Trouble	Probable Causes	Remedies
Difficult gear shifting	1. Improper clutch disengagement	Adjust the clutch
	2. Damaged gear or foreign object lodged in the gear	Replace the defective parts
	3. Gear shift fork inoperative	Repair or replace
	4. Incorrect operation of the gear shift drum stopper and change pedal	Repair or replace
	5. Mainshaft and countershaft out of alignment	Repair or replace
	6. High oil viscosity	Change the oil
Excessive high gear noise	1. Excessive gear backlash	Repair or replace
	2. Worn main and countershaft bearing	Repair or replace
Gear slip out	1. Worn fingers on gear shift fork	Replace
	2. Worn gear dog hole	Replace
	3. Worn spline	Replace
Clutch slippage	1. No clutch lever play	Adjust the clutch lever
	2. Weak or no uniform clutch pressure plate spring	Replace the weak spring
	3. Worn or glazed friction disc	Replace
Poor clutch engagement	1. Excessive clutch lever play	Adjust clutch lever play
	2. Warped friction disc	Replace
	3. Warped pressure plate	Replace
	4. Bent main shaft	Replace
Pedal does not return	1. Faulty return spring	Replace
	2. Unhook return spring	Hook return spring
Kick starter gear does not rotate	1. Excessive kick starter pawl wear	Replace
Engine does not start	Carburetor	
	1. Choke fully open	Close choke
	2. Carburetor air screw improperly set	Adjust air screw
	3. Air leaking into the cylinder head	Retighten carburetor connecting tube
	4. Clogged carburetor slow jet	Check, clean and retighten
	5. Clogged fuel valve or piping	Disassemble and clean
	6. Clogged vent hole in the fuel tank cap	Disassemble and clean
	7. No fuel in the tank	Fill tank with gasoline
Poor engine idling	Carburetor	
	1. Clogged or loose carburetor slow jet	Check, clean and retighten
	2. Improper float level	Adjust
	3. Incorrect air screw adjustment	Adjust
	4. Carburetor linkage malfunction	Adjust
	5. Air leaks	Tighten all air passage connections
Improper running of engine	Carburetor	
	1. Jet size too small	Replace with larger size jet
	2. Improper float level	Adjust
	3. Clogged carburetor main jet	Clean and retighten
	4. Carburetor linkage malfunction	Adjust
	5. Air leaks	Tighten all air passage connections

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CHASSIS

Trouble	Probable Causes	Remedies
Heavy steering	1. Steering stem excessively tightened	Loosen the steering stem nut
	2. Damaged steering stem steel balls	Replace
	3. Bent steering	Replace
	4. Low front tire pressure	Add air to the specified pressure of 1.8kg/cm² (25.6 psi)
Front and rear wheel wobble	1. Loose steering stem mounting bolt	Retorque
	2. Worn front and rear wheel bearings	Replace bearing
	3. Front or rear wheel runout or distorted	Repair or replace
	4. Loose spoke	Retorque
	5. Defective tire	Replace
Soft suspension	1. Loss of spring tension	Replace
	2. Excessive load	
Hard suspension	1. Ineffective front fork damper	Repair
	2. Ineffective rear damper	Replace
Suspension noise	1. Front case or rear damper rubbing	Inspect cushion spring and case
	2. Interference between cushion case and spring	Repair or replace
	3. Faulty fork stopper rubber	Replace
	4. Insufficient front fork oil	Add damper oil
Defective brake	1. Front brake fluid	
	• Insufficient brake fluid	Add brake fluid
	• Air in the brake system	Bleed brake system
	• Worn brake pad	Replace pad
	• Worn piston	Replace piston
	• Worn or distorted front brake disc	Replace disc
	• Brake lever out of adjustment	Readjust
	2. Rear brake	
	• Worn brake lining	Replace
	• Worn brake shoe or poor contacts	Replace
	• Worn brake cam	Replace
	• Wet brake from water or oil	Clean
	• Worn brake shaft	Replace
	• Brake pedal out of adjustment	Readjust

