



Fig. 2-23 ① Main switch
② Brown
③ Red
④ Black
⑤ Brown/white
⑥ Brown

4. Main switch

Place the switch key in OFF, ON or PARK position and check the switch for continuity between the circuits (O—O) shown in the table below. If there is no continuity or if there is continuity between circuits other than those shown in the table, the switch is defective.

Terminal	BAT	IG	TL1	TL2	PA
Wire color	Red	Black	Brown	Brown/White	Brown
Lock					
OFF					
RUN	○—○	○	○	○	○
PA	○		○		○

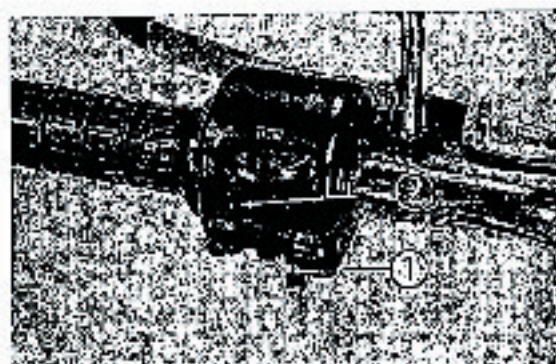


Fig. 2-24 ① Dimmer switch
② Turn signal control switch

5. Dimmer switch and turn signal control switch

Remove the fuel tank, and the connector cover. Take the leads out as shown in the table below. Check each switch for continuity between the circuits (O—O) shown in the table. If there is continuity, the switch is in good condition. If there is no continuity, the switch is defective.

Terminal	W	B	L	R
Wire color	Green	Blue/Brown	Orange	Light Blue
L ₂	○	○	○	
L ₁	○		○	
N				
R ₂	○			○
R ₁	○	○		○



Fig. 2-25 ① Brown/blue
② White
③ Blue
④ Black/yellow
⑤ Light blue/white
⑥ Orange/white
⑦ Light blue
⑧ Orange

Terminal	TL ₁	PL	FR	HO
Wire color	Brown/white	Orange/white	Light blue/white	Light green
L ₂	○		○	
L ₁	○		○	○
N	○	○	○	○
R ₂	○	○		
R ₁	○	○		

Terminal	HL	Hi	Lo
Wire color	Black/yellow	Blue	white
Hi	○	○	
(N)	○	○	○
Lo	○		○

6. Horn switch

Remove the fuel tank and remove the connector cover. Then take out the light green lead as shown in Fig. 2-26. Attach one probe of a radio tester to the body and the other probe to the gray lead. There should be continuity when the horn button is pushed.

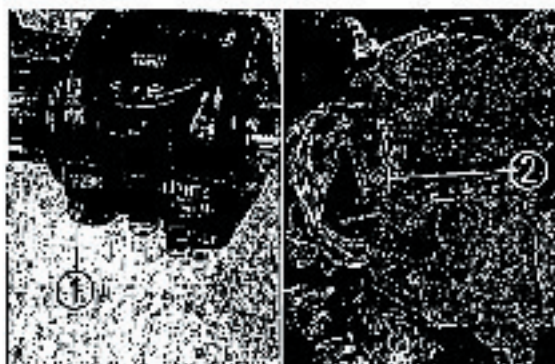


Fig. 2-26 ① Horn switch
② Light green lead

7. Engine stop switch

Remove the fuel tank and the connector cover. Check the switch for continuity between the circuits (O—O) shown in the table below. If there is no continuity, the switch is defective.

