

*** Strictly ACE 750 Disclaimer***

Do not attempt any of the modifications featured on these pages.
These modifications are shown for illustration purposes only.
Modifications were performed by a professional in a closed shop.
No llamas were harmed in the performance of these modifications.

You accept all responsibility for any explosions
or fatally injured llamas that may occur
if you choose to attempt these modifications yourself.

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THE OIL CHANGE

If you're a **thrifty** soul like I am (notice I didn't say cheap), you'll want to save some dough by doing your oil change yourself. It's really easy, doesn't take a lot of muscle or time, and you can spend what you save by doing it yourself on some toys for your bike.

Having previously purchased the [Honda Service Manual](#) (I figured it oughta come in handy for more than just an oil change), I purchased my [supplies](#) to do my own oil change at 4000 miles. I bought the Honda oil filter wrench because you can put a 3/8" drive ratchet on it to loosen or tighten the filter. It's not cheap, but it's a good one-time investment for your bike.

If you've ever changed the oil and filter in a 4-wheel vehicle, it's the same concept, everything's just in a different place. Following the Service Manual, here's what I did.

All sections italicized are direct quotes from the Honda Service Manual.

NOTE: Change the engine oil with the engine warm and the motorcycle on its side stand to assure complete and rapid draining.

Start the engine and let it idle for a few minutes to warm the oil.

Remove the [oil dipstick](#). This provides an air gap for the oil to flow freely while draining.

Locate the oil [drain plug](#). It is on the left side, at the bottom of the engine. There is not enough space to use a ratchet, so I used a 17mm combination wrench. The open end included in your bike's toolkit will work fine.

Loosen the drain plug, then place a drain pan under the drain plug. Remove the drain plug. Let the oil drain into the drain pan. Now the manual states:

With the engine stop switch "OFF", push the starter button for a few seconds to drain any oil which may be left in the engine.

NOTE: Do not operate the motor for more than a few seconds.

I didn't want the engine to start, so I pulled the plug wires first, then cranked the engine for a few seconds. Some additional oil was blown out by the engine cranking.

After draining the oil completely, check that the sealing washer on the drain bolt is in good condition and replace if necessary.

Replace and tighten the drain plug. The factory recommended torque is 22 lbs/ft. or 3.1 kgs/m.

Locate the [oil filter](#). It is on the left side, about a foot behind the oil drain plug. Place the drain pan under the oil filter, remove the oil filter and place it in the drain pan, then let the remaining oil drain into the pan. [Here's](#) what I ended up

with.

Apply a [layer of new oil](#) to the o-ring and the threads on the new filter, then [screw the new filter into place](#) and tighten. The factory recommended torque is 7 lbs/ft. or 1.0 kgs/m.

[Fill the crankcase with new oil](#). A funnel comes in handy here. According to the manual, the oil capacity at draining is 2.32 quarts or 2.2 liters. The capacity at oil filter change is 2.54 quarts or 2.4 liters. I put in one quart, checked the level, the a second quart and checked the level. After the second quart, the oil just reached the dipstick. I then added just a hair more than half of the third quart, and checked the level. The level is now at the upper level mark.

NOTE: Do not screw the oil cap/level gauge when checking oil level.

The oil level cannot be correctly measured if the motorcycle is not supported perfectly upright on a level surface.

I kneel or sit on the right side of the bike and with the steering turned full lock to the right, pull the right handlebar grip toward me until the bike is upright. I then reinsert the dipstick and pull it back out to check the [level](#).

Start the bike and let it idle for a few minutes to circulate the oil, checking for leaks. Stop the engine and check the oil level.

If the level is below or near the lower level mark on the dipstick, fill to the upper level mark with the recommended oil.