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ELECTRICAL

Trouble	Probable causes	Remedies
Engine does not start	1. Battery	
	- Discharged	Recharge or replace
	- Poor battery terminals contact	Repair
	2. Main switch	
	- Open or shorted circuit, disconnected connections	Repair
	- Poor contact between main switch wire and wire harness	Repair
	3. Ignition coil	
	- Improperly insulated high tension coil	Replace
	- Open or shorted circuit in ignition coil	Replace
	4. Contact breaker	
	- Open circuit in the primary coil	Repair
	- Dirty ground point with oil or dust	Clean
	- Point gap out of adjustment	Readjust
	- Improperly charged condenser	Replace
Starting motor does not operate	1. Defective battery	Charge or replace
	2. Poor magnetic switch contact	Repair or replace
	3. Poor starting motor carbon brush contact	Repair or replace
Horn inoperative, poor sound or too weak sound	1. Horn	
	- Cracked diaphragm	Replace
	2. Horn button	
	- Poor grounding	Repair
	3. Wiring	
	- Poor contact	Repair
	4. Adjusting screw	
	- Out of adjustment	Readjust
Tail light and head light inoperative	1. Fuse	
	- Blown fuse or burnt bulb filament	Replace
	2. Bulb	
	- Burnt bulb filament	Readjust
	3. Switch	
	- Poor lighting switch contact	Readjust
	4. Wiring	
Stop light inoperative	1. Bulb	
	- Burnt or broken bulb filament	Replace
	2. Front and tail stop light switch	
	- Malfunction of switch	Readjust
	3. Wiring	
	- Poor contact of leads	Readjust
Winker lamp blinks too fast or too slow	1. Bulb	
	- Blinks unusually fast: improperly connected relay	Replace
	2. Wiring	
	- Blinks too fast: bulb with unsuitable wattage	Replace
	- Blinks too slow: burnt or broken bulb	Replace
	3. Defective relay	Replace

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Trouble	Probable causes	Remedies
Winker lamp inoperative	1. Winker lamp switch	
	• Poor winker relay contact	Replace
	• Open circuit in winker relay coil	Replace
	2. Bulb	
	• Bulb wattage is smaller than rated wattage	Replace
	3. Relay	
	• Poor winker relay contact	Replace
	• Improperly connected leads	Replace
No charging	1. Broken wire or shorted, loose connection	Repair or replace
	2. Faulty coil due to short or grounding	Replace
	3. Faulty or shorted silicon diode	Replace
	4. Broken or shorted lead wire at regulator	Repair or replace
	5. Regulator voltage at no load is too low	Readjust
Insufficient charging	1. Wiring	
	- Broken wire, intermittent shorting or loose connection	Repair, retighten
	2. Generator	
	- Shorting across layer in the field coil (resistance indicated in continuity test)	Replace
	- Shorting across layer in stator coil	Replace
	- Open circuit in one of the stator coil	Replace
	- Faulty or shorted silicon diode	Replace
	3. Regulator	
	- Voltage below specified value at no load	Readjust
	- Dirty or pitted points	Polish or replace
	- Coil or resistor internally shorted	Replace
	4. Battery	
	- Low electrolyte level	Add distilled water
	- Defective battery plates	Replace
Excessive charging	1. Wiring	
	F terminal circuit and F terminal circuit shorted resulting in split wound generator	Repair
	2. Battery	
	Internal short	Replace
	2. Regulator	
	• Excessive voltage at no load voltage	Repair
	• Improper grounding	Provide proper ground
	• Broken coil lead wire	Repair, replace
Unstable charging voltage	1. Wiring	
	• Bare wire shorting intermittently under vibration or broken wire making partial contact	Repair or replace
	2. Generator	
	• Layer short (intermittent shorting)	Repair or replace
	2. Generator	
	• Intermittent open circuit in the coil	Repair or replace
	• Improperly adjusted voltage	Readjust
	• Defective key switch	Replace
	• Dirty points	Clean

