PREFACE

Thank you for selecting a Hero MotoCorp **HUNK**. 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 **HUNK**. Please take time to read it carefully. As with any fine machine, proper care and maintenance are essential for trouble-free operation and optimum performance.

Your Authorised Hero MotoCorp dealer will be glad to provide further information or assistance and is equipped to handle your future service needs.

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

NOTE

ALL INFORMATION, ILLUSTRATION, PHOTOGRAPH, DIRECTIONS, SPECIFICATIONS AND OTHER CONTENTS COVERED IN THIS OWNER'S MANUAL ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF ITS PRINTING APPROVAL, AND THE ACCURACY OR CORRECTNESS OF THE SAME IS NOT UNDERTAKEN OR GUARANTEED. Hero MotoCorp Ltd ***RESERVES THE RIGHT TO MAKE CHANGES IN ITS CONTENTS AT ANY TIME WITHOUT NOTICE AND/OR INCURRING ANY OBLIGATION, WHATSOEVER. NO ONE IS ALLOWED TO REPRODUCE ANY PART OF THIS PUBLICATION WITHOUT OBTAINING PRIOR WRITTEN PERMISSION FROM*** Hero MotoCorp Ltd.

CONTENTS

MOTORCYCLE IDENTIFICATION

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

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

VIN: MBLXXXXELYZXYYYYY

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

Engine No.: XXXXEGYZXYYYYY

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

Model: HUNK

Variants	VIN	Engine
HUNK Electric Start/Disc/Cast (RR Disc)	EL	EG
HUNK Electric Start/Disc/Cast (RR Drum)	EM	EG

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	2080 mm
Overall width	765 mm
Overall height	1095 mm
Wheelbase	1325 mm
Saddle height	800 mm
Ground clearance	163 mm
Weight	
Kerb weight	147 kg (Front Disc/Rear Disc)
	145 kg (Front Disc/Rear Drum)
Capacities	
Engine oil	1.2 litres at disassembly and 1 litre at draining
Fuel tank	12.4 litres (Minimum)
Fuel reserve capacity	2.2 litre (Usable)
Front fork oil disassembly	143 ml
Brake fluid	Castrol Q Stop-DoT 3 or DoT 4
Engine	
Maximum power	11.64 kW (15.6 BHP) @ 8500 r/min
Maximum torque	13.50 N-m @ 7000 r/min
Bore and stroke	57.3x57.8 mm
Compression ratio	10:1
Displacement	149.2 cc
Spark plug	NGK-CPR 8 EA 9
Spark plug gap	0.8-0.9 mm
Valve clearance (Intake (cold))	0.08 mm
Valve clearance (Exhaust (cold))	0.12 mm
Idle speed	1400±100 r/min
Chassis and suspension	
Chassis Type	Tubular, Diamond Type
Front Suspension	Telescopic Hydraulic Shock Absorbers
Rear Suspension	Rectangular Swingarm with 5 step adjustable Inverted Gas Reservoir Suspension
Caster	26°

PRODUCT SPECIFICATION

ITEM		SPECIFICATIONS
Trail length		96.2 mm
Tyre size	Front	80/100x18-47 P (Tubeless Tyre)
	Rear	100/90x18-56 P (Tubeless Tyre)
Brakes	Front (Disc type)	Dia. 240 mm
	Rear (Disc type)	Dia. 220 mm
	Rear (Drum type)	Dia. 130 mm
Front Wheel		Cast Wheel
Rear Wheel		Cast Wheel
Transmission		
Primary reduction		3.3500 (67/20)
Final reduction		3.0714 (43/14)
Gear ratio, 1st		3.0769 (40/13)
2nd		1.7895 (34/19)
3rd		1.3043(30/23)
4th		1.0909 (24/22)
5th		0.9375 (30/32)
Electricals		
Battery		**MF Battery, 12V-4 Ah ETZ-5
Alternator		140 W
Starting system		Kick/Electric Start
Headlamp (High/Low)		12V-35/35W Halogen Bulb Trapeziodal-MFR*
Tail/Stop lamp		12V-0.5W/4.1W LED Lamps
Turn signal lamp		12V-10Wx4 (Amber bulb) with clear lens-MFR*
Meter illumination		LED
Neutral indicator		12V-2.3W
Turn signal indicator		LED
Position lamp		12V-3.0W
Hi Beam indicator		LED
Licence plate lamp		12V/5W
Side stand indicator		LED
Fuse		10A, 15A, 20A

***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 23)**.
- Always wear a helmet (ISI marked) with chinstrap 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 56 & 57)**.
- 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.

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.

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.

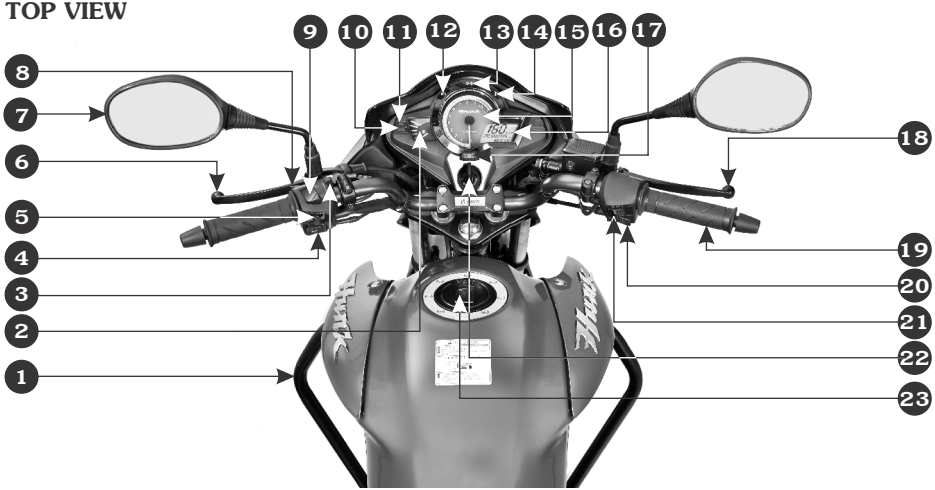
- Noise pollution: Noise beyond a certain decibel is pollution. Whether it is from horns or defective mufflers, excessive noise will cause headaches and discomfort.

- 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

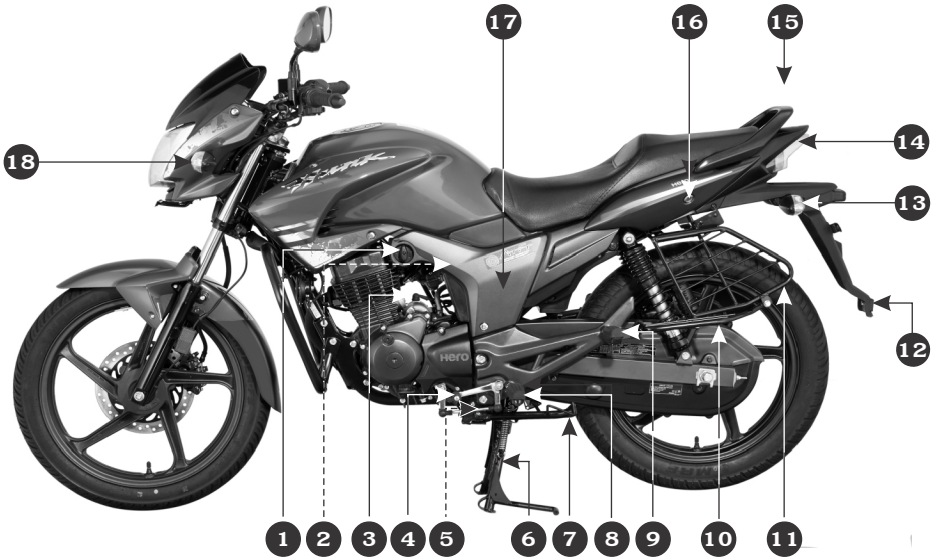


(1) Leg guard
(2) Fuel gauge
(3) Bystarter lever
(4) Horn switch
(5) Turn signal switch
(6) Clutch lever
(7) Rear view mirror
(8) Pass lamp switch
(9) Headlamp dimmer switch
(10) Reset button
(11) Select button
(12) High beam indicator
(13) Turn signal indicator
(14) Side stand indicator
(15) Tachometer
(16) LCD (Liquid Crystal Display) panel
(17) Neutral indicator
(18) Front brake lever
(19) Throttle grip
(20) Electric switch
(21) Headlamp switch
(22) Ignition switch with steering lock
(23) Fuel tank cap

