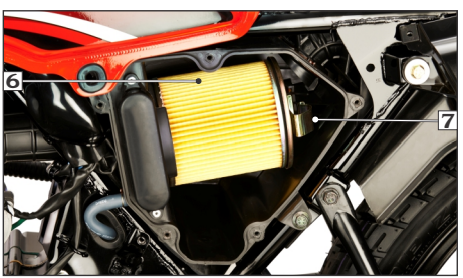
(1) Side cover (2) Side cover screws (3) Lugs

- Remove the air cleaner cover screws (4) and the cover (5).



(4) Air cleaner cover screws
(5) Air cleaner cover

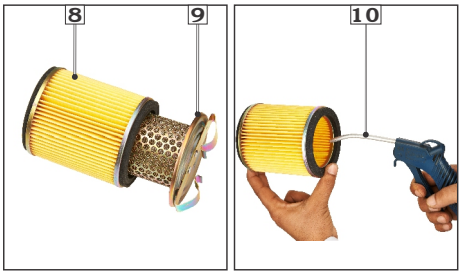
- Press the mounting clamp (7) to release the air cleaner assembly from the housing and remove the air cleaner assembly(6).



(6) Air cleaner assembly
(7) Mounting clamp

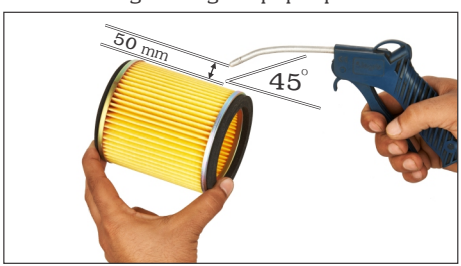
- Air cleaner cleaning
  - Remove the Air cleaner element (8) from the element holder (9).

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



(8) Air cleaner element (9) Element holder (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.

! CAUTION

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

AIR CLEANER DRAIN TUBE

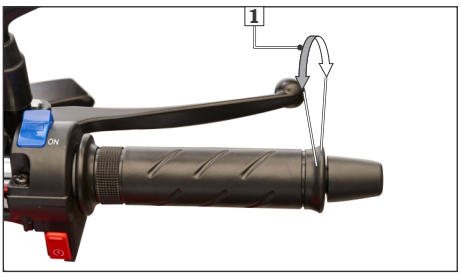
Drain the deposit into a suitable container by pressing the drain tube end. Follow the above process more frequently when riding in rain or at full throttle.

(1) Drain tube

THROTTLE OPERATION

Cable inspection

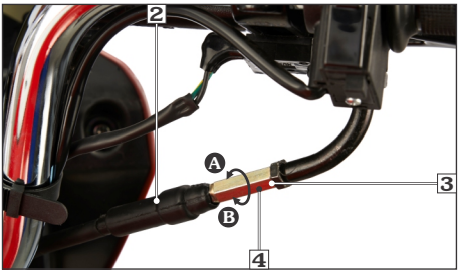
Check for smooth rotation of the throttle grip from the fully open to the fully closed position. Check at full left and full right steering positions. Inspect the condition of the throttle cable from the throttle grip down to the carburetor. If the cable is kinked, chafed or improperly routed, it should 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

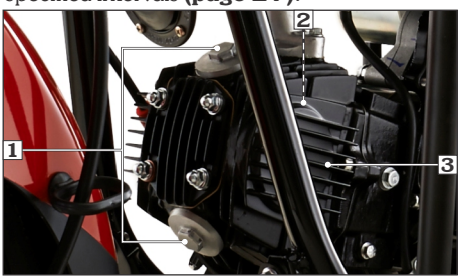
Slide the boot (2), loosen the lock nut (3) and turn the adjuster (4).



(2) Boot
(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 27)**.