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Trouble	Probable causes	Remedies
Self discharge Battery discharges in addition to that caused by the connected load.	1. Dirty contact areas and case. 2. Contaminated electrolyte or electrolyte excessively concentrated.	1. Always keep the exterior clean. 2. Handle the replenishing electrolyte with care.
C. Large discharge rate Specific gravity gradually lowers and around 1.100 (S. G.), the winker and horn no longer function.	1. The fuse and the wiring are satisfactory, but loads such as winker and horn do not function. In this condition the motorcycle will operate but with long use, both ⊕ and ⊖ plates will react with sulfuric acid and form lead sulfide deposits, (sulfation) making it impossible to recharge.	1. When the specific gravity falls below 1.200 (20°C; 68°F), the battery should be recharged immediately. 2. When the battery frequently becomes discharged while operating at normal speed, check the generator for proper output. 3. If the battery discharges under normal charge output, it is an indication of overloading. Remove some of the excess load.
High charging rate The electrolyte level drops rapidly but the charge is always maintained at 100% and the condition appears satisfactory. (Specific gravity over 1.260)	1. The deposit will heavily accumulate at the bottom and will cause internal shorting and battery damage.	1. Check to assure proper charging rate.
Specific gravity drop Electrolyte evaporates	1. Shorted. 2. Insufficient charging. 3. Distilled water overfilled. 4. Contaminated electrolyte.	1. Check specific gravity measurement. 2. If the addition of distilled water causes a drop in specific gravity, add sulfuric acid and adjust to proper value.
Sulfation The electrode plates are covered with a white layer or spots.	1. Charging rate is too small or too large. 2. The specific gravity of the mixture of the electrolyte is improper. 3. Battery left in a discharge condition for a long period. (Left with the switch turned on) 4. Exposed to excessive vibration due to improper insulation. 5. Motorcycle stored during the cold season with the battery connected.	1. When motorcycle is in storage, the battery should be recharged once a month even though the motorcycle is not used. 2. Check the electrolyte periodically and always maintain the proper level. 3. In a lightly discharged condition, perform recharging and discharging several times by starting the engine.
Spark plug electrode coated with carbon deposit	1. Too rich a fuel mixture. 2. Excessive idle speed. 3. Poor quality gasoline. 4. Clogged air cleaner. 5. Use of cold spark plug.	Adjust carburetor. Adjust idle speed. Use good quality gasoline Service the air cleaner. Use proper heat range plug.
Spark plug electrode fouled with oil	1. Worn piston ring. 2. Worn piston and cylinder. 3. Excessive clearance between valve guide and valve stem.	Replace piston ring. Replace piston or cylinder. Replace valve guide or valve.
Spark plug electrode overheated or burnt	1. Use of hot spark plug. 2. Engine overheating. 3. Improper ignition timing. 4. Loose spark plug or damaged spark plug hole thread. 5. Too lean a fuel mixture.	Use proper heat range plug. Readjust ignition timing. Retighten plug or replace cylinder head. Adjust carburetor.
Damage	Spark plug overtorqued.	Replace with a new spark plug.

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12. MAINTENANCE SCHEDULE

This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.			
	500 miles 800 km	1 month 300 miles 500 km	8 months 1,500 miles 2,500 km	6 months 3,000 miles 5,000 km	18 months 6,000 miles 10,000 km
ENGINE OIL—Change	●		○		
OIL FILTER ELEMENT—Replace	●			○	
OIL FILTER SCREEN—Clean					○
SPARK PLUGS —Clean and adjust gap or replace if necessary.				○	
*CONTACT POINTS AND IGNITION TIMING —Clean, check, and adjust or replace if necessary.	●			○	
*VALVE TAPPET CLEARANCE —Check, and adjust if necessary.	●			○	
*CAM CHAIN TENSION—Adjust	●			○	
PAPER AIR FILTER ELEMENT AND POLYURETHAN FOAM ELEMENT—Clean	(Service more frequently if operated in dusty areas)			○	
PAPER AIR FILTER ELEMENT—Replace					○
*CARBURETORS—Check and adjust if necessary.	●			○	
THROTTLE OPERATION —Inspect cables. Check, and adjust free play.	●			○	
FUEL FILTER SCREEN—Clean				○	
FUEL LINES—Check				○	
*CLUTCH—Check operation, and adjust if necessary.	●			○	
DRIVE CHAIN —Check, lubricate, and adjust if necessary.	***●	○			
BRAKE FLUID LEVEL —Check, and add fluid if necessary.	●			○	
*BRAKE SHOES/PADS —Inspect, and replace if worn.				○	
BRAKE CONTROL LINKAGE —Check linkage, and adjust free play if necessary.	●			○	
*WHEEL RIMS AND SPOKES—Check. Tighten spokes and true wheels, if necessary.	●			○	
TIRES—Inspect and check air pressure	●	○			
FRONT FORK OIL—Drain and refill	**●				○
FRONT AND REAR SUSPENSION —Check operation.	●			○	
REAR FORK BUSHING —Grease, check for excessive looseness.				○	
*STEERING HEAD BEARING—Adjust					○
BATTERY—Check electrolyte level, and add water if necessary.	●		○		
LIGHTING EQUIPMENT —Check and adjust if necessary.	●	○			
ALL NUTS, BOLTS, AND OTHER FASTENERS —Check security and tighten if necessary.	●	○			