Terminal	IG	RUN
Wire color	Black	Black/white
OFF		
RUN	○	○
OFF		



Fig. 2-27 ① Engine stop switch
② Black
③ Black/white

COMBINATION LIGHT

A. Disassembly

1. Remove the three 4mm screws and the combination light cover.

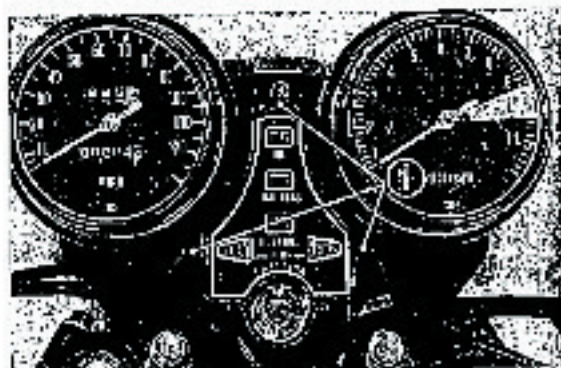


Fig. 2-28 ① 4mm tapping screws

2. Remove each bulb.
To remove a bulb, turn it counterclockwise while pushing it in.

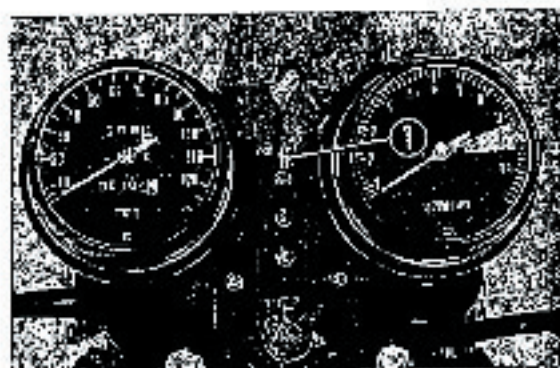


Fig. 2-29 ① Bulb (12V, 8.4W)

3. Remove the combination light case.
To remove the case, remove the 8mm nut securing the speedometer and tachometer stay. Straighten the stay and remove the 6mm screws as shown.



Fig. 2-30 ① 8mm nut

B. Reassembly

To reassemble the combination light, reverse the disassembly procedure.



Fig. 2-31 ① 5mm screws
② Combination light case

REAR WHEEL

The CR550P differs from the CR600 in that the rear ends of the rear fork are constructed to prevent the rear wheel from coming off.

A. Disassembly

See page 74 of CR500~600, steps 1-4. Push the wheel forward, and lift the chain off the driven sprocket. Remove the back bolts and the chain adjusting stoppers. Pull the wheel backward and the axle to the left to remove the wheel.



