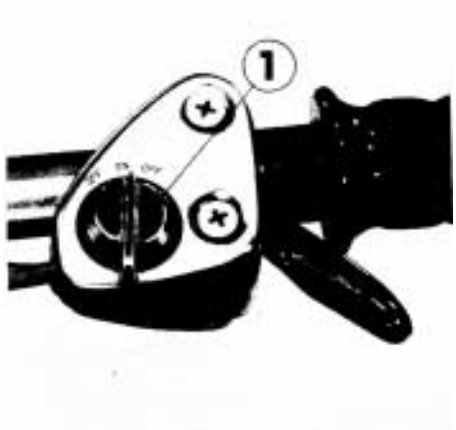
HONDA

ATC 90

Owner's Manual

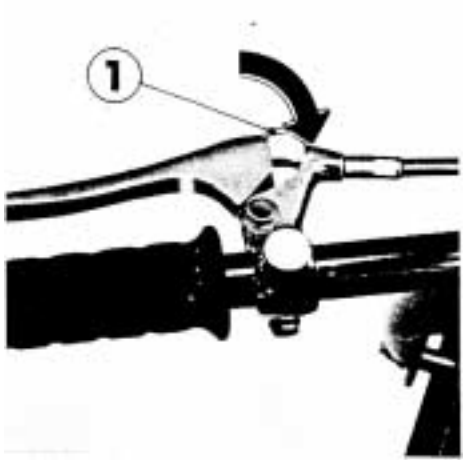


① Emergency switch

PARKING BRAKE

To set the parking brake, pull the hand lever back, and lock it in this position by setting the lock lever ① as shown in the illustration.
Always apply the parking brake when parking on a hill or when leaving the machine with the engine running.

NOTE: Use of the parking brake in freezing weather may cause the brakes to freeze in the locked position.



① Lock lever

TIRE

The **ATC90** is equipped with 22×11 3.5, Ap. low pressure, tubeless tires. These tires are designed specifically for off-the-road use. Paved surfaces should be avoided, as they will cause excessive tire wear.

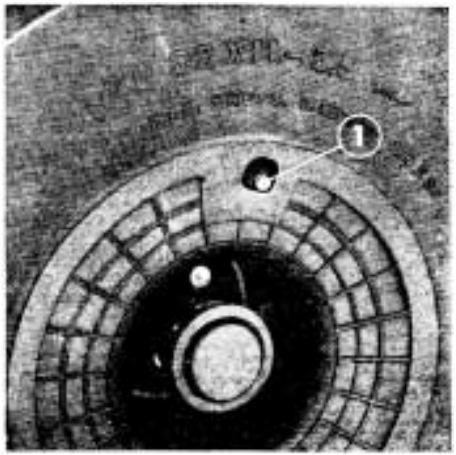
For normal use, the tires should be inflated to a maximum pressure of 2 psi. A manually operated tire pump should be used rather than the high pressure systems found in service stations. This will lessen the chance of inadvertently damaging the tires through overinflation.

Be especially careful to inflate both rear tires equally. If the **ATC 90** is operated with unequal tire pressures, the resultant difference in tire circumference will cause the **ATC 90** to tend to run toward one side and will affect handling adversely.

Recommended Pressure : 1.5 psi (0.1 kg/cm²)

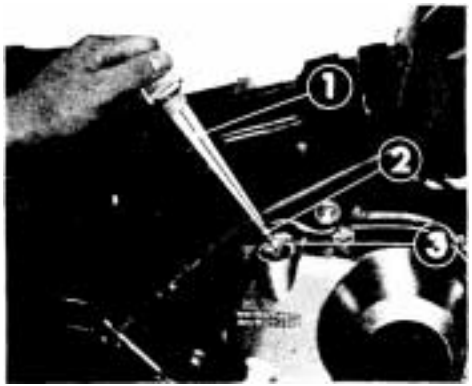
Max. Pressure : 2 psi

operatr only



① Tire valve

ENGINE OIL LEVEL



① Dipstick
② Upper level mark
③ Lower level mark

Check engine oil level at the start of each day the **ATC 90** is to be ridden. Raise or remove the seat for better access to the engine oil filler cap. The oil filler cap contains a dipstick for measuring oil level.

Oil level should be checked with the **ATC 90** resting on level ground and with the oil filler cap touching the filler orifice but not screwed in.

Oil level should be maintained between the upper and lower oil level marks on the dipstick.

ENGINE OIL CHANGE

Engine oil should be changed in accordance with the maintenance schedule on pages 21 and 22. Use motor oils of the grade and viscosity recommended on page 12.

