

Rubber pad replacement

1. Remove the 6mm bolt. Separate the rubber pad from the bracket at the side stand.
2. After the collar is installed, place a new rubber pad in the bracket with the arrow mark out.

Note:

Use a rubber pad having the mark "OVER 260lbs ONLY".

3. Secure the rubber pad with the 6mm bolt.

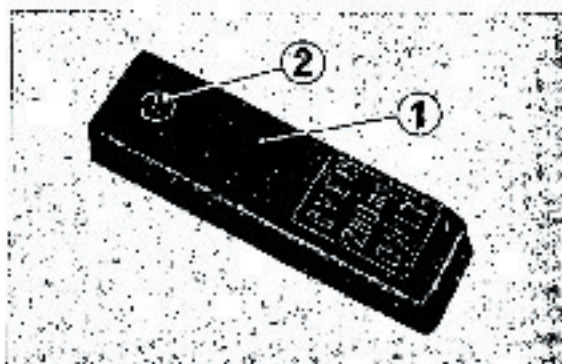


Fig. K1-7 ① Rubber pad
② Collar

4. TURN SIGNAL LIGHT

The front and rear turn signal lights were changed to new, larger types. See Figs. K1-8 and K1-9.



Fig. K1-8 ① Front turn signal light



Fig. K1-9 ① Rear turn signal light

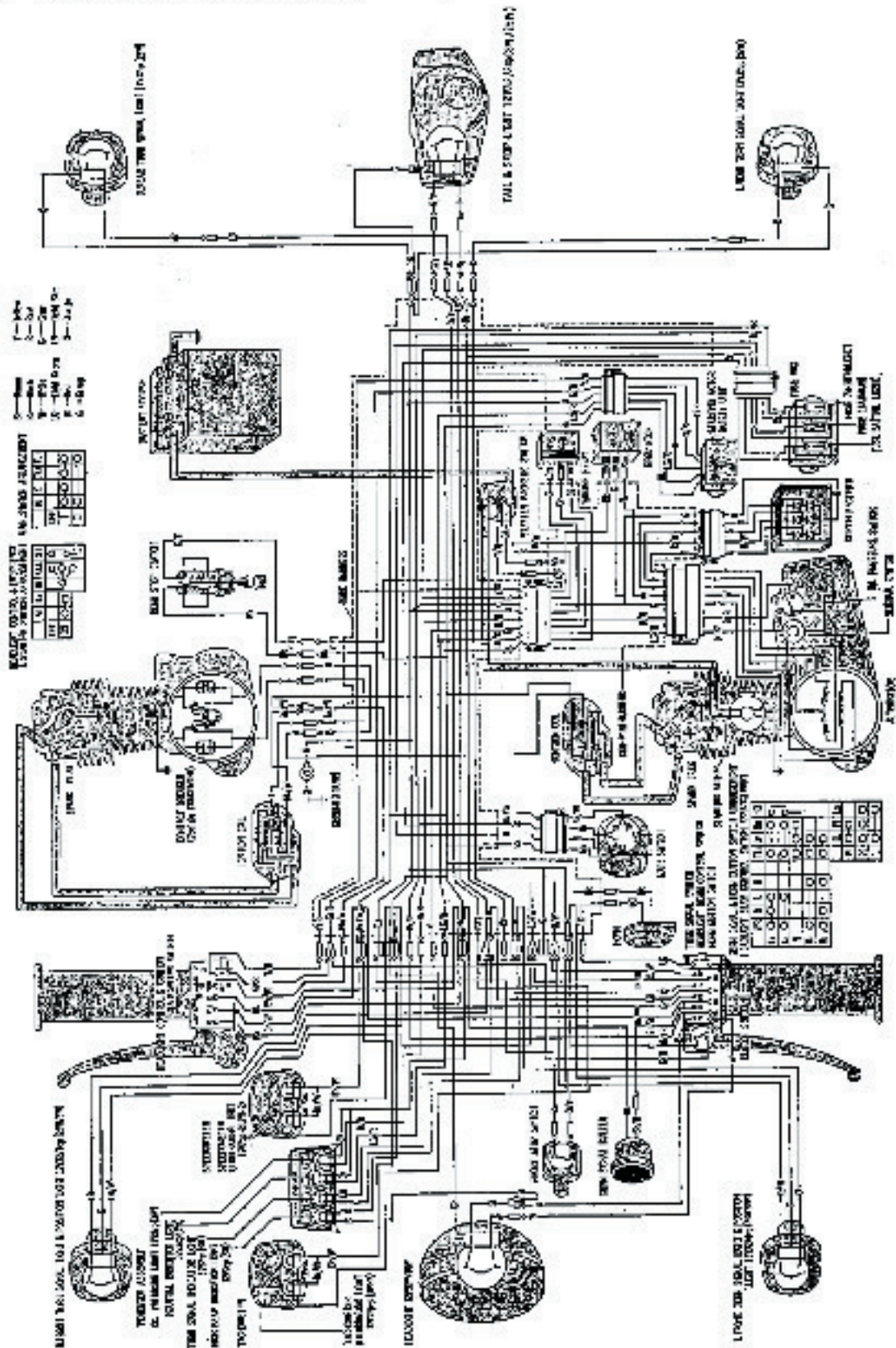
5. MAINTENANCE SCHEDULE

Some additions occurred in the MAINTENANCE SCHEDULE. They are shown below:

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.			
	101 miles 805 km	1 month	1 month	6 months	12 months
		500 miles 800 km	2,500 miles 2,500 km	5,000 miles 5,000 km	8,000 miles 10,000 km
*SIDE STAND—Check installation, operation, deformation, damage and wear.				○	