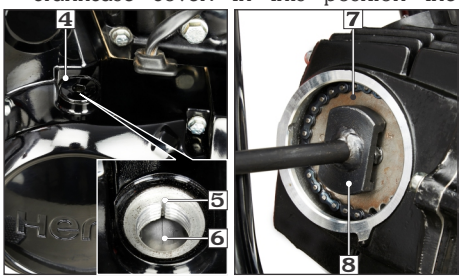


(1) Tappet covers (2) Gasket
(3) Cylinder head left side cover

NOTE

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

1. Remove the tappet covers (1) and cylinder head left side cover (3) with gasket (2) by removing the bolt/sealing washer.
2. Remove the timing hole cap (4) and tappet covers. Rotate the cam sprocket (7) clockwise using the special tool (8) until the 'T' mark (5) on the flywheel coincides with the index mark (6) on the left crankcase cover. In this position the piston will either be on the compression or exhaust stroke.



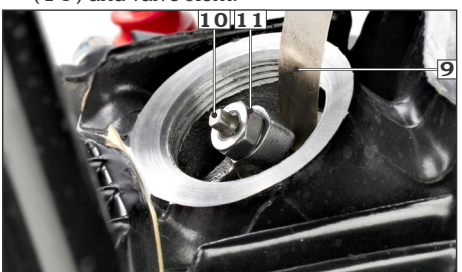
(4) Timing hole cap (5) 'T' mark (6) Index mark (7) Cam sprocket (8) Special tool

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

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

This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and the piston is in compression stroke. If they are tight, the valves are open, rotate the cam sprocket 360° clockwise and realign the 'T' mark with the index mark.

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



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

Standard clearance (cold condition)

Intake: 0.10 mm Exhaust: 0.10 mm

Adjust by loosening the lock nut (11) and

turning the adjusting screw until there is a slight drag on the feeler gauge. After tightening the lock nut, check again the clearance.

4. Install all parts in the reverse order of disassembly.

NOTE

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

CARBURETOR (IDLE SPEED)

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

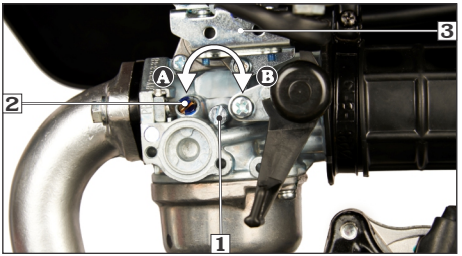
NOTE

Always adjust the idle speed in i3s switch "OFF" position.

! 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
(3) Throttle position sensor switch

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

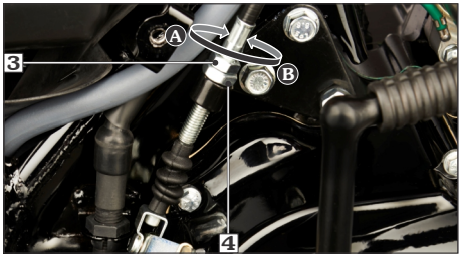
- Start the engine, press the clutch lever and shift into gear. Make sure the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate.

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.



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

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 21).** Under severe usage, or when the motorcycle is ridden in unusually dusty areas. more frequent maintenance will be necessary.

Inspection

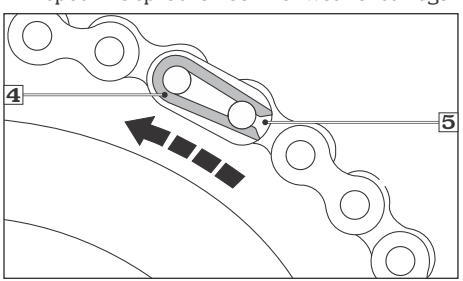
- Turn the engine "OFF", park the motorcycle on its main stand and shift the transmission to neutral. Remove hole cap (2).
- Drive chain slack (3) should be adjusted to allow approximately 25 mm (1 inch) vertical movement by hand.

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.

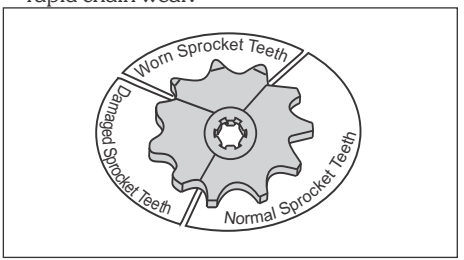
(1) Drive chain (2) Hole cap
(3) Drive chain slack 25 mm (1 inch) [approx].