Fig. 2-52 ① Center pin
 ② Axle nut
 ③ Rear wheel axle shaft

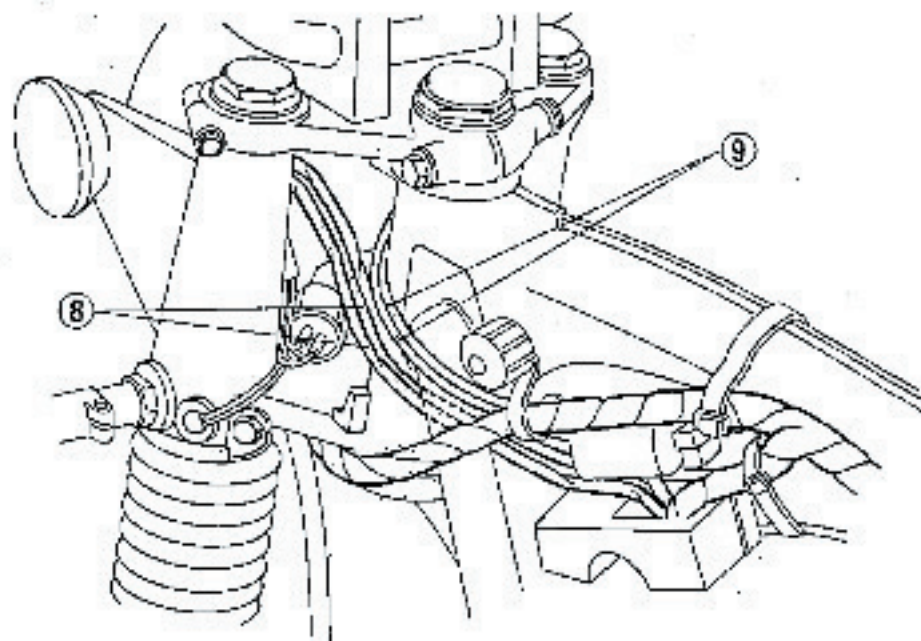
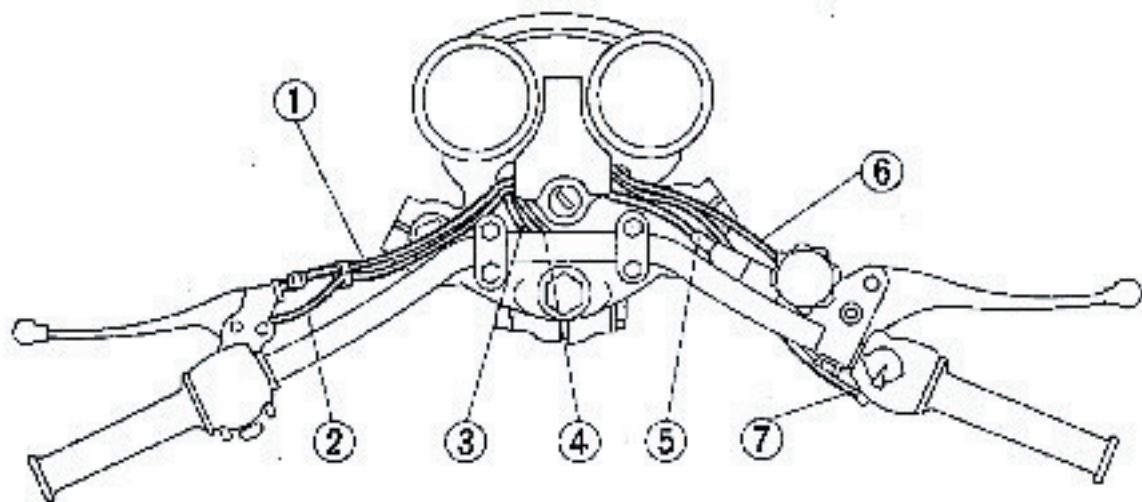
Carburetor setting table

CR500	Item	CR550P-A
D22A	Setting no.	D22A
$\phi 1.00$	Main jet	± 0.0
2.515 ϕ -2°00'-4 grooves	Jet needle	2.465 ϕ -3°00'-2 grooves
1-1/2 \pm 3/8 taper 12°	Air screw	1-1/2 \pm 1/8 taper 12°
0.9 ϕ ×2	Air bleed 1	0.7 ϕ ×2
0.9 ϕ ×2	Air bleed 2	0.7 ϕ ×2
0.9 ϕ ×2	Air bleed 3	0.7 ϕ ×2
0.9 ϕ ×2	Air bleed 4	0.7 ϕ ×2
0.9 ϕ ×2	Air bleed 5	0.7 ϕ ×2