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

MOTORCYCLE VIEWS

LEFT SIDE VIEW

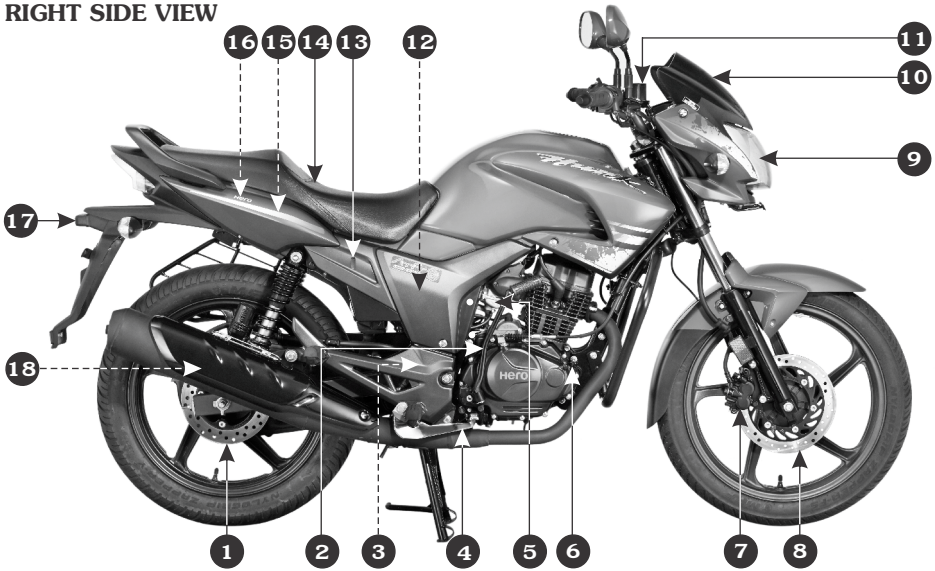


(1) Fuel valve
(2) Air suction valve (inside)
(3) Starter motor
(4) Gear shift pedal
(5) Side stand switch
(6) Main stand
(7) Side stand
(8) Rider foot rest
(9) Pillion foot rest
(10) Women pillion step (optional)
(11) Saree guard
(12) Rear reflex reflector
(13) Rear turn signal lamp
(14) Tail/Stop lamp
(15) Rear grip
(16) Seat lock
(17) Side cover left
(18) Front turn signal lamp

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

MOTORCYCLE VIEWS

RIGHT SIDE VIEW



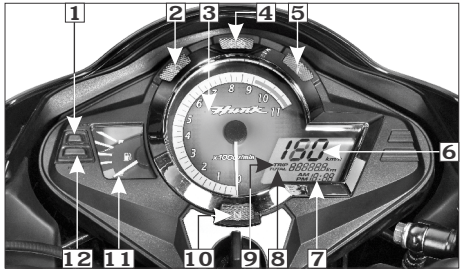
(1) Rear disc (Optional)
(2) Kick start pedal
(3) Rear master cylinder (Optional)
(4) Brake pedal
(5) Carburetor
(6) Oil level dipstick
(7) Front caliper assembly
(8) Front disc
(9) Headlamp
(10) Front visor
(11) Front brake master cylinder
(12) Battery compartment (inside)
(13) Rear brake fluid reservoir (Optional)
(14) Seat
(15) Fuse box
(16) Document & tool kit compartment
(17) Licence plate lamp
(18) Rear caliper assembly (Optional)

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

PARTS FUNCTION

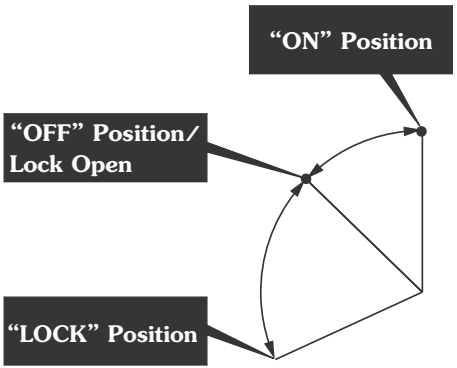
Instruments and Indicators

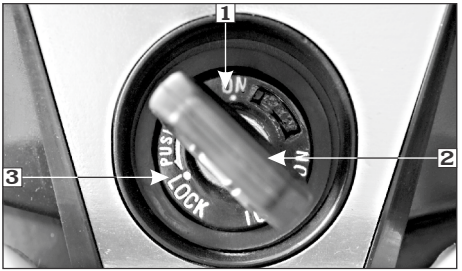
The indicators are in the speedometer panel above the headlamp. The functions are as below.



Sl. No.	Description	Function
1	Select button	To select odometer, tripmeter, hours & minutes.
2	High beam indicator	Light glows when headlamp is in Hi-Beam.
3	Tachometer	Indicates engine r/min.
4	Turn signal indicator	Flash when turn signal switch is operated.
5	Side stand indicator	Light glows when the side stand is put down.
6	Speedometer	Indicates riding speed
7	Digital clock	Indicates hours & minutes **(page 14)**
8	Odometer	Shows accumulated mileage.
9	Tripmeter	Shows the distance traveled during a trip after setting to zero **(page 15)**
10	Neutral indicator	Light glows when vehicle is in neutral position.
11	Fuel gauge	Indicates approximate fuel quantity.
12	Reset button	To adjust time & Reset Tripmeter.

IGNITION SWITCH





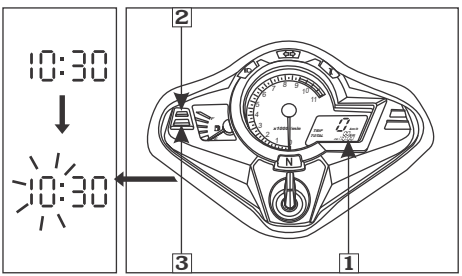
(1) Ignition switch
(2) Ignition key
(3) Steering lock position

Key Position	Function	Key Removal
"ON"	The LCD panel illuminates & initial display of multi function digital segments are displayed. The tachometer needle and the fuel gauge needle will swing to the maximum scale once and back to its normal position. The engine can be started. Turn signal lamp, Horn, Tail/Stop lamp, Fuel gauge, Pass lamp, Position lamp, Licence plate lamp & Neutral indicator will be functional.	Key cannot be removed
"OFF"	Engine cannot be started and no electrical system will be functional.	Key can be removed
"LOCK"	Steering can be locked	Key can be removed

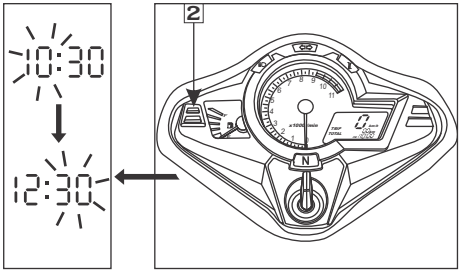
DIGITAL CLOCK

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

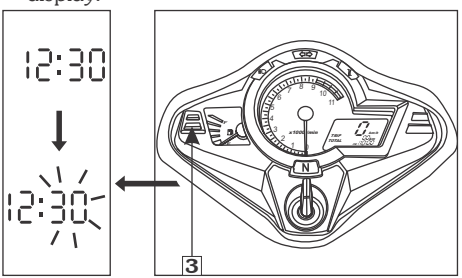
- Turn the ignition switch "ON".
- Press and hold Select Button (2) and Reset Button (3) simultaneously for more than 2 seconds. The clock will be set in the adjust mode with the hour's digit display blinking.



- To set the hour, press Reset Button (3) until the desired hour is displayed.
  - The time is advanced by 1 hour each time the button is pressed.
  - The time advances fast when the button is pressed and held.
- Press the Select Button (2). The minutes display starts blinking.

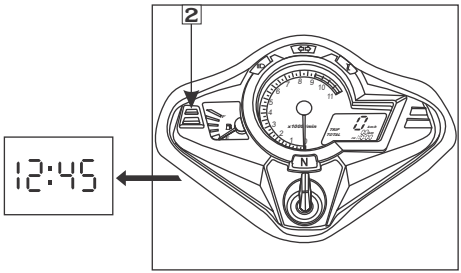


- To set the minute press Reset Button (3) until the desired minute is displayed. The minute display will return to "00" when "60" is reached without affecting the hour display.



- The time advances by 1 minute, each time the button is pressed.

- The time advances fast when the button is pressed and held.



- To end the adjustment press Select Button (2). The display will stop flashing automatically and the adjustment will be saved or if the button is not pressed for about 40 seconds.

NOTE

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

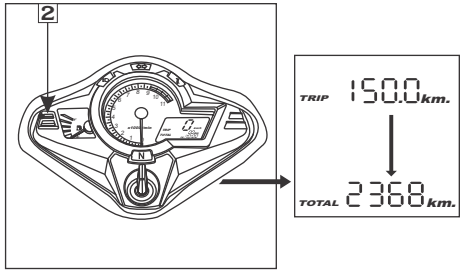
ODOMETER/TRIPMETER

The Tripmeter (A) shows distance traveled per trip.

The Odometer (B) shows accumulated distance traveled.

Push Select button (2) to select the Odometer & Tripmeter. Tripmeter can be displayed from "9999.9" Km. If the Tripmeter exceeds "9999.9" Km. it will return to "0.0" Km. automatically.

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



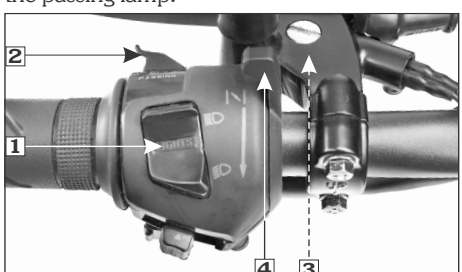
LEFT HANDLEBAR CONTROLS

1. Headlamp Dimmer Switch

Press the switch (1) upwards for High Beam "" downwards for Low Beam "" .

2. Passing lamp switch

Press the passing lamp switch (2) to operate the passing lamp.



3. Clutch switch

There is a clutch switch (3) provided for the

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

4. Bystarter lever

To apply Bystarter, pull the lever (4) downwards, towards the rider, as directed on the switch.

NOTE

Do not accelerate during starting when the Bystarter is "ON".