Items marked * should be serviced by an authorized Honda dealer, unless the owner has proper tools and is mechanically proficient. Other maintenance items are simple to perform and may be serviced by the owner.

** INITIAL SERVICE PERIOD 250 MILES
*** INITIAL SERVICE PERIOD 1,500 MILES

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13. TECHNICAL DATA

A. Specifications of CB 500 (CB 500 K1, K2)

	Item	Metric	English
DIMENSION	Overall Length	2,205 mm (2,120 mm)	86.8 in. (83.5 in.)
	Overall Width	835 mm	32.5 in.
	Overall Height	1,115 mm	44.0 in.
	Wheel Base	1,405 mm	55.5 in.
	Seat Height	805 mm	31.7 in.
	Foot Peg Height	315 mm	12.4 in.
	Ground Clearance	155 mm	6.5 in.
	Dry Weight	188 kg	438.5 lb.
FRAME	Type	Double cradle tubular steel	
	F. Suspension, Travel	Telescopic fork, travel 121 mm,	4.8 in.
	R. Suspension, Travel	Swing arm, travel 78.5 mm,	3.1 in.
	F. Tire Size, Type	3.15-19 (4 PR) Rib tire, tire air pressure (3.25-19) (4 PR)	1.8 kg/cm² 25.6 psi 2.0 kg/cm² 28.5 psi
	R. Tire Size, Type	3.50-18 (4 PR) Block tire, tire air pressure	2.0 kg/cm² 28.5 psi
	F. Brake, Lining Area	Disc brake, lining area	255.8 cm²×2 39.66 in²×2
	R. Brake, Lining Area	Internal expanding shoe, lining area	162.6 cm²×2 25.22 in²×2
	Fuel Capacity	14.0 lit.	3.7 U.S. gal. 3.1 Imp. gal.
	Fuel Reserve Capacity	4.0 lit.	1.5 U.S. gal. 0.9 Imp. gal.
	Caster Angle	64°	
	Trail Length	105 mm	4.1 in.
	Front Fork Oil Capacity	165 cc	5.4 ozs
ENGINE	Type	Air-cooled, 4-stroke, O.H.C. engine	
	Cylinder Arrangement	4-cylinder in-line	
	Bore and Stroke	50.0×50.6 mm	1.969×1.992 in.
	Displacement	498 cc	30.38 cu. in.
	Compression Ratio	9.0	
	Carburetor, Venturi Dia.	Four, piston valve, 22 mm dia.	
	Valve Train	Chain drive overhead camshaft	
	Maximum Horsepower	50 BHP (SAE)/8,000 rpm (44 BHP (SAE)/8,000 rpm)	
	Maximum Torque	4.2 kg-m/7,500 rpm	30.4 lb-ft/7,500 rpm
	Oil Capacity	3.0 lit.	3.2 U.S. qt., 2.6 Imp. qt.
	Lubrication System	Forced pressure and wet sump	