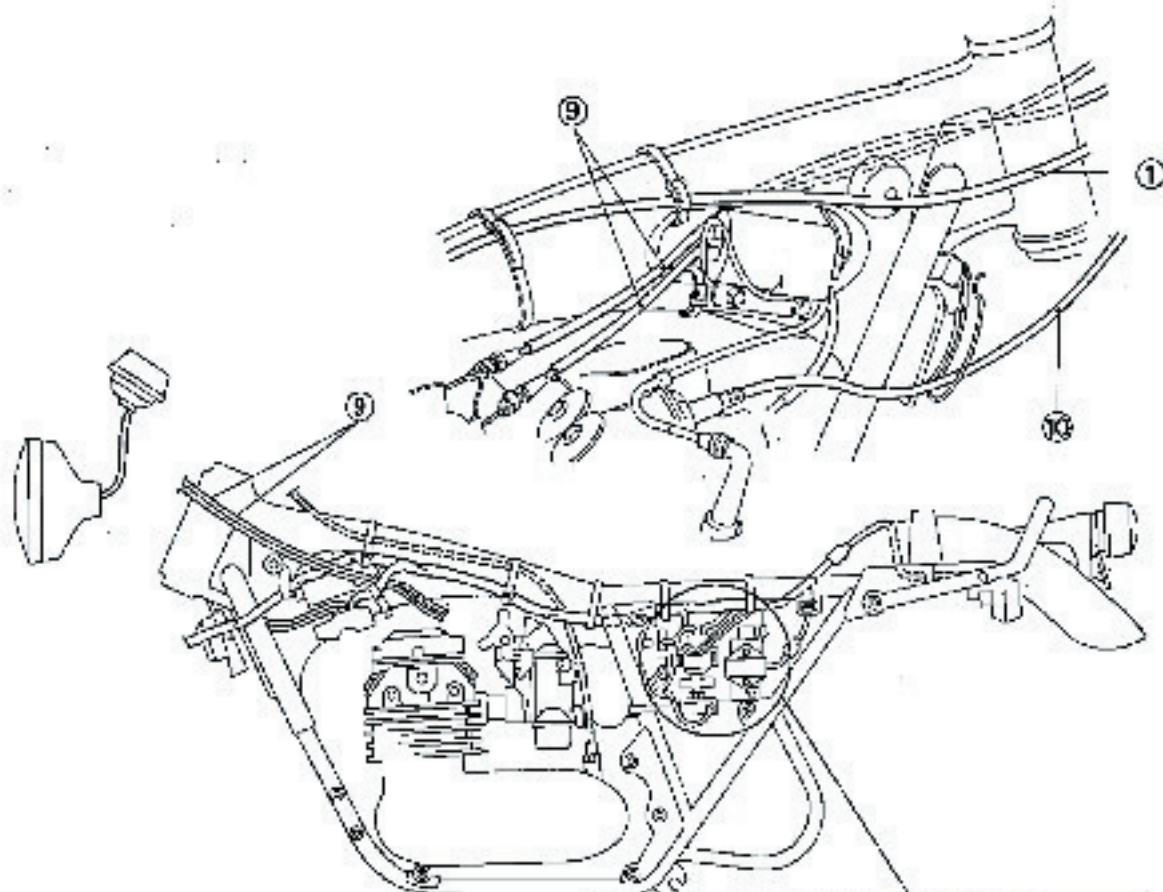


	Item	Metric	English
ENGINE	Air Filter	Paper element	
	Valve Tappet Clearance	IN: 0.05, EX: 0.08mm	IN: 0.002, EX: 0.003 in.
	Engine weight:	73kg	159lb
	Air Screw Opening	1-9/4 in./3 turns	
	Idle Speed	1,000rpm	
DRIVE TRAIN	Clutch	Wet, multi-plate	
	Transmission	5-speed, constant mesh	
	Primary Reduction	2.062	
	Gear Ratio I	2.363	
	" II	1.838	
	" III	1.389	
	" IV	1.030	
	" V	0.900	
Final Reduction	2.178, drive sprocket 17, driven sprocket 37		
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. 12V 0.11kW/2,000-rpm	
	Battery Capacity	12V-42AH	
	Spark Plug	NGK D-7ES, DENSO X-22ES	
	Headlight:	Low/high,	15V-50W/50W
	Tail/stoplight:	Tail/Stop	12V- 2W/27W
	Turn Signal Light	Front/Rear	12V-25W/25W
	Speedometer Light	12V-3.4W	
	Tachometer Light:	12V-3.4W	
	Neutral Indicator Light	12V-3.4W	
	Turn Signal Indicator Light	12V-3.4W	
High Beam Indicator Light:	12V-3.4W		