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



(4) Chain lock plate (5) Open end

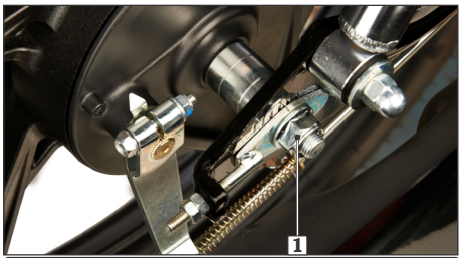
- If the drive chain or sprockets are excessively worn or damaged, they should be replaced. Never use a new chain with worn out sprockets since this will result in rapid chain wear.



Adjustment

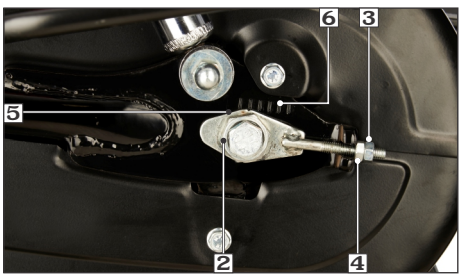
- Park the motorcycle on its main stand with the transmission in neutral and the ignition switch in "OFF" position.
- Loosen the rear axle nut (1) and sleeve nut (2). Loosen the drive chain lock nut (3).
- Turn both the adjusting nuts (4) in an equal number of turns until the correct drive chain slack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

- 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.



(1) Rear axle nut

- 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 45).



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

Lubrication

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

CAUTION

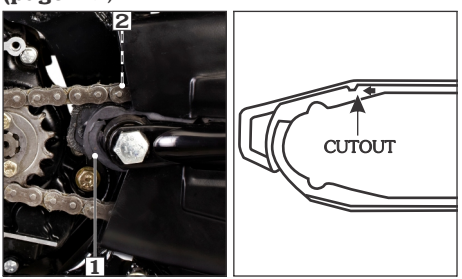
Regular adjustment and lubrication as per the maintenance schedule would ensure high performance and longer life.

NOTE

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

DRIVE CHAIN SLIDER

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



(1) Drive chain slider (2) Wear limit

Check the chain slider (1) for wear, The chain slider must be replaced if the or wear limit is reached. For replacement, visit your authorised Hero MotoCorp workshop.

Front brake (Disc Type)

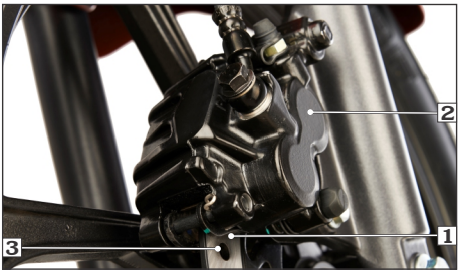
(1) "MIN" mark

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.



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

NOTE

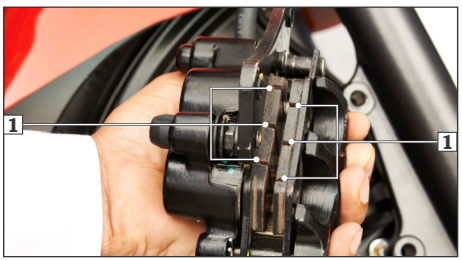
- ***Clean the dirt and mud accumulation between the brake pads (1), caliper (2) and the disc (3) by using a water jet.***
- ***Always contact your Authorised*** Hero MotoCorp ***workshop for refilling of master cylinder when necessary.Do not mix DoT 3 and DoT 4 brake fluid.***

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.
- 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 of vehicle.

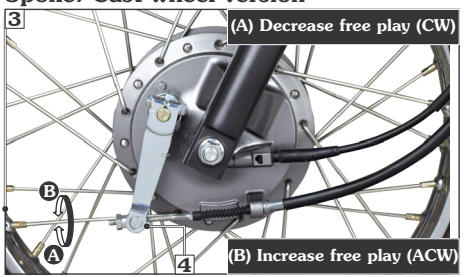
Front brake (Drum Type)