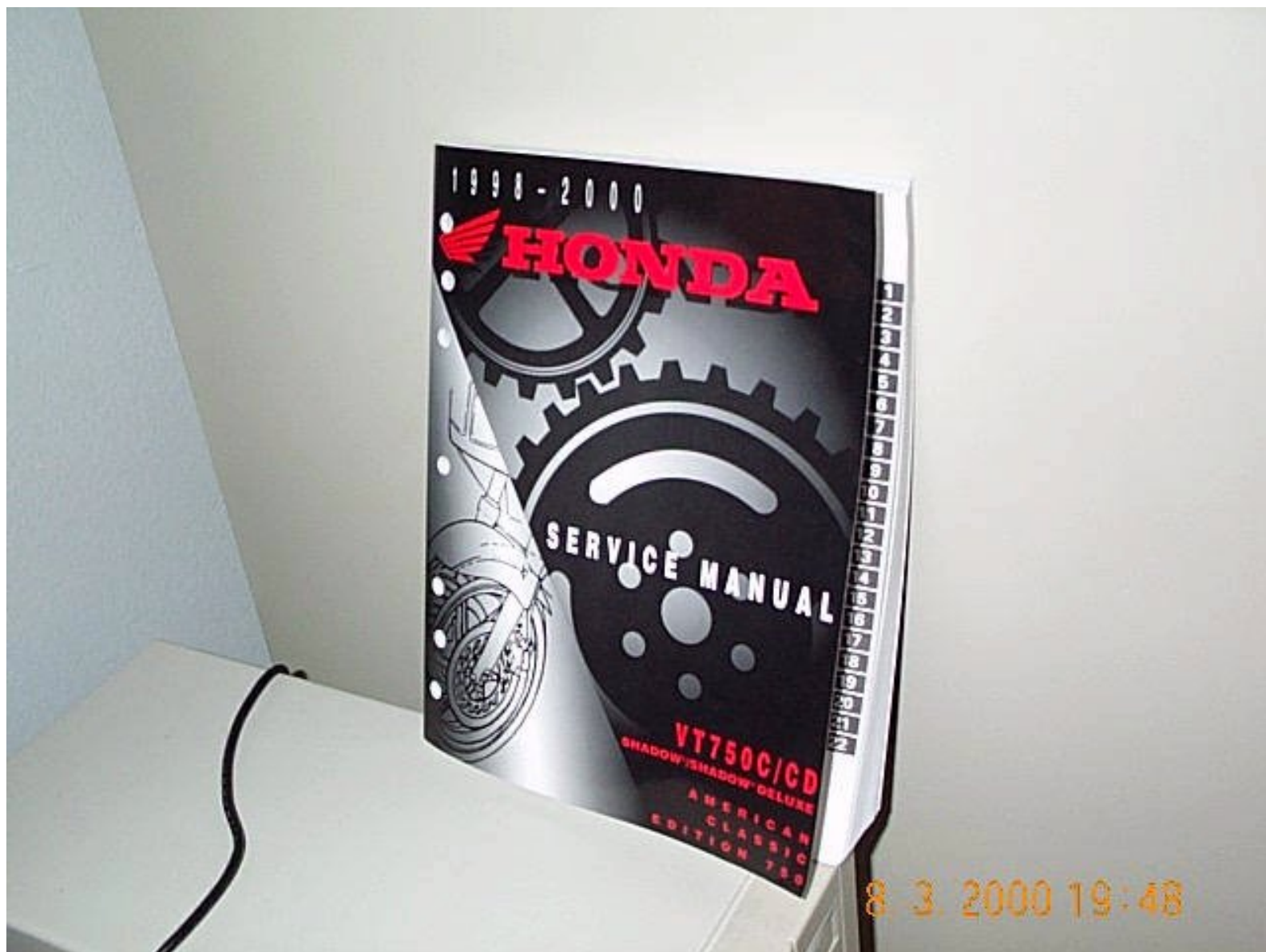
I then took the bike out for a short ride. I returned and checked the level again, and checked for leaks. Level okay, no leaks. DONE!

My total cost for this oil change is shown below. Taking my time, It took about an hour to complete.

The prices shown below are the regular prices at my dealer, but I get a standard 10% discount off parts and labor.

ITEM	PRICE EACH	TOTAL
Honda HP4 10W40 Synthetic Blend Oil	5.99	17.97
Honda Oil Filter	8.95	8.95
Honda Oil Filter Wrench	23.94	23.94
TOTAL		50.86

After my 10% discount, the adding 8.25% Cal Sales Tax, my total cost was \$49.55. My dealers shop labor is \$60 an hour. So I saved at least \$60. Hmmm, I wonder how much chrome I can get for \$60.....