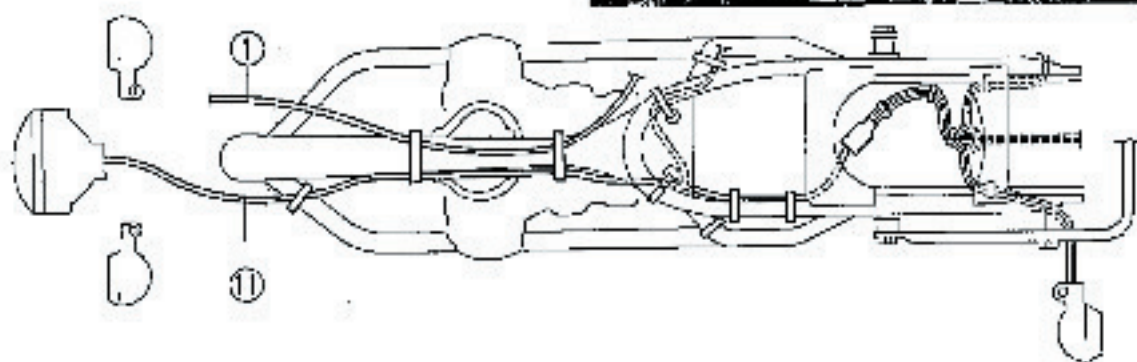
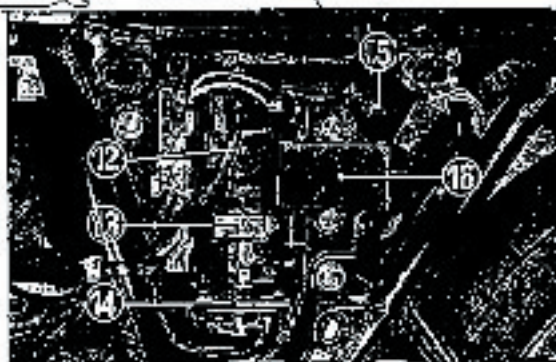
WIRING DIAGRAM



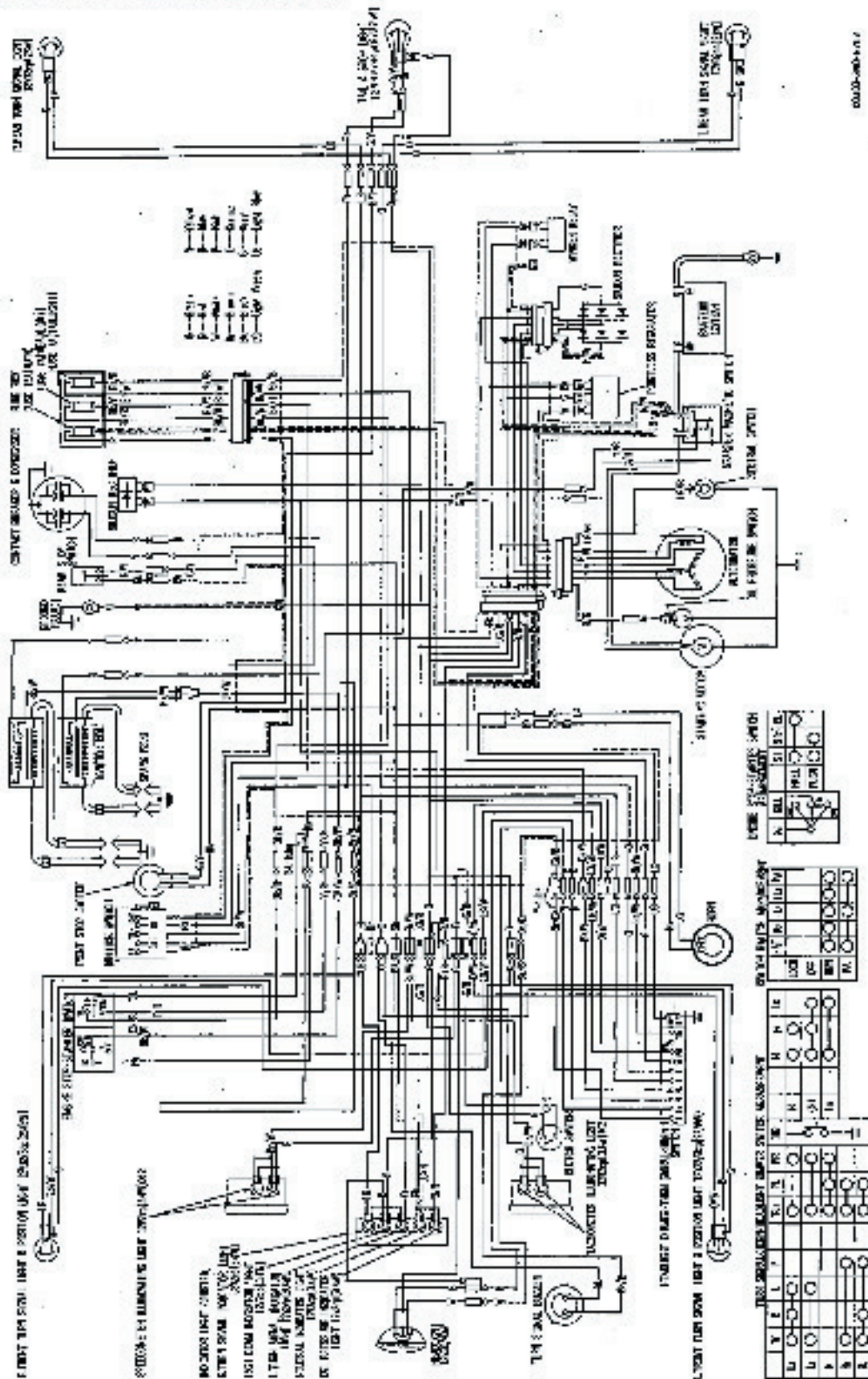
- | | |
|-----------------------------|------------------------------|
| ① Clutch cable | ⑥ Throttle cable |
| ② Clutch lever switch cable | ⑦ Throttle cable |
| ③ Handle switch (L) cord | ⑧ Handle (R) (L) switch cord |
| ④ Handle switch (R) cord | ⑨ Throttle cable (R) (L) |
| ⑤ From: brake hose | |