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.

6. WIRING DIAGRAM CB550K1



16. SUPPLEMENT TO CB550 F

ENGINE

GEAR SHIFT MECHANISM

A. Disassembly

1. Remove the clutch assembly. (See page 121.)
2. Remove the gear change pedal.
3. Remove the shift drum stop bolt, the neutral stop bolt, shift drum stop and neutral stop.

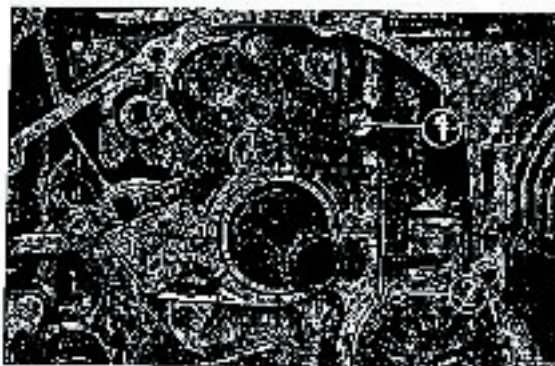


Fig. 1-1 ① Shift drum stop bolt
② Neutral stop bolt

4. Lower the gear shift arm as shown in Fig. 1-2 and remove the gear shift spindle.

B. Inspection

1. Check the shift drum stop and neutral stop for bending or damage.
2. Check the shift drum stop and neutral stop rollers for wear.



Fig. 1-2 ① Gear shift arm
② Gear shift spindle

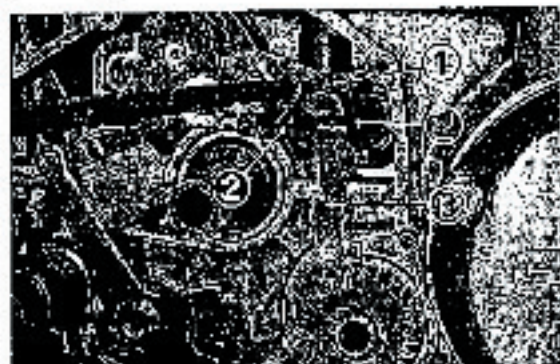


Fig. 1-3 ① Shift drum stop
② Shift drum stop springs
③ Shift drum neutral stop

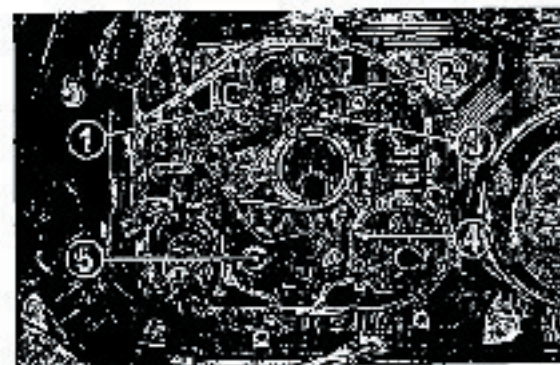


Fig. 1-4 ① Bearing set plate on shift drum side
② Shift drum neutral stop
③ Shift drum stop
④ Bearing set plate on primary shaft side
⑤ Gear shift spindle