5. Turn Signal Lamp Switch ( ).

Shift the turn signal switch (5) sideways for Right/Left indications and leave it to come back to its normal position on its own.

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

6. Horn switch ( )

Press the switch (6) to operate the horn.

RIGHT HANDLEBAR CONTROLS

1. Headlamp switch

The switch has three positions.

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

Position	Action
	"OFF"
	"Following is "ON" • Position lamp • Tail/Stop lamp • Console lamp LED • Tachometer lamp LED • Speedometer LED
	Headlamp "ON"

2. Starter switch ( )

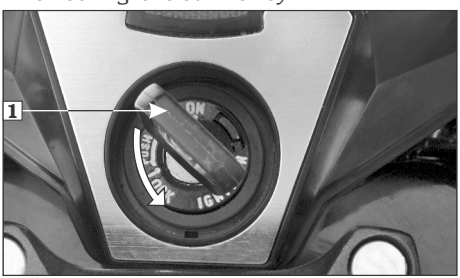
Ensure starter switch (2) is operated when the vehicle is in neutral. If the vehicle is engaged in gear press the clutch lever before operating the starter switch. Release starter switch after the engine has started.

CAUTION

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

STEERING LOCK

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

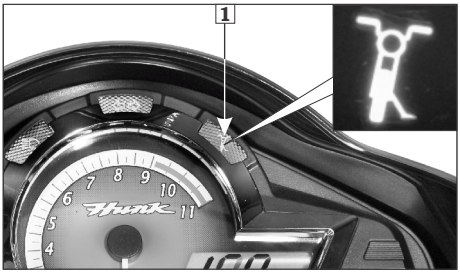


(1) Ignition key

SIDE STAND INDICATOR

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

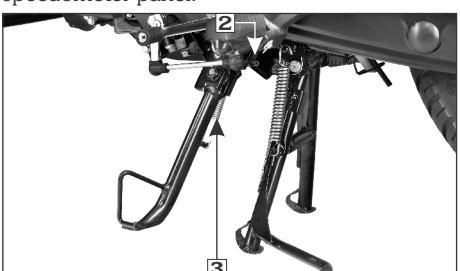
When the side stand is down (Ignition Switch "ON"), an indicator lamp glows in the speedometer panel.



(1) Side stand indicator

SIDE STAND SWITCH/SIDE STAND

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



(2) Side stand switch (3) Side stand spring

- Check the side stand for proper function and the spring (3) for damage or loss of tension and the side stand assembly for free movement.
- Check whether the side stand indicator (1) glows when the side stand is down.
- When the side stand is up, the side stand indicator (1) should not glow.
- If the side stand indicator (1) does not operate as described in above steps, please visit your Authorised Hero MotoCorp workshop.

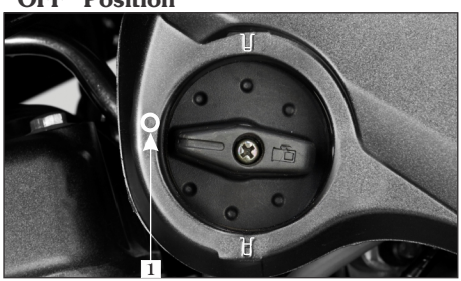
CAUTION

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

FUEL VALVE

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

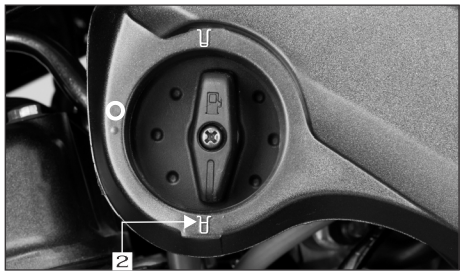
"OFF" Position



(1) "OFF" Position

At "OFF" position, marked (**O**)on the left side cover, fuel cannot flow from the tank to the carburetor. Turn the valve "OFF" whenever the motorcycle is not in use.

"ON" Position



(2) "ON" Position

At "ON" position, marked ( ) on the left side cover, fuel will flow from fuel tank to the carburetor

"RESERVE" Position

(3) "RESERVE" Position

At "RESERVE" position, marked ( ) on the left side cover, 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

"RESERVE". The reserve fuel supply is 2.2 litre (usable).

NOTE

- ***Do not operate the motorcycle with the fuel valve in the "RESERVE" ( ) 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 12.4 litres (minimum) including a reserve supply of 2.2 litres (usable).

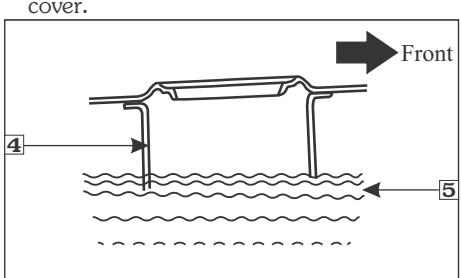
- To unlock fuel tank cap, lift the key hole cover (1) and insert key (2) turn it clockwise and remove the cap (3).
- Do not overfill the tank. There should be no fuel in the filler neck (4). Fill the tank with fuel (5).

(1) Key hole cover **(2) Ignition Key**

- To lock fuel tank cap close the cap back on the opening and press gently. The key springs back to the normal position and cap gets locked.

(3) Fuel tank cap

- Remove the key and put back the keyhole cover.



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

CAUTION

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

⚠ WARNING

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

SEAT LOCK

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

Operation : Insert the key and turn it clock wise to unlock. To install, engage the hook on the underside of the seat with the frame and slide the seat to the front until the lock clicks.

(1) Seat lock

TYRES

The tyres fitted on your motorcycle are of TUBELESS type.

To safely operate your motorcycle, your tyres must be of the proper type and size, in good condition with adequate tread, and correctly inflated for the load you are carrying. The following pages give more detailed following pages give more detailed information on how and when to check the air pressure, how to inspect your tyres for damage, and what to do when your tyres need to be repaired or replaced.

⚠ WARNING

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

Air Pressure

Keeping your tyres properly inflated provides the best combination of handling, tread life and riding comfort. Generally, under-inflated tyres wear unevenly, adversely affect handling and are more likely to fail from being overheated.

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

We recommend that you visually check your tyres before every ride and use a gauge to measure air pressure at least once a month or any time you think the tyre pressure might be low.

Tubeless tyres have some self-sealing ability if they are punctured. However, because leakage is often very slow, you should look closely for punctures whenever a tyre is not fully inflated.

Always check air pressure when your tyres are "cold"-when the motorcycle has been parked for at least three hours. If you check air pressure when your tyres are "warm"-when the motorcycle has been ridden for even a few

km–the readings will be higher than if the tyres were "COLD". This is normal, so do not let air out of the tyres to match the recommended cold air pressures given below. If you do, the tyres will be under–inflated.

The recommended "COLD" tyre pressures are:

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

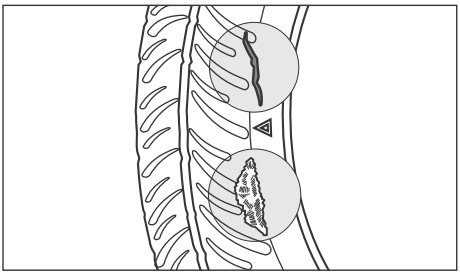
(1) Tyre pressure gauge

Over inflation/Under inflation will affect the performance.

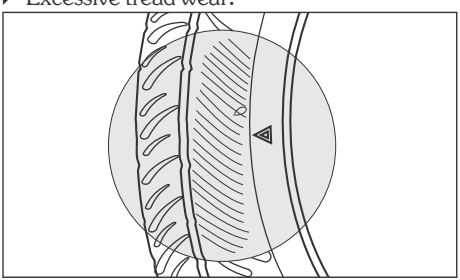
Inspection

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

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



- Excessive tread wear.



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

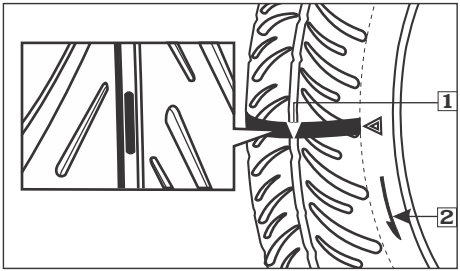
Tread Wear

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

MINIMUM TREAD DEPTH

Front: 1.5 mm **Rear:** 2.0 mm

Check the tread wear indicator for tyre wear.



(1) Tread wear indicator (2) Arrow mark

Unidirectional Tyres

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

Tyre Repair

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

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

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

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

Tyre Replacement

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

⚠ WARNING

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

NOTE

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

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

The recommended tyre for your motorcycle are :

Front: 80/100x18-47P (Tubeless Tyre)

Rear: 100/90x18-56P (Tubeless Tyre)

Important Safety Reminders

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

PRE-RIDE INSPECTION

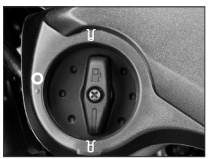
You should conduct pre-ride inspection before riding the motorcycle to enhance riding comfort and safety.