- ① Tachometer cable
- ② Main wire harness
- ③ Starter magnetic switch
- ④ Turn signal relay
- ⑤ Rectifier
- ⑥ Rectifier
- ⑦ Fuse box



WIRING DIAGRAM CB550F-A



17. SUPPLEMENT TO CB550K2 ('76)

Engine No. CB550E-1067394 and subsequent
Frame No. CB550E-1230001 and subsequent

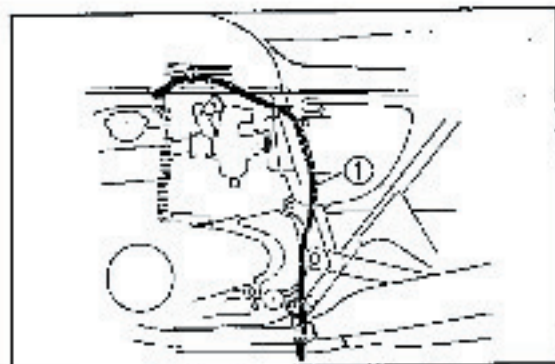


Fig. K2-1 ① Breather tube

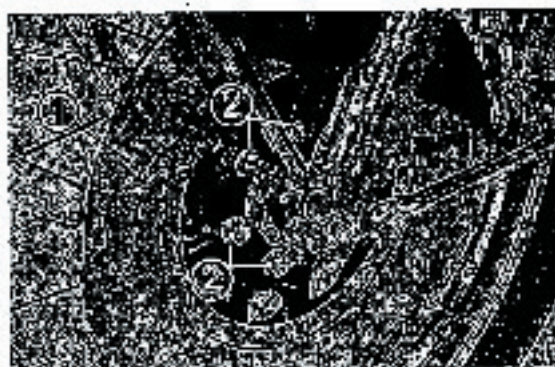


Fig. K2-2 ① Front brake disc
② URS nut



Fig. K2-3 ① Rear fork
② Grease nipple

1. BREATHER TUBE

The breather tube has been rerouted as shown in Fig. K2-1.