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	Item	Metric	English
ENGINE	Air Filter	Paper element	
	Valve Tappet Clearance	IN: 0.05, EX: 0.08 mm	IN: 0.002, EX: 0.003 in.
	Engine weight	66 kg	152 lb.
	Air Screw Opening	1 ± 1/8 turns	
	Idle Speed	1,000 rpm	
DRIVE TRAIN	Clutch	Wet, multi-plate	
	Transmission	5-speed, constant mesh	
	Primary Reduction	2.380	
	Gear Ratio I	2.353	
	" II	1.625	
	" III	1.250	
	" IV	1.086	
	" V	0.920	
	Final Reduction	2.600, drive sprocket 17, driven sprocket 36 T	
	Gear Shift Pattern	Left foot return type	
ELECTRICAL	Ignition	Battery and ignition coil	
	Starting System	Electrical motor and kick pedal	
	Alternator	Three phase A.C. 12 V-0.2 KW/5,000 rpm	
	Battery Capacity	12 V-13 AH	
	Spark Plug	NGK D-7 ES, DENSO X-22 ES	
	Headlight	Low/high, 12 V-40 W/50 W	
	Tail/stoplight	Tail/Stop, 12 V-32 W/8 CP (12 V-4 CP/32 CP)	
	Turn Signal light	Front/Rear 12 V-25 W/25 W (12 V-32 CP/32 CP)	
	Speedometer Light	12 V- 3 W (12 V-2 CP)	
	Tachometer Light	12 V- 3 W (12 V-2 CP)	
	Neutral Indicator Light	12 V- 2 W (12 V-2 CP)	
	Turn Signal Indicator Light	12 V- 2 W (12 V-2 CP)	
	High Beam Indicator Light	12 V- 2 W (12 V-2 CP)	

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A. Specifications of CB 550

	Item	Metric	English
DIMENSION	Overall Length	2,120 mm	83.5 in.
	Overall Width	836 mm	32.9 in.
	Overall Height	1,216 mm	48.0 in.
	Wheel Base	1,405 mm	55.3 in.
	Seat Height	806 mm	31.7 in.
	Foot Peg Height	315 mm	12.4 in.
	Ground Clearance	160 mm	6.3 in.
	Dry Weight	192 kg	423 lb.
FRAME	Type	Double cradle frame	
	F. Suspension, Travel	Telescopic fork, travel 121 mm	4.8 in.
	R. Suspension, Travel	Swing arm, travel 77.2 mm	3.0 in.
	F. Tire Size, Type	3.25-19 (4 PR) Rib tire, tire air pressure 2.0 kg/cm²	28 psi
	R. Tire Size, Type	3.75-18 (4 PR) Block tire, tire air pressure 2.4 kg/cm²	34 psi
	F. Brake, Lining Area	Disk brake, lining area 255.8 cm²×2	39.33 in²×2
	R. Brake, Lining Area	Internal expanding shoe, lining area 168.6 cm²×2	26.28 in²×2
	Fuel Capacity	14.0 lit.	3.7 U.S. gal. 3.1 Imp. gal.
	Fuel Reserve Capacity	4.0 lit.	1.1 U.S. gal. 0.9 Imp. gal.
	Caster Angle	64°	
	Trail Length	105 mm	4.1 in.
	Front Fork Oil Capacity	125-131 cc	3.5-3.5 ozs
ENGINE	Type	Air-cooled, 4-stroke, O.H.C. engine	
	Cylinder Arrangement	4-cylinder in-line	
	Bore and Stroke	58.5×50.6 mm	2.303×1.992 in.
	Displacement	544 cc	33.19 cu. in.
	Compression Ratio	8.6	
	Carburetor, Venturi Dia.	Four, piston valve, 22 mm dia.	
	Valve Train	Chain drive overhead camshaft	
	Maximum Horsepower	50 BHP (SAE)/8,500 rpm	
	Maximum Torque	4.2 kg-m/7,500 rpm	30.4 lb-ft/7,500 rpm
	Oil Capacity	3.0 lit.	3.2 U.S. qt, 2.6 Imp. qt
	Lubrication System	Forced pressure and wet sump	

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	Item	Metric	English
ENGINE	Air Filter	Paper element	
	Valve Tappet Clearance	IN : 0.05, EX : 0.08 mm	IN : 0.002, EX : 0.003 in.
	Engine weight	72 kg	158 lb.
	Air Screw Opening	1½±⅔ turns	
	Idle Speed	1,000 rpm	
DRIVE TRAIN	Clutch	Wet, multi-plate	
	Transmission	5-speed, constant mesh	
	Primary Reduction	3.063	
	Gear Ratio I	2.353	
	" II	1.636	
	" III	1.269	
	" IV	1.038	
	" V	0.900	
	Final Reduction	2.176, drive sprocket 17, driven sprocket 37 T	
	Gear Shift Pattern	Left foot return type	
ELECTRICAL	Ignition	Battery and ignition coil	
	Starting System	Electrical motor and kick pedal	
	Alternator	Three phase A.C. 12 V-0.11 KW/2,000 rpm	
	Battery Capacity	12 V 12 AH	
	Spark Plug	NGK D-7 ES, DENSO X-22 ES	
	Headlight	Low/High	12 V-40 W/50 W
	Tail/Stoplight	Tail/Stop	12 V-32 W/3 CP
	Turn Signal light	Front/Rear	12 V-32 W/32 W
	Speedometer Light		12 V-3 W
	Tachometer Light		12 V-3 W
	Neutral Indicator Light		12 V-3 W
	Turn Signal Indicator Light		12 V-3 W
	High Beam Indicator Light		12 V-3 W