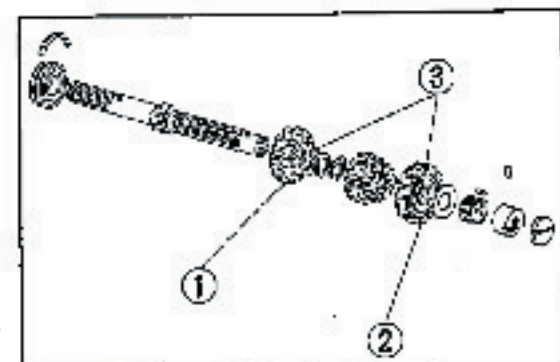


Fig. 1-5 ① Main shaft fourth gear
② Main shaft top gear
③ Bushings

C. Reassembly

To reassemble the gear shift mechanism, reverse the disassembly procedure. Note the following items:

1. As shown in Fig. 1-3, attach one of the shift drum stop springs to the shift drum stop and shift drum neutral stop, then attach the other shift drum stop spring to the arm and body of the shift drum stop. Secure the shift drum stop and shift drum neutral stop using the neutral stop bolt and shift drum stop bolt and collar.
2. Turn the gear shift drum and check if each part moves smoothly.
3. Install the gear shift arm and check that it moves smoothly in either direction.
4. Install the clutch assembly. (See page 122.)

Bushings

A bushing is pressed in the main shaft fourth gear and top gear. (The CB550 model gears do not contain bushings.)