Adjustment

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

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

Spoke/Cast wheel version

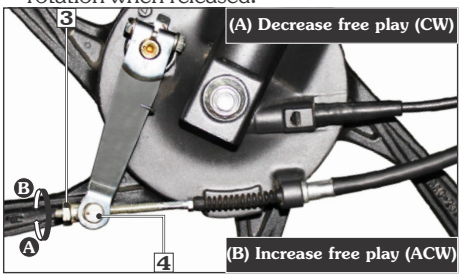


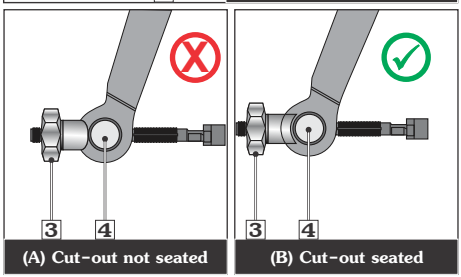
(3) Adjusting nut (4) Brake joint pin

CW- Clockwise, ACW- Anticlockwise

- If adjustment is necessary, turn the adjusting nut (3).
- Make sure that cut-out on the adjusting nut is seated on the brake joint pin (4) after making final free play adjustment.

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





(3) Adjusting nut (4) Brake joint pin

NOTE

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

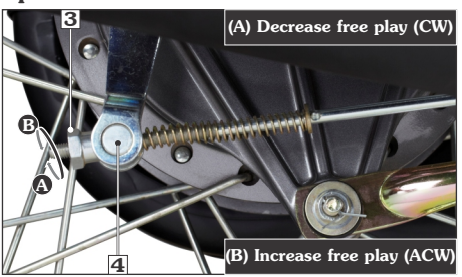
Rear brake (Adjustment)

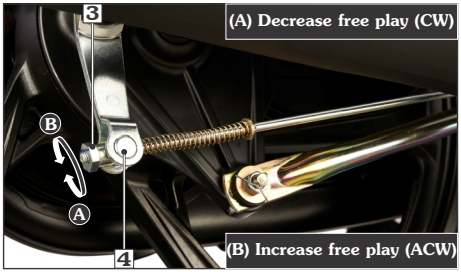
- Park the motorcycle on its main stand.
- Measure the brake pedal (1) free play before the brake starts to take hole. Free play (2) should be 20-30 mm.

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

- 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.

Spoke/Cast wheel version





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

CW- Clockwise, ACW- Anticlockwise

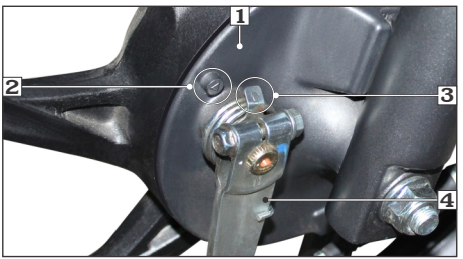
NOTE

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

Brake wear indicators (Spoke/Cast wheel version)

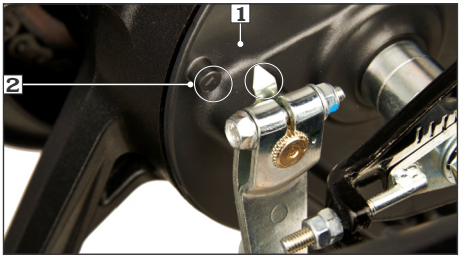
When the brake is applied, an arrow (3), fixed to the brake arm (4), moves towards a reference mark (2) on the brake panel (1). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

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

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.

⚠ WARNING

- ***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	2.75x18-4PR/42P
Rear	3.00x18-6PR/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

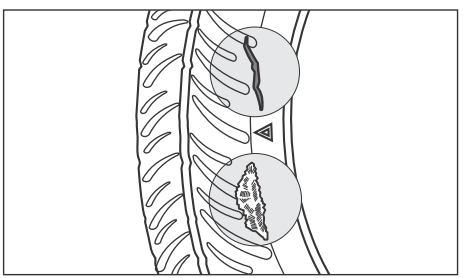
Over inflation/Under inflation will affect the performance.