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B. Service Data (CB 500)

ENGINE

mm (in.)

Item	Standard value	Serviceable limit
Intake cam height	34.58~34.67 (1.3748~1.3768)	34.95 (1.3760)
Exhaust cam height	34.58~34.67 (1.3595~13.610)	34.45 (1.3562)
Runout	—	0.1 (0.004)

Item	Standard value	Serviceable limit
Cylinder bore	55~55.07 (2.204~2.208)	55.1 (2.208)

Item	Standard value	Serviceable limit
Piston dia.	55.98~55.97 (2.204~2.203)	55.87 (2.199)
Piston pinhole	—	15.08 (0.593)

Item	Standard value	Serviceable limit
Piston ring end gap	0.15~0.35 (0.005~0.013)	0.7 (0.027)

Piston ring Side clearance	Standard value	Serviceable limit
Top ring	0.040~0.070 (0.0015~0.0025)	0.18 (0.007)
Second ring	0.025~0.06 (0.0009~0.0022)	0.15 (0.006)
Oil ring	0.020~0.055 (0.0007~0.0021)	0.15 (0.006)

Item	Standard value	Serviceable limit
Ring groove clearance	15.002~15.008 (0.5905~0.5907)	Replace if over 15.080 (1.5937)

	Standard value	Serviceable limit
Valve stem clearance	Intake 0.010~0.035 (0.00039~0.00137)	0.080 (0.0031)
	Exhaust 0.030~0.050 (0.0011~0.0019)	0.10 (0.0039)
Valve stem diameter	Intake 5.455~5.465 (0.2146~0.2150)	
	Exhaust 5.430~5.445 (0.2137~0.2142)	
Valve face runout	—	0.05 (0.006)

mm (in.)

Item	Standard value	Serviceable limit
Cylinder head flatness	—	0.3 (0.012)

Item	Standard value	Serviceable limit
Valve spring free length	Outer 40.4 (1.59)	39 (1.53)
	Inner 35.7 (1.40)	34.5 (1.35)
Loading (reference)	Outer 37.3 mm/45.5~50.6 kg (1.47 in/ 100.54~111.57 lbs-ft)	
	Inner 28.2 mm/18.1~21.1 kg (1.11 in/ 121.15~464.95 lbs-ft)	
Clutch plate warp	—	0.3 (0.011)

Oil pump	Standard value	Serviceable limit
Inner and outer rotor clearance	—	0.35 (0.013)
Outer rotor and body clearance	—	0.35 (0.013)

Item	Standard value	Serviceable limit
Friction disc thickness	3.8 (0.15)	3.6 (0.14)

	Standard value	Serviceable limit
Clutch spring free length	34.9 (1.25)	30.5 (1.20)
Spring strength	31.4~32 kg at 23 mm (224.94~238.6 at 0.90 in)	

Item	Standard value	Serviceable limit
Gear shift drum O.D.	39.875~39.95 (1.5738~1.5728)	39.9 (1.5709)
Shift fork I.D.	40.00~40.025 (1.5748~1.5797)	40.07E (1.5797)

Gear shift fork	Standard value	Serviceable limit
Center	5.93~6.00 (0.232~0.236)	5.60 (0.220)
Right & left	4.93~5.0 (0.194~0.197)	4.60 (0.181)

Item	Standard value	Serviceable limit
Crankshaft journal clearance	0.020~0.043 (0.00078~0.00181)	0.080 (0.0031)
Runout	—	0.05 (0.002)
Journal end taper	—	0.05 (0.0019)

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