FRAME

FRONT SUSPENSION

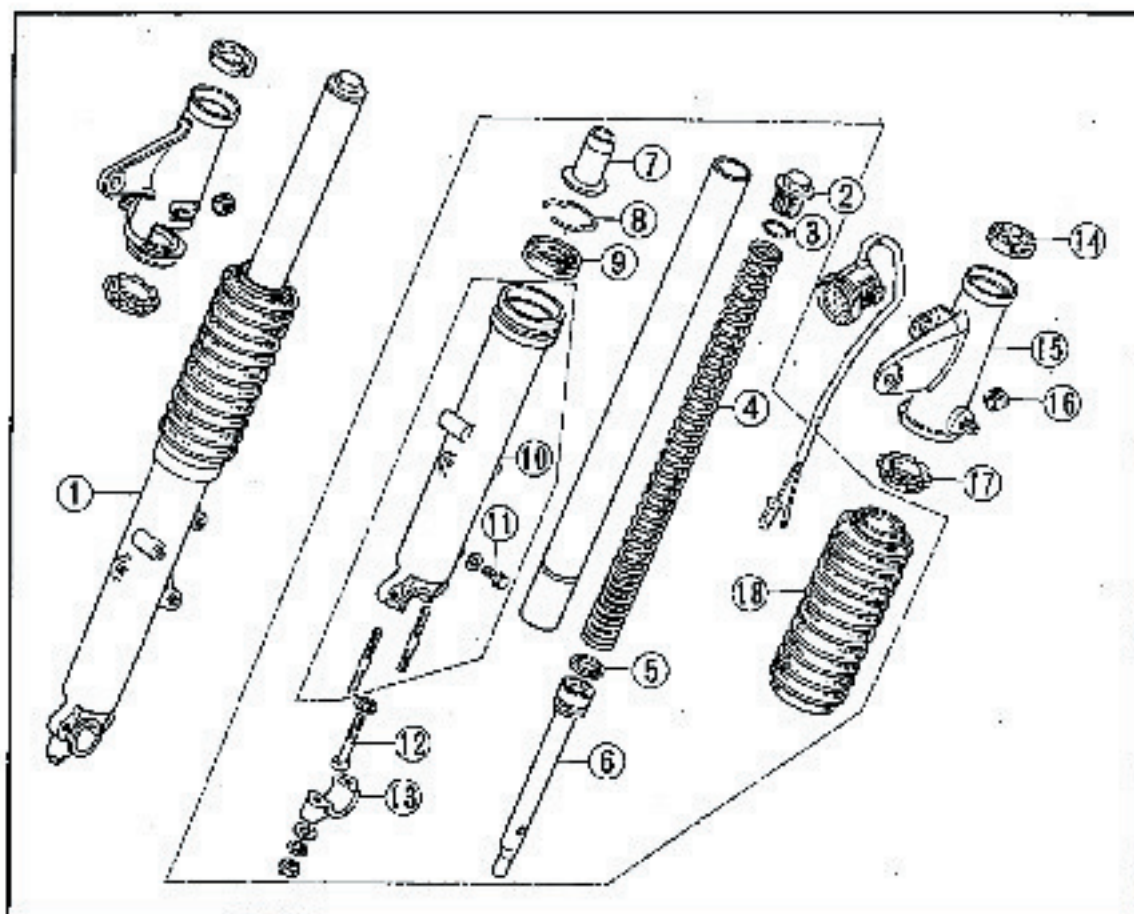


Fig. 2-1 ① Right front fork
② Front fork bolt
③ 23x2.3mm O-ring
④ Front shock absorber spring
⑤ Piston ring
⑥ Bottom pipe
⑦ Oil leak piece
⑧ Oil seal stop ring
⑨ 35x48x11mm oil seal
⑩ Bottom case
⑪ 6x10mm bolt
⑫ Oil leak bolt
⑬ Axle holder
⑭ Fork cover shock absorber A
⑮ Left front cover
⑯ Wire steel grommet
⑰ Fork cover shock absorber B
⑱ Front fork boot

A. Disassembly

1. Loosen the front fork bolt, but do not remove it.
2. Remove the front wheel referring to page 65.
3. Remove the caliper assembly from the left front fork.
4. Remove the front fender, the front fork pipe retaining bolts, and pull the front fork out and down.
5. Remove the front fork bolt and drain the front shock absorber oil.



Fig. 2-2 ① Front fork retaining bolt
② Front fork bolt

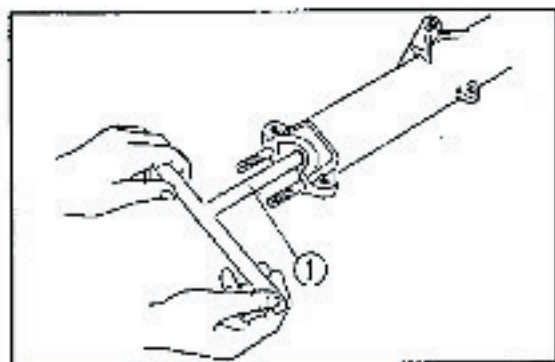


Fig. 2-3 ① Allen head wrench

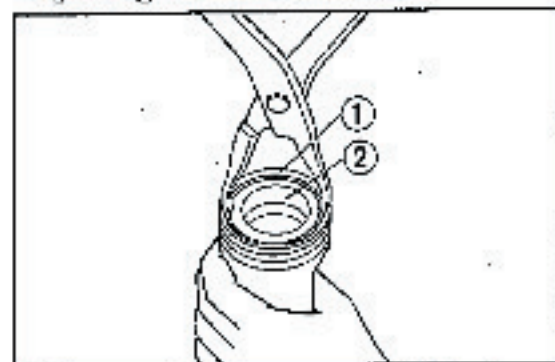


Fig. 2-4 ① Oil seal stop ring ② Oil seal

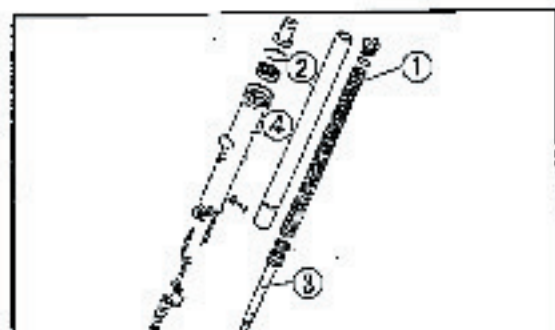


Fig. 2-5 ① Front shock absorber spring
② Front fork pipe
③ Bottom pipe
④ Bottom case

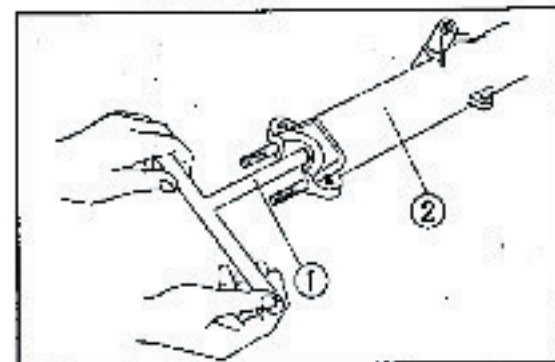


Fig. 2-6 ① Allen head wrench ② Bottom case

6. With the front fork bottom case held in a vise, remove the socket bolt using an Allen head wrench (Tool No. 07917-3230000) and separate the fork pipe from the fork bottom case.
7. Remove the front shock absorber spring and bottom pipe.
8. Remove the oil lock piece from the bottom case.
9. Remove the front fork oil seal stop ring and the oil seal.