Inspection

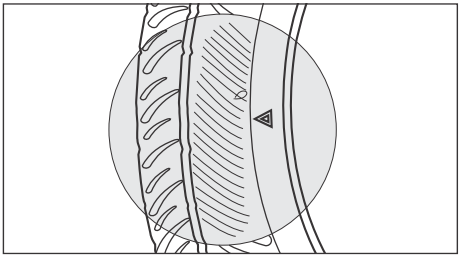
Whenever you check the tyre pressure, you should also examine tyre treads & side walls for wear, damage & foreign objects:

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 :

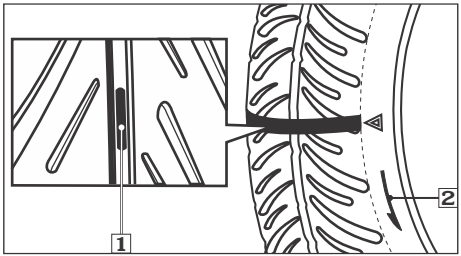
MINIMUM TREAD DEPTH:

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

Check the tread wear indicator (1) 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) Tread wear indicator (2) Arrow mark

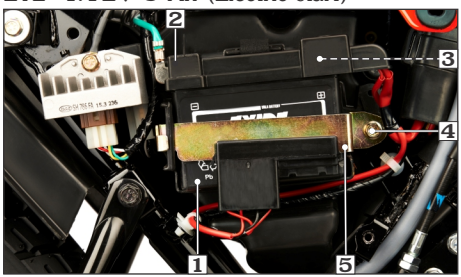
Battery

Location

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

Specification

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



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

***MF stands for Maintenance Free**

It is not necessary to check the battery electrolyte level or add distilled water as the battery is a **Maintenance-Free (sealed)** type. If 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 optional electrical accessories are fitted on the motorcycle.

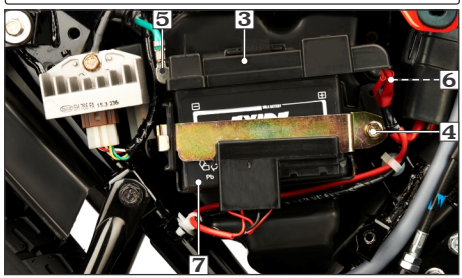
Battery storage

- 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 20)**.
- Remove the right side cover screws (1) and remove the side cover (2).
- Remove the battery cover (3).
- Remove the battery clamp bolt (4).
- Disconnect the negative (–)ve terminal (5) from the battery first, then disconnect the positive (+)ve terminal (6).
- Remove the battery (7) from the battery box.

(1) Right side cover screws (2) Side cover



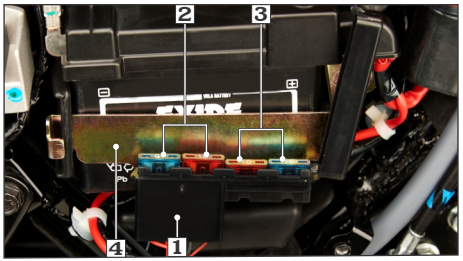
(3) Battery cover (4) Battery clamp bolt
(5) (–)ve terminal (6) (+)ve terminal (7) Battery

Battery installation

- Reinstall in the reverse order of removal. Be sure to connect the positive (+)ve terminal first, then the negative (–)ve 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
} – Electric Start

In circuit fuse (2) : 7A, 10A
Spare fuse (3) : 7A, 10A
} – Kick Start

WARNING

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

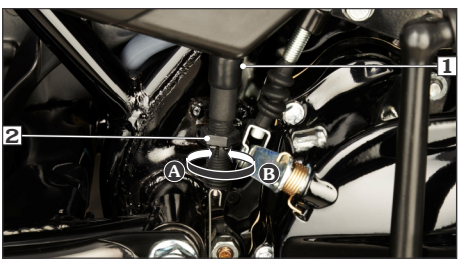
CAUTION

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

STOP LAMP SWITCH

The stop lamp switch (1) must be adjusted so that stop lamp will glow when rear brake is applied. Rear brake free play **(page 43)** should be adjusted before performing stop lamp switch adjustment. The procedure for adjusting stop lamp switch is as follows:

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



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

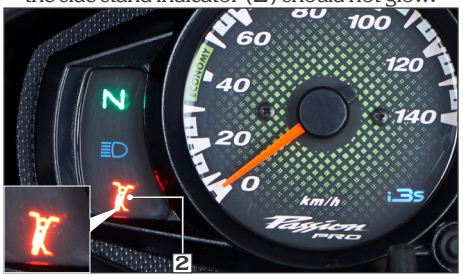
Side stand

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.
- Check whether the side stand indicator (2) glows when vehicle is parked on side stand.