When changing oil, drain the used oil from the crankcase while the engine is still warm. This will ensure complete and rapid draining.

1. Remove the oil filler cap from the right crankcase cover.

SPARK PLUG REPLACEMENT + ADJUSTMENT

For normal riding conditions, we recommend using an NGK D-8HS spark plug.

The spark plug may be removed for cleaning or replacement, using the socket wrench provided in the tool kit.

When the used spark plug is removed inspect the firing tip. If the electrodes and insulator nose appear unusually fouled or burned, we suggest that you contact your Honda dealer for his analysis of the problem.

A fouled spark plug can be indicative of too cold a spark plug heat range selection, rich fuel mixture or excessive oil consumption.

A spark plug with burned electrodes and a glazed or blistered insulator nose can be indicative of too hot a spark plug heat range selection, lean fuel mixture or excessively advanced ignition timing.

WARNING :

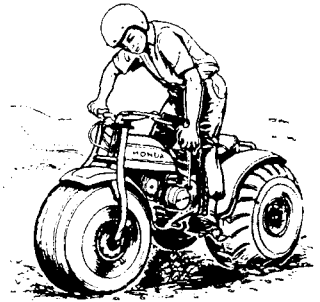
The use of spark plugs of incorrect size or heat range can cause serious engine damage.

The spark plug gap should be adjusted to 0.024~0.028 in. (0.6~0.7 mm), using a clearance gauge between the electrodes. Adjustment is made by carefully bending the side electrode.

Before installing the spark plug, clean any oil or dirt from the spark plug seat in the cylinder head.

Install the spark plug by hand until finger tight, then using the spark plug wrench, tighten the spark plug an additional 1/2 to 3/4 turn or until the sealing gasket is compressed.

SAFETY PRECAUTIONS



For your initial riding practice, select a safe area, free of obstacles, with an even surface of dirt, sand, snow, etc. Avoid paved surfaces, as they are more difficult on which to learn to maneuver and will also significantly shorten the life of the tires.

The clothing most suitable for comfort and protection varies with factors of climate and hazards of the terrain to be traveled. This matter is therefore best left to the discretion of the individual rider. In all circumstances, however, we recommend wearing a safety helmet, and boots which rise at least above the ankles.

Shift the transmission into neutral before starting the engine. Allow sufficient warm up time before proceeding. Ride with your feet upon the foot pegs at all times. Under normal riding conditions, it is not necessary nor desirable to touch the ground for balance.

WARNING: *IF YOUR FEET ARE REMOVED FROM THE FOOTPEGS TO TOUCH THE GROUND WHILE THE ATC IS IN MOTION, THEY COME IN CONTACT WITH THE REAR WHEELS.*

TIRE CARE

The Honda ATC is equipped with 22 x 11—3.5, low pressure, tubeless tires. For normal use, they should be inflated to a maximum pressure of 2 p.s.i. A manually operated tire pump should be used rather than the high pressure systems found in service stations. This will lessen the chance of accidentally damaging the tires through overinflation.

If no air pressure gauge is available to accurately measure 2 p.s.i., this value can be obtained by measuring the circumference of the tires with a measuring tape. The tires will increase in circumference as air pressure is added. When inflated to 2 p.s.i., the maximum tire circumference, measured over the tread ribs, will be approximately 72 to 73 inches. The relationship between tire pressure and actual circumference varies slightly with factors of wear and stretching that occur through use.

To increase traction for use in deep snow, the tires may be deflated and run with neutral pressure (0 p.s.i.). The tires can be quickly depressurized by removing the valve cores from the tire valve stems. As soon as all air under pressure has escaped, replace the valve cores. The air remaining in the tires at atmospheric pressure will be sufficient to support the weight of the ATC while ridden in deep snow. Be sure to reinflate the tires to 2 p.s.i. before riding the ATC on firmer terrain.

Be especially careful to inflate both rear tires equally. If the ATC is operated with unequal tire pressures, the resultant difference in tire circumference will cause the ATC to tend to run toward one side and will affect handling adversely.

If these tires sustain a puncture, they may be repaired by applying an automotive inner tube patch to the outside surface of the tire. The procedure for applying a patch is the same as that used in patching automobile inner tubes. Any tire that is severely damaged or damaged in a position that will not hold a patch must be replaced.

Whenever the ATC is to be operated far from service facilities or available transport, we recommend that the rider carry with him a tire pump and a suitable tire patch kit.