B. Inspection

1. Measure the front shock absorber spring free length. Check the spring for tension.
2. Check the front fork piston ring wear.
3. Check the front fork pipe to bottom case clearance.
4. Check the oil seal for scores, scratches or breakage.
5. Check the front fork pipe sliding surface for scores or scratches.

C. Reassembly

To reassemble the front suspension, reverse the disassembly procedure. Note the following items:

1. Install the fork pipe into the bottom case. Apply a coat of thread lock cement to the socket bolt and tighten it using an Allen head wrench.

2. Apply a coat of ATF (automatic transmission fluid) to the inner and outer circumference of the oil seal, then install it using a fork seal driver (Tool No. 07947-329000).

NOTES:

1. Install the oil seal stop ring properly.
2. Use a new oil seal.
3. Fill the fork pipe with ATF to the specified amount.

Capacity: 165~170cc (5.6~5.8cwa)

To fill dry fork assembly

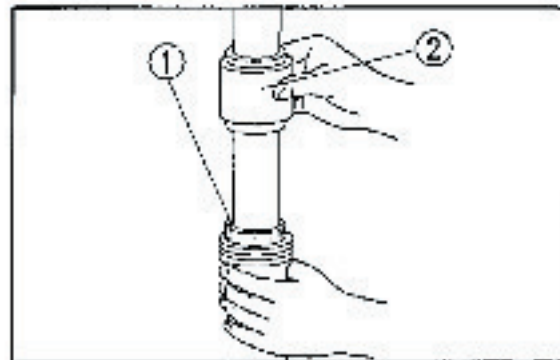


Fig. 2-7 ① Oil seal
② Fork seal driver

4. Install the right and left front forks so that their heights are equal. The chamfered edge on the fork pipe should align with the upper surface of the fork top bridge as shown.

NOTE:

Wipe oil, if any, off the fork pipes.

5. After installing the front fork, check:
 - Smooth movement of the fork.
 - Oil leakage from the oil seal.



Fig. 2-8 ① Chamfered edge on front fork pipe

Front shock absorber oil change

1. Remove the front fork bolt and drain bolt. With the front brake applied and the handlebar held, move the front five or six times to drain the oil.
2. Install the drain bolt and fill the fork pipe with new ATF from the upper side to the specified amount.



Fig. 2-9 ① Front fork drain bolt



Fig. 2-10 ① Air cleaner main
② Retaining clip
③ Air cleaner element

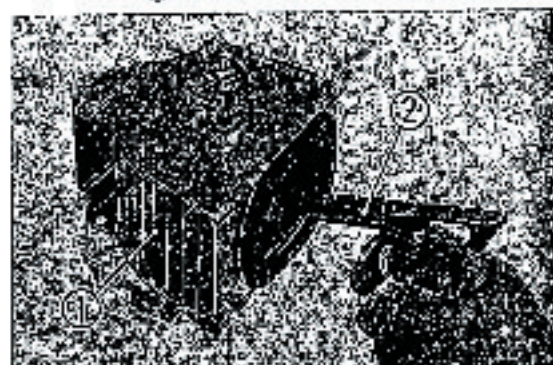


Fig. 2-11 ① Air cleaner element ② Air gun



Fig. 2-12 ① Breather element cover



Fig. 2-13 ① Breather element cover
② Breather element
③ Element cover seal

AIR CLEANER

1. Raise the seat, loosen the wing nuts, and remove the air cleaner cover.
2. Remove the retaining clip, and the air cleaner element.

3. Clean the element by tapping it lightly. If the element is still dirty, apply air from inside of the element with an air nozzle.

4. Remove the element cover, and the breather element.

5. Immerse the breather element in soapuds and lightly squeeze it. Then immerse the element in new ATF, squeeze it lightly, and install.