(1) Side stand spring

- While the vehicle is removed from side stand, the side stand indicator (2) should not glow.



(2) Side stand indicator

CAUTION

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

HEADLAMP ADJUSTMENT

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

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

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 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

(1) Pin spanner

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

- In direction A Stiffer
- In direction B Softer

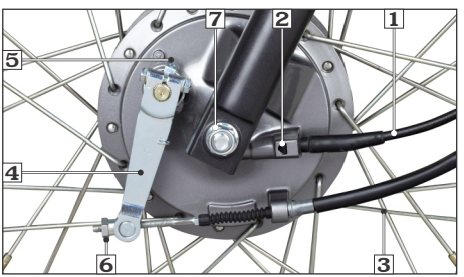
NOTE

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

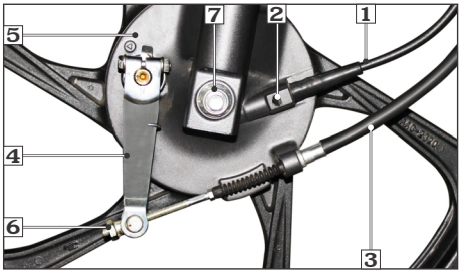
FRONT WHEEL REMOVAL (DRUM TYPE)

(Spoke/Cast wheel version)

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



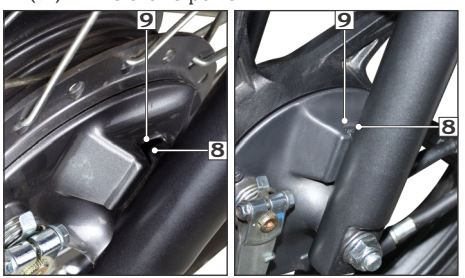
(1) Speedometer cable (2) Tab (3) Front brake cable (4) Brake arm (5) Brake panel (6) Front brake adjusting nut (7) Axle nut



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

Installation

- Reverse the removal procedure
- Install the front wheel by ensuring that the lug (8) on the left fork is located in the slot (9) in the brake panel.



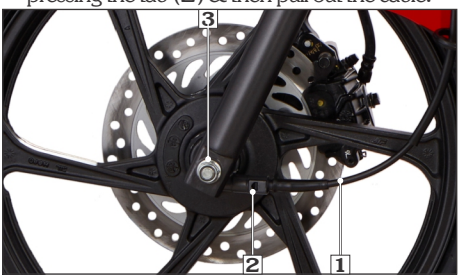
(8) Lug **(9) Slot**

- Switch on the ignition, rotate the front wheel & see if speedometer needle is working.
- Tighten the axle nut.
  Axle nut torque: 5.4 Kgf-m
- Adjust the brake **(page 42)**.
- 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.
- Remove the speedometer cable (1) by pressing the tab (2) & then pull out the cable.



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

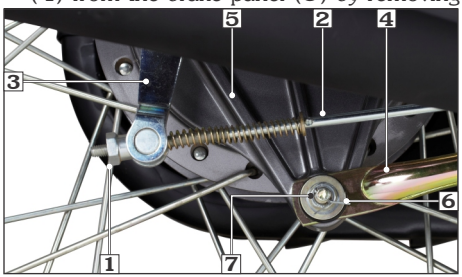
- Remove the axle nut (3).
- Remove the axle then remove the wheel.
- Assemble in reverse order of removal.
  Axle nut torque 5.0-6.0kgf-m.

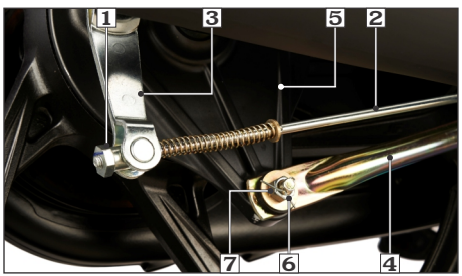
⚠ WARNING

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.