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

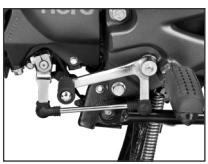
- **Engine Oil Level-**Check and top up engine oil if required **(page 32).** Check for leaks.
- **Fuel Level-**Ensure sufficient fuel is available in your fuel tank for journey **(page 19)**. Check for leaks.
- **Front brake-**Check for correct brake fluid level in master cylinder **(page 42).**
- **Rear brake (Drum type)-**Check operation and if necessary, adjust free play.
- **Rear brake (Disc type)-**Check for correct brake fluid level in the reservoir **(page 43).**
- **Tyres-**Check condition and pressure **(page 20).**
- **Clutch-**Check for smooth operation. Adjust free play **(page 39)**.
- **Drive Chain-**Check condition and slackness **(page 40).** Adjust and lubricate if necessary.
- **Throttle-**Check for smooth opening and closing in all steering positions **(page 37)**.
- **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.
- **Air Suction Valve-**Make sure all tube connections are secured properly **(page 53)**.
- **Fitting & Fasteners-**Check & tighten if necessary.
- **Steering-**Check for smooth action for easy maneuverability.
- **Side stand indicator-**Make sure the side stand is up. If it is in down position the side stand indicator **(page 17)** will glow on speedometer panel.

STARTING THE ENGINE

1. Turn the ignition switch “ON”.



2. Turn the fuel valve “ON” (ꟻ).



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

4. Pull the Bystarter lever downwards as indicated (Use Bystarter during cold conditions)

5. Press the starter switch. (Alternatively, kick start pedal can be used for starting).

6. Push the Bystarter lever upwards, ( ) position as indicated, after the engine gets sufficiently warmed up to have a stable throttle response.

NOTE

- **To start the engine in any gear position, press the clutch lever and press the starter switch/kick start the engine.**
- **Do not accelerate while starting when the Bystarter lever is "ON".**
- **Never attempt to kick start while motorcycle is moving forward or backward. This may lead to damage to the product and is not safe as well.**

⚠ WARNING

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

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 move Bystarter lever fully upwards "OFF" position ( ). 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 Bystarter.

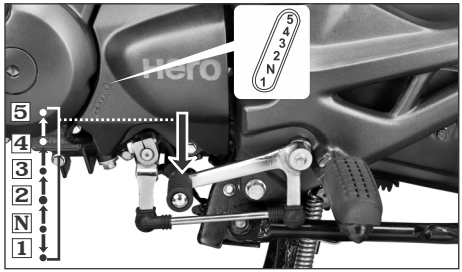
Running In

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

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

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 downwards using the toe 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 lifting the gear pedal upwards using the toe the gearshift pedal.
- The sequence is repeated progressively to shift 3rd, 4th and 5th gear.



CAUTION

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

BRAKING

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

WARNING

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

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

PARKING

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

! CAUTION

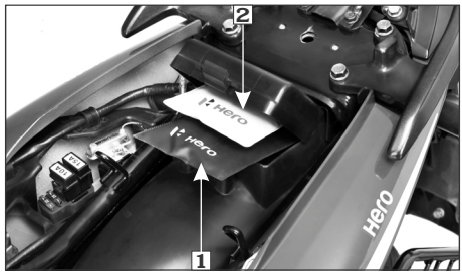
- ***Park the motorcycle on firm level ground to prevent overturning.***
- ***While parking vehicle on side stand engage the first gear.***

TOOL KIT

The tool kit (1) is located below the seat in the rear. 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**

FIRST AID KIT

The first aid kit (2) is located 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–1No.
- Elastic Bandage–1No.
- Gauze (Rolled Bandage)–1 No.
- Sterilized Elastic Plaster–1No.
- First Aid Bag–1No.

ANTI-THEFT TIPS

- Always lock the steering and never leave the key in the ignition switch. This sounds simple but people do forgets.
- Be sure the registration information for your motorcycle is accurate and correct.
- Park your motorcycle in a locked garage whenever possible.
- Use an additional anti-theft device of good quality.
- Never park your motorcycle in an isolated area. Park as far as possible in a designated area.
- Enter 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 : _____

MAINTENANCE

Importance of Maintenance

A well-maintained motorcycle is essential for safe economical and trouble-free riding. It will also help reduce air pollution.

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

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

Consult your Authorised Hero MotoCorp workshop for recommendation applicable to your individual needs and use.

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

MAINTENANCE 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 PRECAUTION

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

* **Carbon monoxide poisoning from engine exhaust.**
Be sure there is adequate ventilation whenever you operate the engine.

* **Burns from hot parts.**
Let the engine and exhaust system cool before touching.

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

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

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

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

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection **(page 38)** 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.
- * Replace air cleaner element once in every 15000 km or early replacement may be required when riding in dusty areas.
- ** Replace engine oil once in every 6000 km. Top up once in every 3000 km.
- *** Inspect & maintain specified torque.
- **** Replace once in every two years or 30000 km, whichever is earlier.
- • 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: Service more frequently when riding in rain or at full throttle.

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

Note-4: Inspect the bearings free play, replace if necessary.

Note-5: Inspect for any play in the mounting bushes, replace if necessary.

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 COMESFIRST	DURING FREE SERVICE PERIOD					AFTER FREE SERVICE ONCE IN EVERY				
		SERVICE	1st	2nd	3rd	4th	5th					
		DAYS	1st 60	Next 100	Next 100	Next 100	Next 100					
		KM NOTE-1	500-750	3000-3500	6000-6500	9000-9500	12000-12500	3000	6000	9000	12000	15000
	Fuel Line		I	I	I	I	I	I				
	Throttle Operation		I, A	I,A	I, A	I, A	I,A	I, A				
	Bystarter Operation		I	I	I	I	I	I				
	Engine Idle Speed /Carburetor		C, A	A	C, A	A	C, A	A	C, A			
	Air Cleaner element*		**Do not open air cleaner element unless is a drivability problem**									R
	Air cleaner drain tube	NOTE-2	I, C	I, C	I, C	I, C	I, C	I, C				
	Spark Plug		I, C, A	I, C, A	I, C, A	I, C, A	R	I, C, A			R	
	Valve Clearance		I, A	I, A	I, A	I, A	I, A	I, A				
	Engine Oil**		O	I, T	O	I, T	O	I, T	O			
	Engine Oil Strainer Screen		C		C		C		C			
	Engine Oil Centrifugal Filter		C		C		C		C			
	Electric Starter		I	I	I	I	I	I				
	Oil Circulation		I	I	I	I	I	I				
	Drive Chain@		**I,C,L,A at every 2000 km**					**I,C,L,A at every 2000 km**				

	ITEMS	WHICHEVER COMESFIRST	DURING FREE SERVICE PERIOD					AFTER FREE SERVICE ONCE IN EVERY				
		SERVICE	1st	2nd	3rd	4th	5th					
		DAYS	1st 60	Next 100	Next 100	Next 100	Next 100					
		KM NOTE-1	500-750	3000-3500	6000-6500	9000-9500	12000-12500	3000	6000	9000	12000	15000
	Drive Chain Slider			I	I	I	I	I				
	Battery Voltage		I	I	I	I	I	I				
	Brake Shoe/ Pad Wear		I, A	I, A	I, A	I, A	I, A	I, A				
	Brake Fluid****		I	I	I	I	I	I				
	Brake System (Brake Cam & Brake Pedal)			C, L		C, L			C, L			
	Stop Lamp Switch		I, A	I, A	I, A	I, A	I, A	I, A				
	Headlamp Focus		I, A	I, A	I, A	I, A	I, A	I, A				
	Clutch		I, A	I, A	I, A	I, A	I, A	I, A				
	Side Stand/ Main Stand		L	L	L	L	L	L				
	Side Stand Switch		I, C	I, C	I, C	I, C	I, C	I, C				
	Nuts, Bolts & Fasteners***		I	I	I	I	I	I				
	Wheel Bearings	NOTE-4	I	I	I	I	I	I				
	Wheels/Tyres		I	I	I	I	I	I				
	Steering Head Bearing		I	I, A	I	I, A	I, L, A	I	I, A		I, L, A	
	Front Suspension/ Oil****	NOTE-3	I	I	I	I	I	I				
	Rear Suspension	NOTE-5	I	I	I	I	I	I				
	Secondary Air Injection				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.

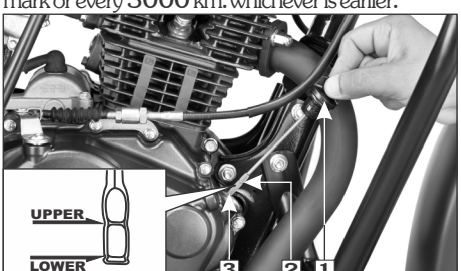
OIL CAPACITY : 1.2 litres at disassembly
: 1 liter at draining

Engine oil level check

Check engine oil level each day before operating the motorcycle.

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

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



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

Engine oil top up process

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

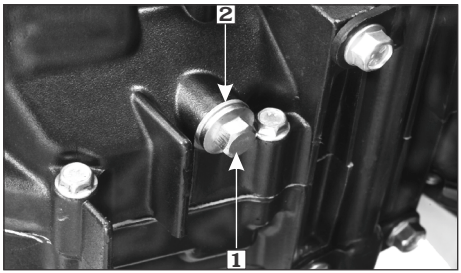
Engine oil replacement process

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

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

- To drain the oil, remove the oil level dipstick, drain bolt (1) and sealing washer (2).
- After the oil has completely drained, reinstall the drain bolt with a new sealing washer.
- Fill the crankcase through the oil filler hole with approximately 1.0 litre of recommended grade oil during oil change when right crankcase cover is not removed.
- 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.
- 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.