WARNING:

Gasoline or low flash point solvents are highly flammable and must not be used to clean the breather elements.

- Squeeze the end of the drain tube as shown in Fig. 2-14 and drain any oil or water that remains in the tube.
- Install the air cleaner in the reverse order of the removal procedure.

NOTE:

Check the drain tube for clogging and routing.

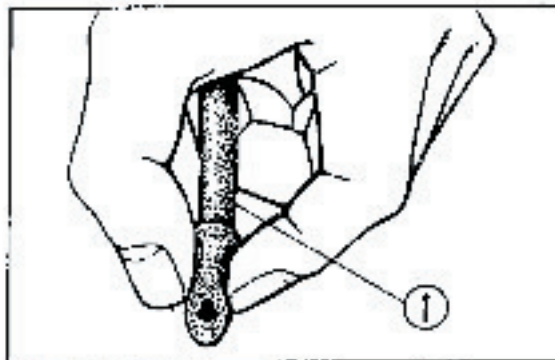


Fig. 2-14 ① Drain tube

EXHAUST MUFFLER

A. Disassembly

- Remove the 10mm bolt, and the exhaust muffler.



Fig. 2-15 ① 10mm bolt

- Remove the eight joint nuts, loosen the exhaust pipe joints and joint collars, and remove the exhaust pipes.



Fig. 2-16 ① Joint nuts
② Exhaust pipe joints

3. Remove the protector bands A and B, and the protector. Remove the muffler stay and the muffler band bolt. Separate the four exhaust pipes and sealing gasket from the muffler.