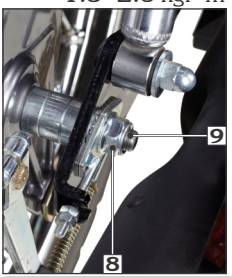


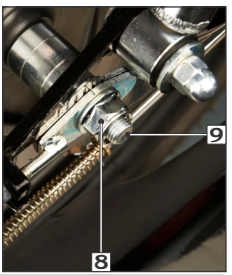


(1) Rear brake adjusting nut (2) Rear brake rod (3) Brake arm (4) Brake stopper arm (5) Brake panel (6) Split pin (7) Lock nut

Installation

- Reverse the removal procedure
  - Axle nut torque: 5.4 kgf-m.
  - Sleeve nut torque: 4.4 kgf-m.
  - Brake stopper arm nut torque: 1.8-2.5 kgf-m





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

- Adjust the brake **(page 43)** and drive chain **(page 38)**.
- 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 (1) in the muffler. The catalytic converter contains noble metals that serve as catalyst, promoting chemical reactions to convert CO and HC in the exhaust to CO_2 and H_2O (water vapour).

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

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

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

(1) Catalytic converter

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 → Fused → Replace fuse **(ref. Page 48)**

↓ 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 (**0.6–0.7** mm)

↓ Ok

Check for poorly connected Or loose spark plug wire → Loose contact → Secure properly

↓ Ok

Consult Authorised Hero MotoCorp Workshop

2. ENGINE STARTS BUT STALLS

Check choke lever position → "ON" → Turn to "OFF" position

↓ "OFF" position

Check air cleaner → Dirty → Clean and refit

↓ Ok

Consult Authorised Hero MotoCorp Workshop

3. POOR PICK UP

Spark plug loose in cylinder head	Loose	Tighten the spark plug
↓ Ok		
Check air cleaner	Clogged	Clean and refit
↓ Ok		
Check brake binding	Improper Adjustment	Readjust free play of rear brake lever/pedal
↓ Ok		
Check tyre inflation pressure	Under inflated	Correct tyre pressure
↓ Ok		
Consult Authorised Hero MotoCorp Workshop		

4. ELECTRICAL SYSTEM

Feeble horn sound or no light

Check fuse	Fused	Replace fuse
↓ Ok		
Inspect battery	Weak	**Consult Authorised Hero MotoCorp Workshop**
↓ Ok		
Check bulbs	Fuse/wrong wattage	Replace bulbs
↓ Ok		
Check connections	Loose	Secure connections
↓ Ok		
Consult Authorised Hero MotoCorp Workshop		

5. i3s SYSTEM

Check i3s switch	"ON"/"OFF" position	Turn i3s switch "ON"
↓ Ok		
Inspect fuse	Fused	Replace fuse
↓ Ok		
Inspect battery	Weak/i3s indicator blinking	**Consult Authorised Hero MotoCorp Workshop**
↓ Ok		
Check neutral indication	Loose contact	Secure connections/replace switch
↓ Ok		
Consult Authorised Hero MotoCorp Workshop		

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 Bicyles


No Automobiles


No Hand Craft


No Pedestrians


No Right Turn


No 'U' Turn


Overtaking Prohibited

Speed Limit


No Stopping or Standing

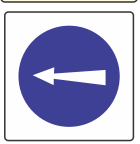

No Parking

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

ROAD SIGNS

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.

Cautionary


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

ROAD SIGNS

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.

Informatory


Hospital


First Aid Post

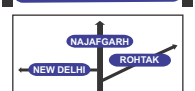

Petrol Pump


Eating Place


Resting Place


Public Telephone

Place Identification Place



Destination Sign


Light Refreshment

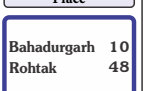
Taxi Stand

Parking Both Sides

Parking This Side

No Through Road

No Through Side Road



Re-assure Sign

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** 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** 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** 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** 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 Passion PRO

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/detoriation of the vehicle.

(5) If **Passion Pro** 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** vehicle.

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

(14) For **Passion Pro** 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. 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 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

Hero

GENUINE PARTS

CONSEQUENTIAL DAMAGES ON USING NON-GENUINE PARTS

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

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