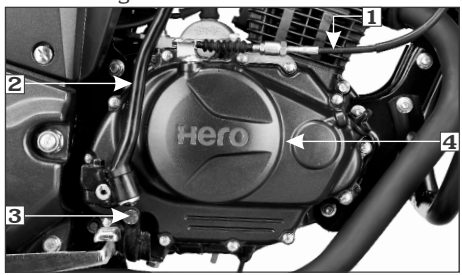
(1) Drain bolt (2) Sealing washer

CAUTION

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

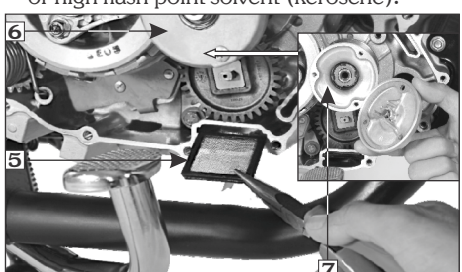
OIL FILTER SCREEN & CENTRIFUGAL FILTER

- Drain the engine oil throughly **(page 32)**.
- Disconnect the clutch cable (1), remove the kick start pedal (2) and kick stopper (3) remove right crankcase cover (4).
- Remove the oil filter screen (5) and wash it in clean non flammable or high flash point solvent (kerosene).
- Reinstall the filter screen with the tapered end facing in.



(1) Clutch cable (2) Kick start pedal (3) Kick stopper (4) Right crankcase cover

- Remove centrifugal filter cover (6) & clean the centrifugal filter (7) with non flammable or high flash point solvent (kerosene).



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

- Reinstall the centrifugal filter cover, right crankcase cover and connect the clutch cable.

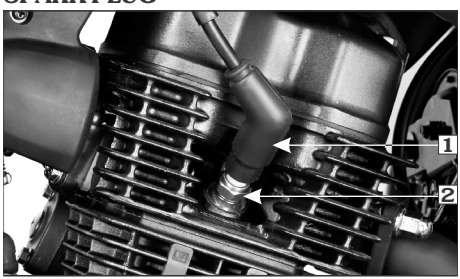
Install kick stopper and kick start pedal.

- Fill the crankcase with clean engine oil as per specification.

NOTE

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

SPARK PLUG

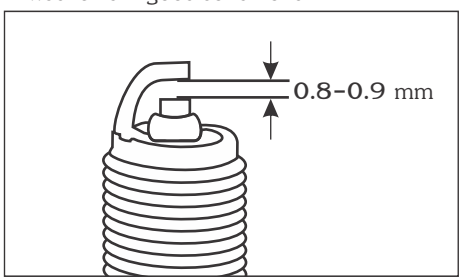


(1) Noise suppressor cap (2) Spark plug

Recommended plug : NGK-CPR 8 EA 9

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 Authorized Hero MotoCorp workshop on this if required.

- Clean dirt around the spark plug base.
- Disconnect the noise suppressor cap (1) and remove the spark plug (2) with the help of spark plug box wrench provided in the tool bag.
- Visually inspect the spark plug electrodes for wear. The center electrode should have square edges and the side electrode should not be eroded. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.
- Make sure that the spark plug gap is **0.8-0.9 mm** using a wire-type feeler gauge. If adjustment is necessary, bend the side electrode carefully. Make sure the plug washer is in good conditions.



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

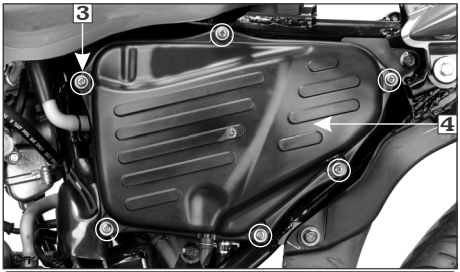
AIR CLEANER

The air cleaner is viscous type paper filter which enhances filtering efficiency. The air cleaner should be replaced at regular intervals **(page 30).** When riding in dusty areas, more frequent replacement may be necessary.

- Remove the seat assembly **(page 20)**.
- Remove the side cover (1) by removing side cover screws (2).

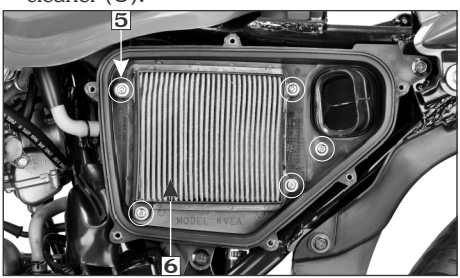
(1) Side cover (2) Side cover screws

- Remove the air cleaner cover screws washers (3) and the cover (4).



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

- Remove the element air cleaner screws/ washers (5) and remove the element air cleaner (6).



(5) Element air cleaner screws/washers
(6) Element air cleaner

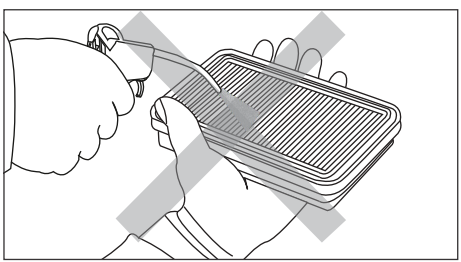
- Remove the air cleaner element (6) from housing (7).
- Clean the air cleaner housing (7) using a shop towel.

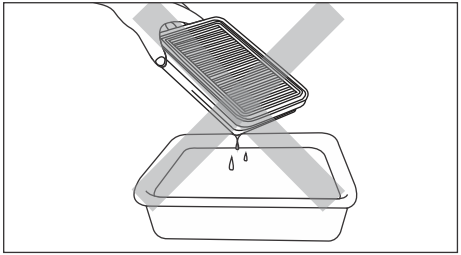
(6) Element air cleaner
(7) Air cleaner housing

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

CAUTION

- ***Never wash or clean the viscous filter. Replace filter element once in every 15000 km.***
- ***Replace it earlier if it becomes very dirty, damage on surface or on the sealing area.***





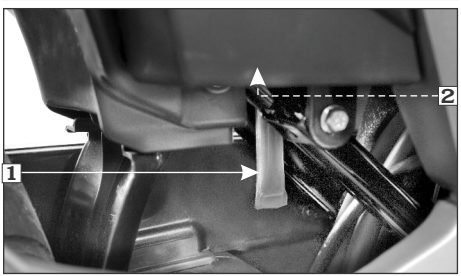
AIR CLEANER DRAIN TUBE

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

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

NOTE

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

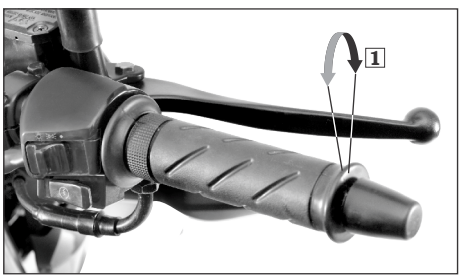


(1) Drain tube (2) Air cleaner assembly

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.



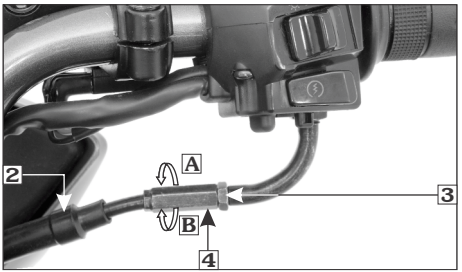
(1) Free play 2-6 mm

Free play adjustment

To adjust free play slide the boot (2), loosen the lock nut (3). Turn the adjuster(4) to adjust free play. After adjustment, tighten the lock nut and slide the boot on the adjuster and locknut securely.

Direction A – to decrease the free play

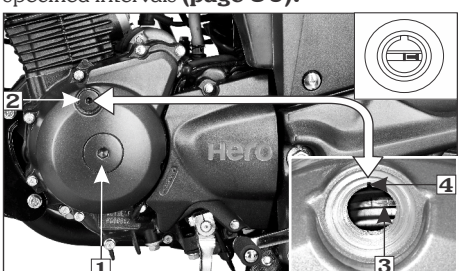
Direction B – to increase the free play



(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 30).**

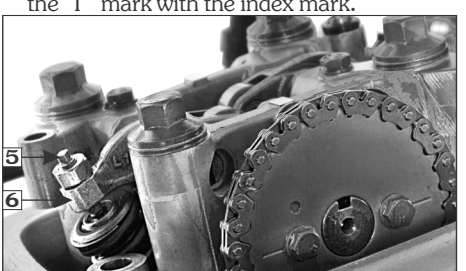


(1) Crankshaft hole cap (2) Timing hole cap
(3) 'T' mark (4) Index mark

NOTE

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

- Remove the crankshaft hole cap (1) and timing hole cap (2)
- Remove the cylinder head cover.
- Rotate the flywheel anticlockwise until th "T" mark (3) on the flywheel coincides with the index mark (4) or the left crankcase cover. In this position the piston will either be on the compression or exhaust stroke.
  The adjustment must be made when the piston is at Top Dead Center and both the inlet and exhaust valves are closed.
  This condition can be determined by moving the rocker arms. If they are free, it is an indication that the valves are closed and the piston is in compression stroke. If they are tight the valves are open, rotate the flywheel 360° anticlockwise and re-align the"T" mark with the index mark.



(5) Adjusting screw **(6) Lock nut**

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

(7) Feeler gauge

Standard clearance (Cold condition)
Intake:0.08 mm; Exhaust: 0.12 mm

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

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

- Install the parts in the reverse order of disassembly.