2. FRONT WHEEL

The front brake will no longer use the tapered washer and nut arrangement for the attachment of the brake disc to the wheel hub. The disc is now tightened with URS nuts.
Tightening torque: 270-330kg-cm
(20-24 lbs-ft)

3. FORK TOP BRIDGE

Flange bolts used for tightening the fork top bridge will be changed from 8mm to 7mm.
Tightening torque: 180-250kg-cm
(13-18 lbs-ft)

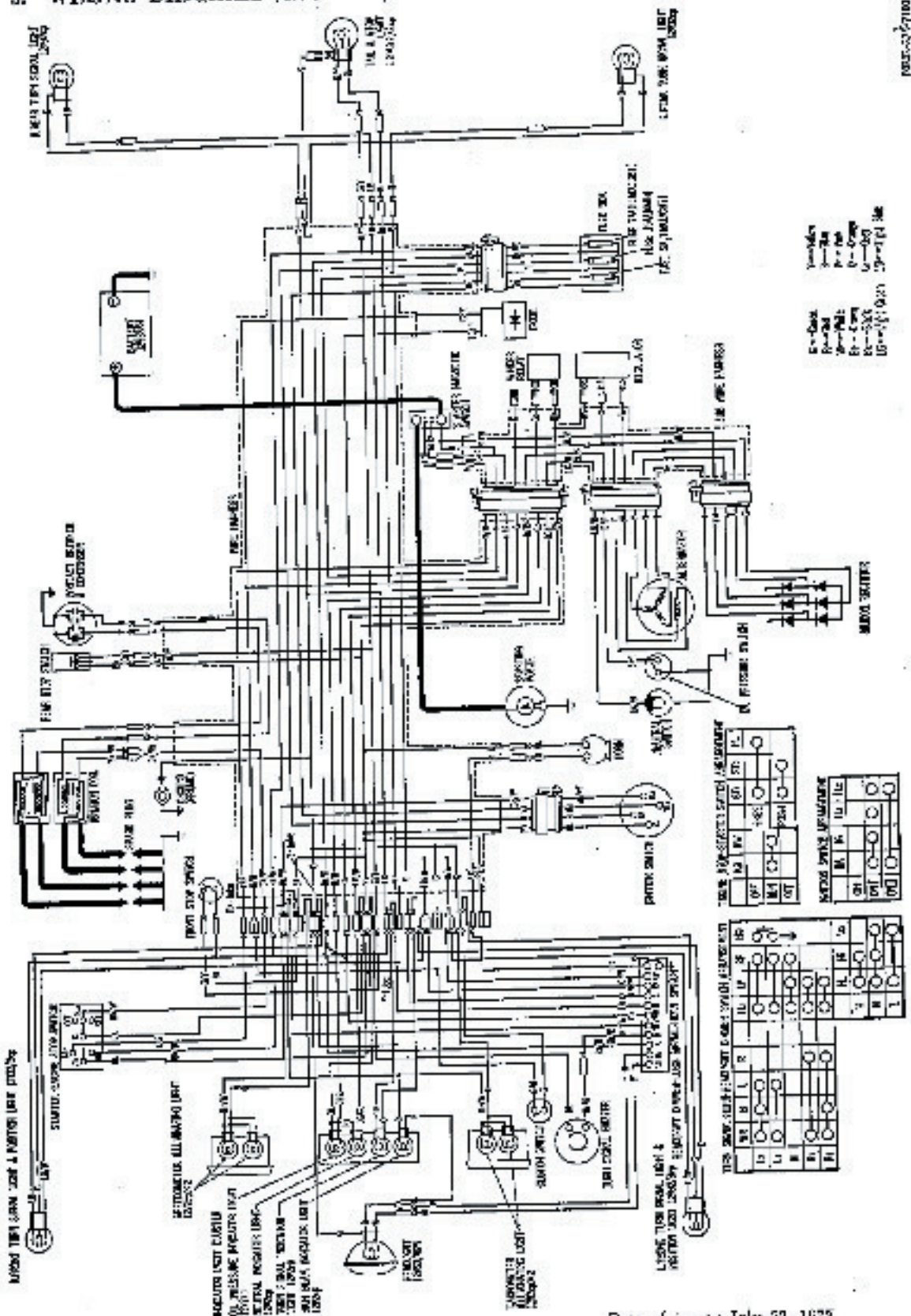
4. REAR FORK

The rear fork pivot pipe now has a grease nipple at its center. The grease nipples formerly located at both ends of the rear fork pivot bolt were discontinued.

4. SPECIFICATIONS (CB550 75)

Item	
DIMENSION	
Overall Length	2120 mm (83.5 in.)
Overall Width	825 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	50 mm (2.0 in.)
Dry Weight	152 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 77.5 mm (3.0 in.)
F. Tire Size, Type	125-19-4PR, RH, tire air pressure 1.75/2.0 kg/cm ² (25/29 psi)
R. Tire Size, Type	125-18-4PR Black, tire air pressure 2.0 (2.5 kg/cm ² (29/36 psi)
F. Brake	Disc brake
R. Brake	Internal expanding shoe
Fuel Capacity	14.0 lit. (3.7 U.S. gal. 3.1 Imp. gal.)
Fuel Reserve Capacity	5.0 lit. (1.3 U.S. gal. 1.1 Imp. gal.)
Castor Angle	6°
Trail Length	105 mm (4.1 in.)
ENGINE	
Type	Air-cooled 4-stroke O.H.C. engine
Cylinder Arrangement	4 cylinder in line
Bore and Stroke	59.5×60.6 mm (2.343×1.992 in.)
Displacement	564 cc (33.19 cu in.)
Compression Ratio	9:1
Carburetor, Venturi Dia.	Four Piston valve type, venturi dia. 22 mm (0.866 in.)