B. Inspection

1. Check for exhaust pipe gaskets damage.
2. Check for muffler sealing gasket damage.

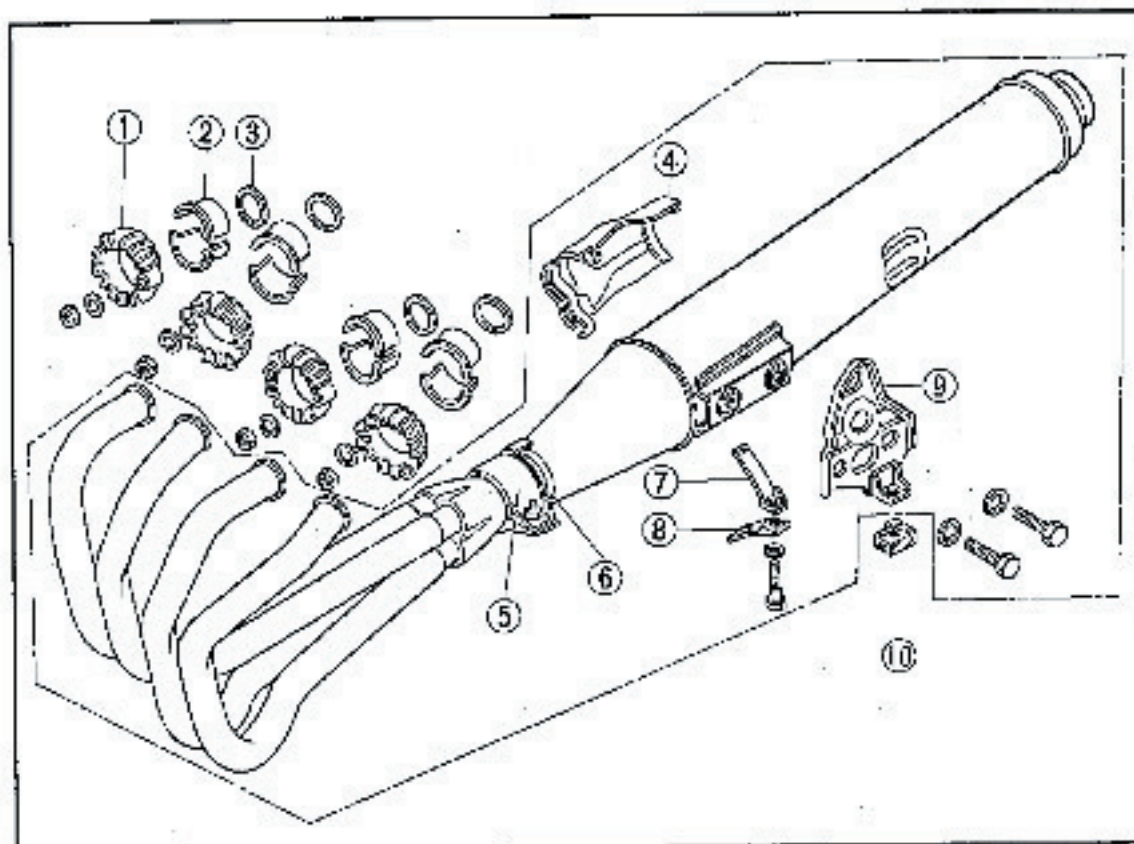


Fig. 2-17 ① Exhaust pipe joint ② Muffer band ⑩ Muffer stay
③ Exhaust pipe joint collar ④ Muffer sealing gasket ⑨ Stand stop rubber A
④ Exhaust pipe gaskets ⑦ Protector band B
④ Exhaust pipe protector ⑥ Protector band A



Fig. 2-18 ② Muffer band
⑥ Protector band A
⑧ Muffer band bolt

C. Reassembly

1. Install the sealing gasket and connect the exhaust pipes to the muffler.
2. Install the muffer band, attach the protector bands A and B to the exhaust pipe protector, and tighten the screws securely.
3. Install the exhaust muffler.

ELECTRICAL SYSTEM INSPECTION

1. Clutch switch

Attach the service tester probes to the green and green/red leads of the clutch switch contained in the headlight case and operate the clutch lever to check for continuity. There should be continuity only when the clutch is disengaged.

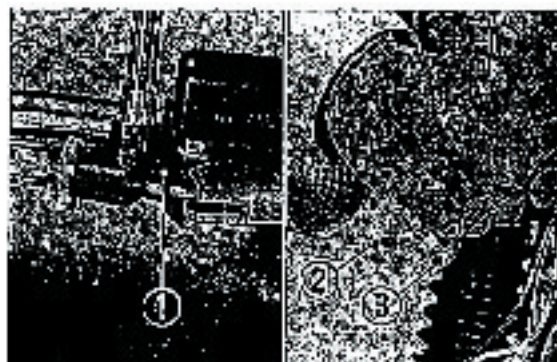


Fig. 2-19 ① Clutch switch ② Green/red lead
③ Green lead

2. Starting Switch

Remove the fuel tank and the connector cover by loosening the firm screw. Take the starting switch terminal out of the connector.

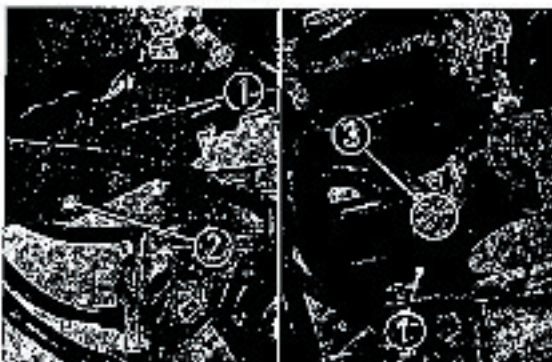


Fig. 2-20 ① Connector cover ② Connector
③ Firm screw ④

Check the switch for continuity between the circuits (C—O) shown in the table below. If there is continuity, the switch is in good condition.

Terminal	ST1	ST2	HL
Wire color	Black	Yellow/red	Black/red
FREE	○	○	○
PUSH	○	○	○



Fig. 2-21 ① Starting switch ② Black/red lead
③ Black lead ④ Yellow/red lead

3. Silicon diode

Using a service tester, check the diode for continuity in the normal and reverse directions. If there is continuity in the normal direction only, the diode is in good condition. If there is continuity or no continuity in both directions, the diode is defective.

CAUTION:

Do not use a megger for this test. High voltage applied to the diode may damage it.

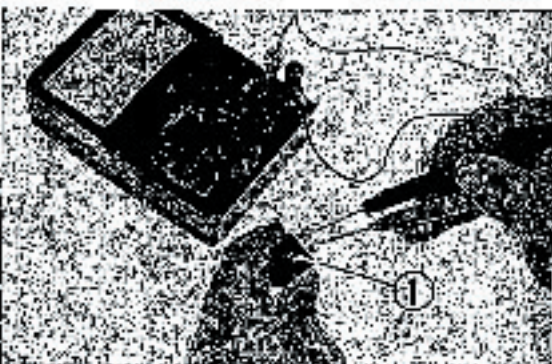


Fig. 2-22 ① Silicon diode