NOTE

Before inserting the feeler gauge, smear a bit of engine oil on the feeler gauage 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.

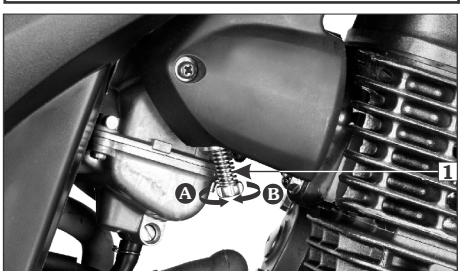
However in case of specific requirement of tuning due to engine stalling in idle speed, please follow the instructions given hereunder:

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

IDLE SPEED: 1400±100 R/MIN

CAUTION

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

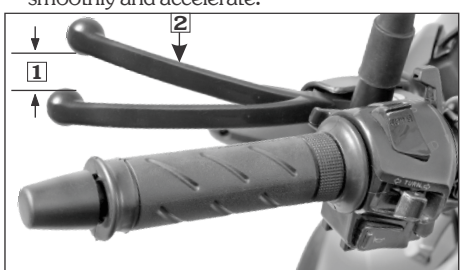


(1) Throttle stop screw
(A) Increase r/min (B) Decrease r/min

CLUTCH

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

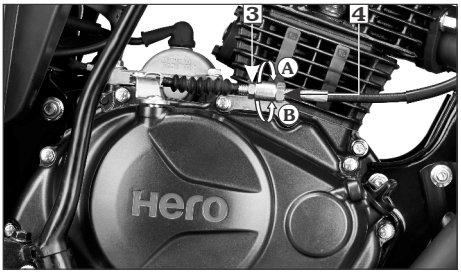
- To adjust the free play, loosen the lock nut (3). Turn the adjusting nut (4) to obtain the specified free play. Tighten the lock nut and check the adjustment.
- Start the engine, press the clutch lever and shift into gear. Make sure the engine does not stall, and the motorcycle does not creep. Gradually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



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

NOTE

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



(1) Lock nut (2) Clutch cable adjuster nut
(A) Decrease free play (B) Increase free play

Other Checks

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

DRIVE CHAIN

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

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

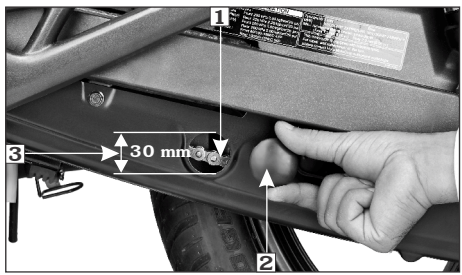
The drive chain (1) should be checked and lubricated as part of the Pre-ride Inspection **(page 23).** Under severe usage, or when the motorcycle is ridden in unusually dusty areas. more frequent maintenance will be necessary.

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 30 mm (1¼ 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.

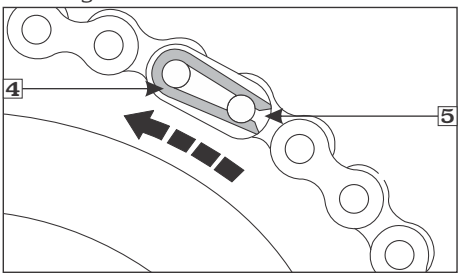
If the chain is slack in one section and tight in another, some links are kinked and binding. Binding can be eliminated by frequent lubrication.



(1) Drive chain (2) Hole cap
(3) Drive chain slack 30 mm

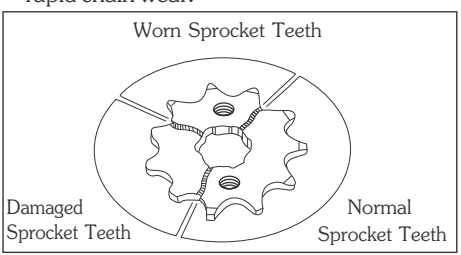
- Turn the chain to view chain lock plate (4) inside the hole. Ensure that the chain lock plate open end (5) is installed in the opposite direction of the chain rotation.

- Inspect the sprocket teeth for wear or damage.



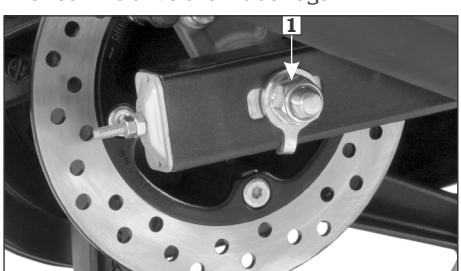
(4) Chain lock plate **(5) Open end**

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

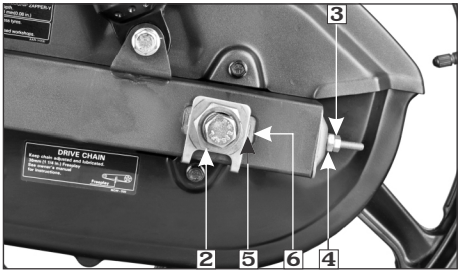


Adjustment

- Park the motorcycle on its main stand with the transmission in neutral and the ignition switch 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 6.8 kgf-m.
  - Sleeve nut torque 5.9 kgf-m.
- Check the drive chain slack again.



(1) Rear axle nut



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

- Rear brake pedal free play is affected when repositioning the rear wheel to adjust drive chain slack. Check rear brake pedal free play and adjust as necessary **(page 45)**.

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 or chain lubricant.

! CAUTION

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

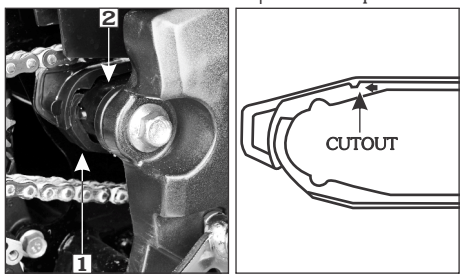
NOTE

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

Drive Chain Slider

(Refer to "Maintenance Schedule" on **(page 30)**.

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.



(1) Chain slider (2) Wear limit

FRONT BRAKE

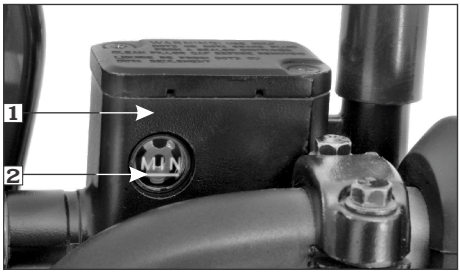
Refer to the safety precautions on **(page 28)**.

Master cylinder (1)

Location: Right handlebar.

Brake fluid recommended: Castrol Q Stop– DoT 3 or DoT 4

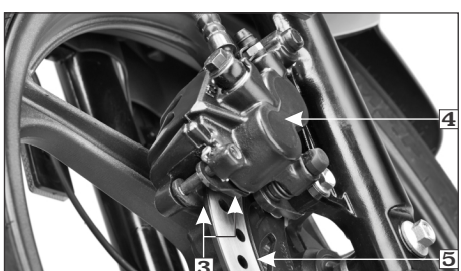
Fluid level– Ensure that the brake fluid level does not fall below "MIN" mark (2) on front brake master cylinder parallel to the ground. The level decreases gradually due to piston movement to compensate pad wear. If the level decreases abruptly, check for the leakages in the brake system and consult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



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

NOTE

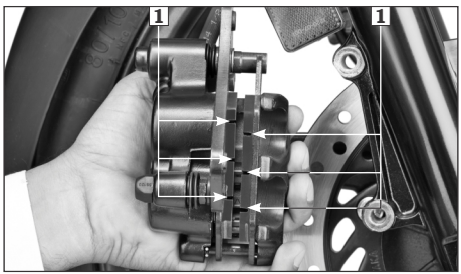
- ***Clean the dirt and mud accumulation between the brake pads (3) caliper (4) and the disc (5) by using a water jet.***
- ***Always contact your Authorised*** *Hero MotoCorp* ***workshop for refilling of master cylinder when necessary. Do not mix DoT 3 and DoT 4 brake fluid.***



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

Brake Pad Wear

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



(1) Wear Indicator Grooves

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

WARNING

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

REAR BRAKE

Disc type

Refer to the safety precautions on **(page 28)**.

Rear: Reservoir (1)

Location: Inside right side cover next to the battery.

Brake fluid recommended: Castrol Q Stop-DoT 3 or DoT 4

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

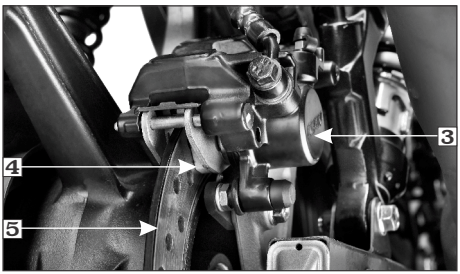
Reservoir

(1) Reservoir (2) Lower mark

NOTE

- ***Clean the dirt and mud accumulation between the brake pads (3) caliper (4) and the disc (5) by using a water jet.***
- ***Always contact your Authorised** Hero MotoCorp **workshop for refilling of master cylinder when necessary. Do not mix DoT 3 and DoT 4 brake fluid.***

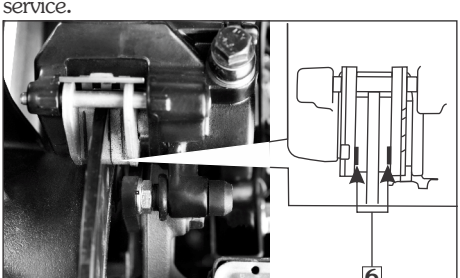
Rear Caliper



(3) Rear caliper (4) Brake (5) Disc

Check the wear indicator grooves (6) in each pad.