Valve Train	Chain driven over head camshaft
Oil Capacity	3.0 lit. (0.78 U.S. gal. 0.65 Imp. gal.)
Lubrication System	Forced pressure and wet sump
Fuel Required	Low-lead gasoline with 91 octane number or higher
Air Filter	Paper filter
Valve Tappet Clearance	IN: 0.05, EX: 0.08 mm (IN: 0.002, EX: 0.003 in.)
Air Screw Opening	1 1/2
Idle Speed	1000 rpm
DRIVE TRAIN	
Clutch	Wet multi-plate
Transmission	5-Speed constant mesh
Primary Reduction	3.058
Gear Ratio I	2.358
II	1.638
III	1.269
IV	1.036
V	0.900
Final Reduction	24/75, drive sprocket 17T, driven sprocket 37T
Gear Shift Pattern	Left foot operated return system
ELECTRICAL	
Ignition	Battery and ignition coil
Starting System	Starting motor and kick starter
Alternator	A.C. Generator 0.75kw/2000 rpm
Battery Capacity	12V-12AH
Spark plug	NGK D7ES or ND 858ES

5. WIRING DIAGRAM (CB550 '76)



- Yellow
- Blue
- Red
- Green
- Black
- White
- Grey
- Orange
- Purple
- Brown
- Pink
- Light Blue
- Light Green
- Light Red
- Light Yellow
- Light Purple
- Light Brown
- Light Pink
- Light Grey
- Light Blue-Grey
- Light Green-Grey
- Light Red-Grey
- Light Yellow-Grey
- Light Purple-Grey
- Light Brown-Grey
- Light Pink-Grey
- Light Grey-Grey
- Light Blue-Grey
- Light Green-Grey
- Light Red-Grey
- Light Yellow-Grey
- Light Purple-Grey
- Light Brown-Grey
- Light Pink-Grey
- Light Grey-Grey

Wiring harness connection diagrams showing terminal layouts for the front and rear sections.

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40