Pro Honda HP4 Synthetic/Petroleum Blend Oil

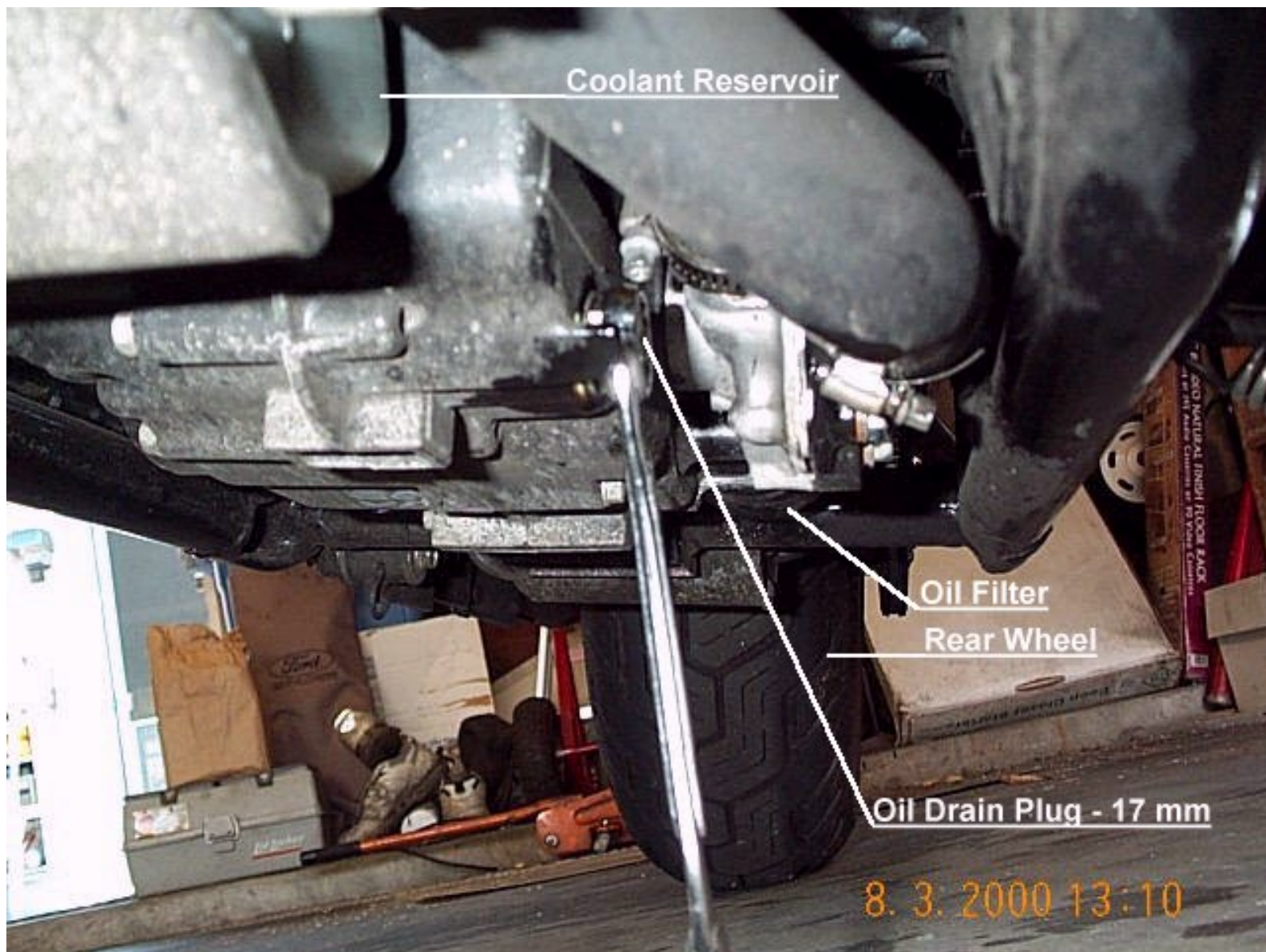
Honda OEM Oil Filter

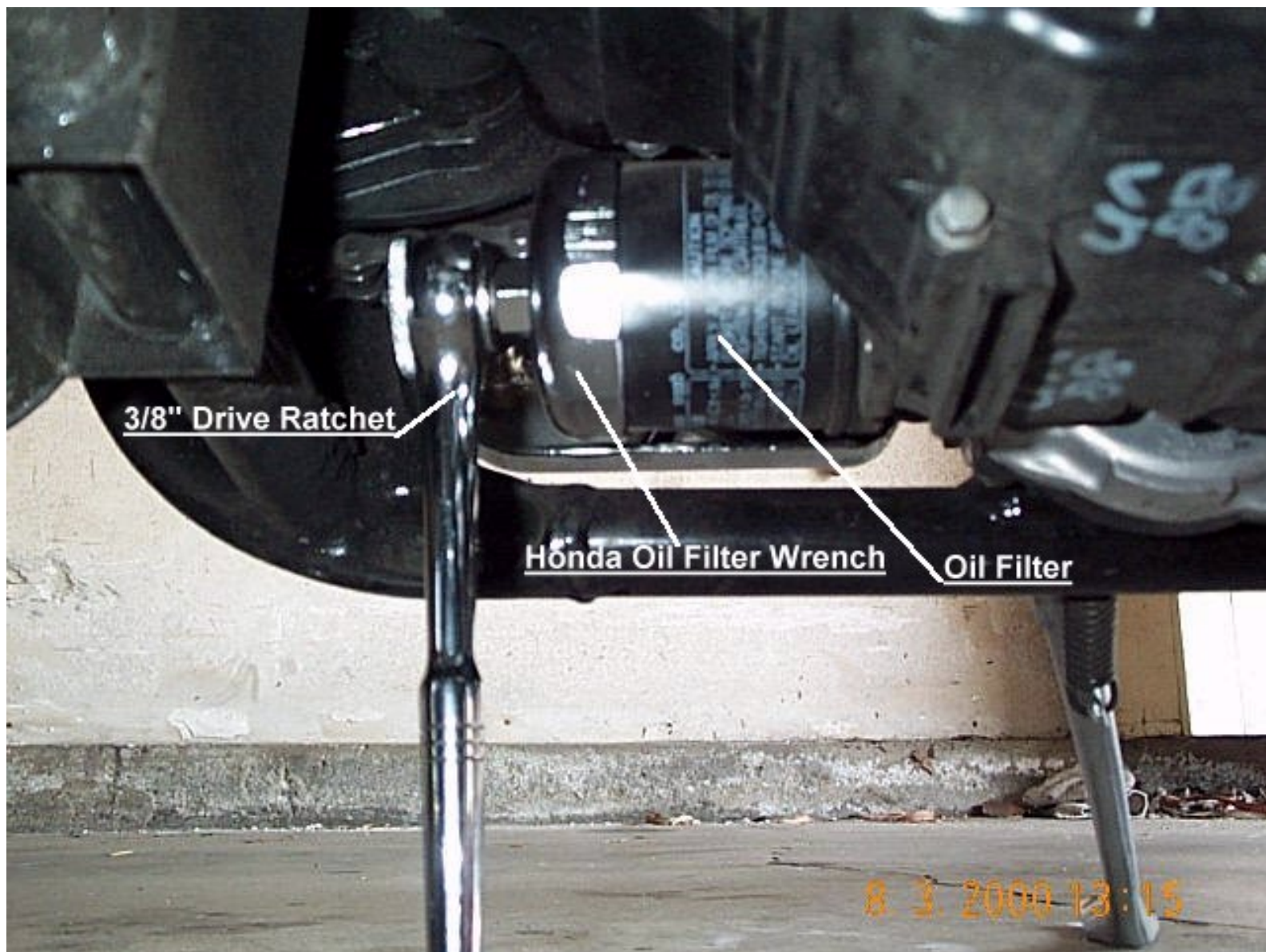
Honda OEM Oil Filter Wrench

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Oil Dipstick - Right Side of Engine







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