If either pad is worn to the bottom of the grooves, replace both as a set. Visit your Authorised Hero MotoCorp workshop for this service.

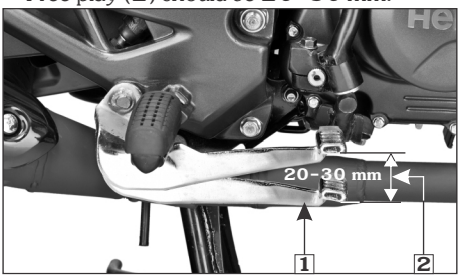


(6) Wear indicator grooves

REAR BRAKE

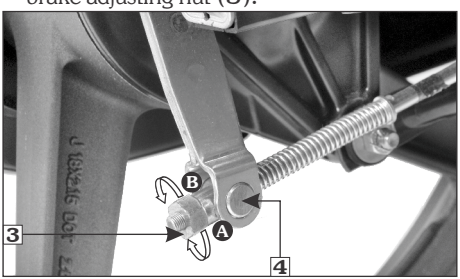
Drum Type

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



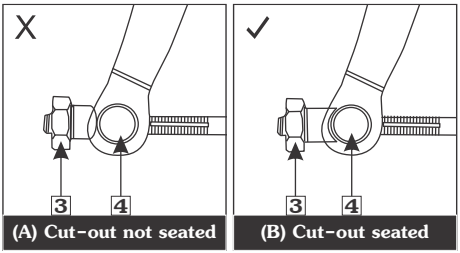
(1) Rear brake pedal (2) Free play 20-30 mm

- If adjustment is necessary, turn the real brake adjusting nut (3).



(3) Adjusting nut (4) Brake arm pin
(A) Decrease free play (Clockwise)
(B) Increase free play (Counter clockwise)

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



(3) Adjusting nut (4) Brake joint pin

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

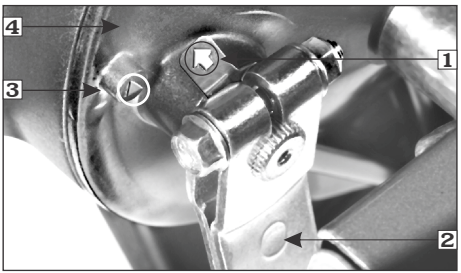
NOTE

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

BRAKE WEAR INDICATORS

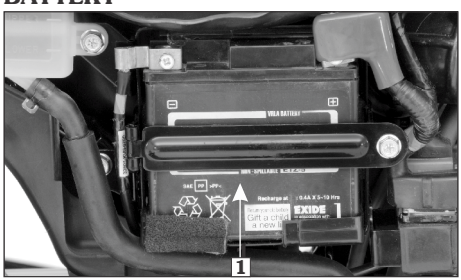
When the brake is applied, an arrow (1), fixed to the brake arm (2), moves towards a reference mark (3) on the brake panel (4). If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.

REAR BRAKE WEAR INDICATION



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

BATTERY



(1) Battery

Refer to the safety precautions on **(page 28).**

Location

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

Specification

*MF Battery, 12V-4 Ah ETZ-5

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

***MF stands for Maintenance Free**

Battery charging

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

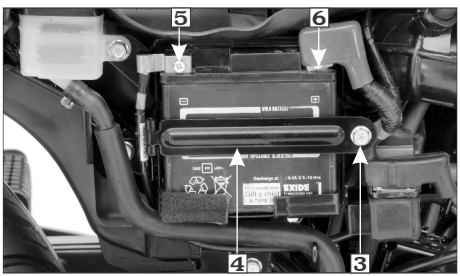
Battery storage

- If in case your motorcycle is not used for more 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 "O FF"
- Remove the seat **(page 20)**.
- Remove the right side cover screws (1) and remove the side cover (2).
- Remove the battery clamp bolt (3) and the battery clamp (4).
- Disconnect the negative (–)ve terminal lead from the battery first, then disconnect the positive (+)ve terminal lead (6).
- Pullout the battery from the battery box.

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



(3) Bolt (4) Band battery (5) Negative (–)ve terminal (6) Positive (+)ve terminal

Battery installation

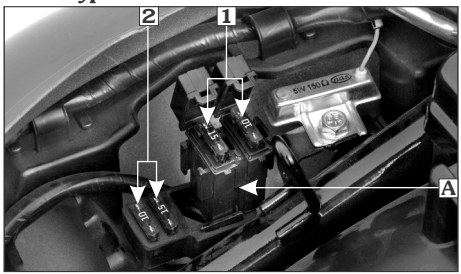
- Reinstall in the reverse order of removal. Be sure to connect the positive (+)ve terminal first, then the negative (–)ve terminal.
- Check all fasteners are secure.

FUSE REPLACEMENT

Refer to the safety precautions on **(page 28)**.

Fuse Box (A) Location : Below the seat

Fuse Type: Blade fuse



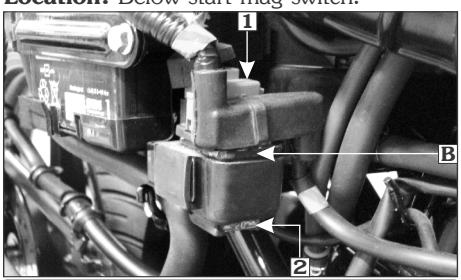
(1) In circuit fuse 15A, 10A
(2) Spare fuse 15A, 10A

Start Mag. Switch (B)

Location: Inside right side cover

Fuse Type: Blade fuse

Location: Below start mag switch.



(1) In circuit fuse 20A (2) Spare fuse 20A

⚠ 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.***

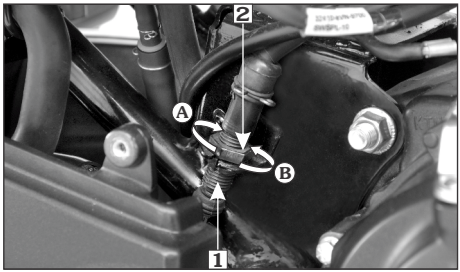
! CAUTION

- ***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 45)** should be adjusted before performing stop lamp switch adjustment. The procedure for adjusting stop lamp switch is as follows:

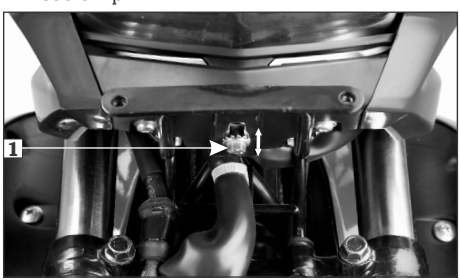
- Turn the ignition switch to the "ON" position.
- Turn the adjusting nut (2) to position stop lamp switch at a point where the stop lamp will glow just before the brake pedal is depressed to the limit of its free play. Turn the adjusting nut in direction (A) to advance switch timing or in direction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



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

HEADLAMP ADJUSTMENT

- Headlamp is preset. However in case of adjustment required, please follow the steps as given below:
- Headlamp adjustment is done by the loosening the bolt **(1)** located below the headlamp.



(1) Bolt

- Park the motorcycle on level ground.
- Adjust the headlamp beam by loosening the bolt **(1)** and moving the headlamp unit forward and backward for correct focus adjustment.
- Tighten the bolt after adjustment.

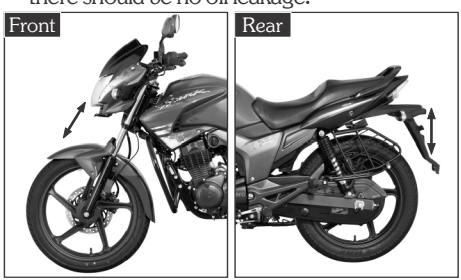
⚠ WARNING

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

SUSPENSION

Inspection

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



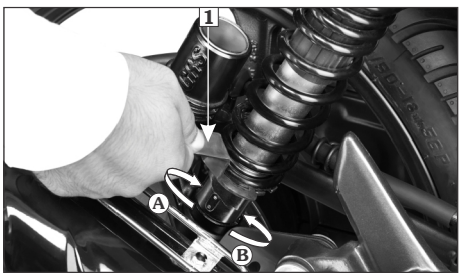
Rear shock absorber adjustment

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

- In direction A stiffer
- In direction B softer

NOTE

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

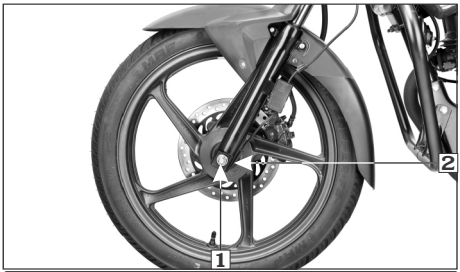


(1) Shock absorber adjustment tool

FRONT WHEEL REMOVAL

Refer to the safety precautions on **(page 28)**.

- Support the motorcycle securely on the main stand and raise the front wheel off the ground.
- Remove the front axle nut (1) remove the speed sensor (2), axle and wheel.
- Remove the side collar from the wheel.



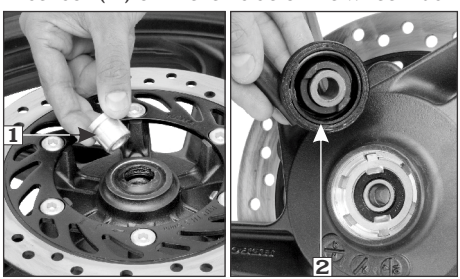
(1) Axle nut **(2) Speed sensor**

CAUTION

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

FRONT WHEEL INSTALLATION

- Install the side collar (1) to the right side of the wheel hub and then install the speed sensor (2) on the left side of the wheel hub.



(1) Side collar **(2) Speed sensor**

- Position the front wheel between the fork legs by aligning the slot on the speed sensor with the lug on the fork leg and the disc between the brake pads to avoid damage to the pads. Insert the axle from the right side through the fork legs and wheel hub.
- Tighten the front axle nut to the specified torque.

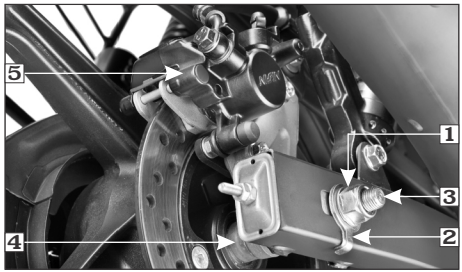
TORQUE : 5.9 kgf-m

- Install the stay and speed sensor cable stay bolt (1) on the left fork leg.
- After installing the wheel apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

REAR WHEEL REMOVAL

Disc type

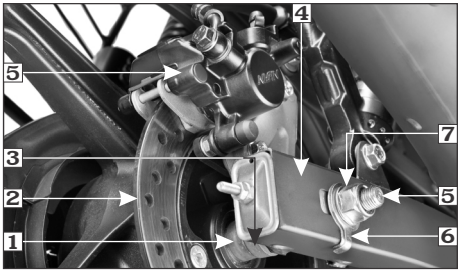
- Refer safety precautions on **(page 28)**.
- Support the motorcycle securely on the main stand and raise the rear wheel off the ground.
- Remove the rear axle nut (1) and washer (2).
- Remove the axle (3) and the right side collar (4).
- Move the caliper assembly (5) upwards.
- Slide the wheel out from left side.



(1) Rear axle nut (2) Washer (3) Axle (4) Right side collar (5) Caliper assembly

REAR WHEEL INSTALLATION

- Install the side collar (1) to the right side of the wheel hub.
- Tilt the motorcycle and position the rear wheel between the swingarm.
- Insert the disc (2) between the pads in the caliper assembly. When installing the wheel, carefully fit the brake disc between the brake pads to avoid damage to the pads.
- Align the rear caliper holder (3) with the swingarm (4).
- Insert the axle (5) from the left side through the swingarm, wheel hub, collar and rear caliper holder .



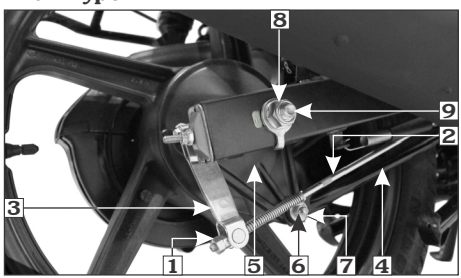
(1) Side Collar (2) Disc (3) Rear caliper holder (4) Swingarm (5) Axle (6) Washer (7) Axle nut

- Install the washer (6) and tighten the rear axle nut (7) to the specified torque.

TORQUE : 6.8 kgf-m

REAR WHEEL REMOVAL

Drum type



(1) Rear brake adjusting nut (2) Rear brake rod (3) Brake arm (4) Brake stopper arm (5) Brake panel (6) Split pin (7) Lock nut (8) Axle nut (9) Axle

- 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 axle (9). Remove the wheel.

Installation

- Reverse the removal procedure
- Axle nut torque : 6.8 kgf-m
  Brake stopper arm nut torque: 2.2 kgf-m
- Adjust the brake **(page 45)**.
- 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 put water inside the muffler during washing. It is advisable to put a cover over the Exhaust pipe to avoid water entering the muffler.***
- ***Do not use high pressure water (or air). It can damage certain parts of the motorcycle.***

CATALYTIC CONVERTER

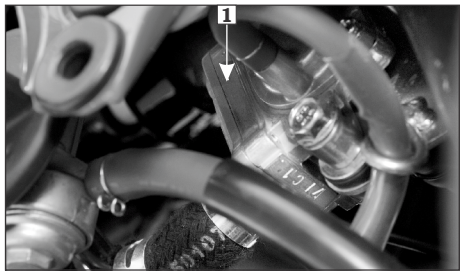
This motorcycle is equipped with a catalytic converter in the muffler to meet the emission norms . The catalytic converter contains noble metals that serve as catalyst, promoting chemical reactions to convert CO and HC in the exhaust to CO_2 and H_2O (water vapour).

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

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

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

AIR SUCTION VALVE



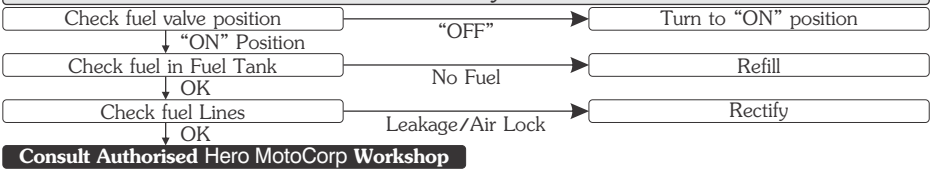
(1) Air suction valve

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

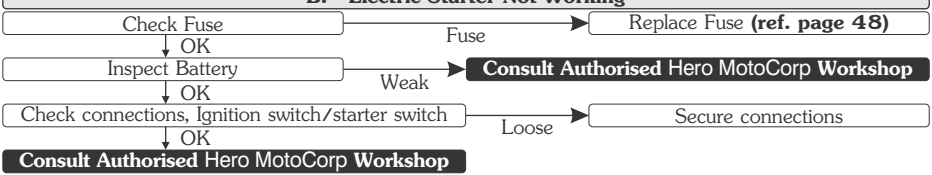
Air Suction Valve (1) supplies fresh air from the air filter to the exhaust manifold to convert carbon monoxide to carbon dioxide. This reduces the CO% in the vehicles exhaust.

1. STARTING TROUBLE – ENGINE DOES NOT START

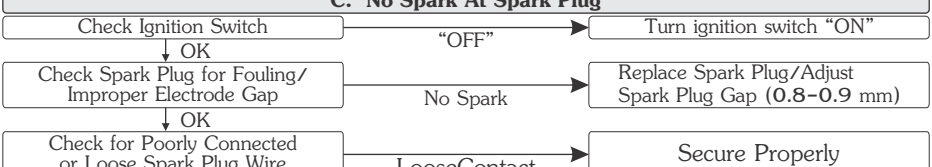
A. Fuel System



B. Electric Starter Not Working



C. No Spark At Spark Plug



2. ENGINE STARTS BUT STALLS

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

↓ "OFF" Position

Check Air Cleaner element → Dirty/Clogged → Replace

↓ 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 element → Clogged → Replace

↓ OK

Check Brake Binding → Improper functioning (Disc Type) → **Consult Authorised** Hero MotoCorp **Workshop**

Check Brake Binding → Improper Adjustment (Drum Type) → Readjust free play of rear Brake brake pedal

↓ OK

Check Tyre Inflation Pressure → Under Inflated → Correct Tyre Pressure

↓ OK

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4. ELECTRICAL SYSTEM

Feeble Horn Sound or No Light

Check Fuse → Fuse → 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**

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 biycles

No automobiles

No hand craft

No pedestrians

No right turn

No 'U' turn

Overtaking prohibited

Speed limit

No stopping or standing

No parking

Length limit

High limit

Restriction ends

Compulsory-ahead only

Compulsory-turn left

Compulsory-right ahead

Compulsory-ahead or turn right

Compulsory-keep left

Compulsory-bicycle track

Compulsory-sound horn

Cautionary

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


Right hand curve


Right reverse bend

Incline ahead


Narrow road ahead


Narrow bridge


Pedestrian crossing


School ahead


Gap in medium


Cross road

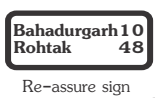

Men at work


Roundabout


Hump Road

Informatory

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



Re-assure sign


Public Telephone

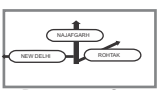

Petrol Pump


Hospital


First Aid Post


Eating Place


Light Refreshment



Destination Sign

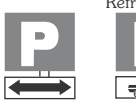
Place identification sign


Resting place


No through road


No through side road


Park this side


Parking both sides


Taxistand

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

Hero MotoCorp Ltd.

WARRANTY

Scope of warranty

Hero MotoCorp Ltd. (hereinafter called 'Hero MotoCorp') warrants its **Hunk** 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) **Hunk** 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 **Hunk** 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 **Hunk** vehicle needing repair should be brought along with owner's manual to Hero MotoCorp's authorized workshop for necessary inspection and carrying rectification job.

Hero MotoCorp Ltd.

LIMITATIONS OF WARRANTY

The warranty shall not apply—

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

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

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

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

(5) If **Hunk** 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 **Hunk** vehicle.

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

(14) For **Hunk** 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

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

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