



HONDA MOTOR CO., LTD.

3137401

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HONDA MODEL **CB550**

OWNER'S MANUAL



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Honda4Fun
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IMPORTANT NOTICE

- OPERATOR AND PASSENGER.

This motorcycle is designed and constructed to carry the operator and one passenger. However, do not exceed the vehicle capacity load shown on the tire information label.

- READ OWNER'S MANUAL CAREFULLY.

This booklet is a courtesy of Honda4Fun (www.honda4fun.com - www.honda4four.com)

CONSUMER INFORMATION

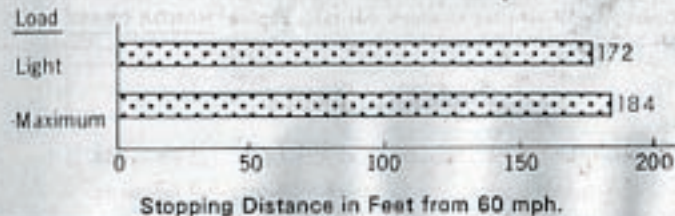
VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: **HONDA CB 550**

Fully Operational Service Brake



ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page. The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

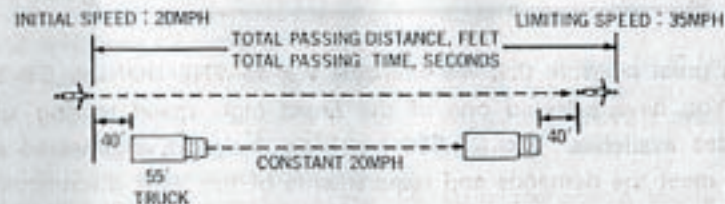
NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: **HONDA CB550**

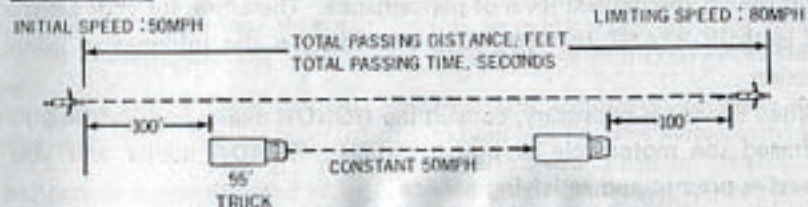
SUMMARY TABLE:

Low-speed pass.....	<u>361</u> Feet; <u>7.4</u> Seconds
High-speed pass.....	<u>948</u> Feet; <u>9.3</u> Seconds

LOW-SPEED



HIGH-SPEED



PREFACE

It is with great pleasure that we welcome you to THE HONDA CB 550 FOUR. You have selected one of the finest high speed touring sport motorcycles available. The CB 550 has been designed, engineered and tested to meet the demands and requirements of the most discriminating motorcyclist.

The manual is provided so that you can operate and maintain your HONDA CB 550 at the highest level of performance. Therefore, for your satisfaction it is **IMPORTANT** that you read and observe the information contained herein.

When service is necessary, consult the HONDA dealer from whom you purchased the motorcycle or any authorized HONDA dealer and you will receive prompt and satisfying service.

We take this opportunity to thank you for selecting a HONDA and to assure your continuing interest in safe and pleasant motorcycling.

MOTORCYCLE TRAFFIC SAFETY

A motorcycle is only as safe as its operator. The safe rider will spend much time learning to ride and developing his riding skills in an uncongested area before venturing into traffic.

1. In many motorcycle traffic accidents, the automobile driver does not see the motorcyclist in time to avoid an accident. The motorcyclist can make other motorists more aware of his presence by:

- Wearing brighter, more visible clothing.
- Using the headlight anytime while riding.
- Avoiding the "blind spot" of other vehicles and driving defensively.

2. Many motorcycle accidents occur at intersections, parking lot entrances and exits, and driveways. The motorcyclist

must show extra caution at these locations.

3. Excessive speed is a factor in many motorcycle accidents. Obey the speed limits and **NEVER** travel faster than conditions warrant.

4. Many motorcycle accidents involve inexperienced riders. A new motorcyclist should thoroughly familiarize himself with his motorcycle before attempting to ride on public roads. **NEVER** lend your motorcycle to an inexperienced rider.

5. Most fatal motorcycle accidents are due to head injuries. The motorcyclist should **ALWAYS** wear a helmet. He should also wear other protective apparel including eye protection, boots, gloves, and heavy clothing.



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SERIAL NUMBER LOCATION

The frame serial number ① is stamped on the left of the steering head, and the engine serial number ② is located on the right side top of the crankcase. These numbers are required when registering

the motorcycle. Refer to the frame or engine serial number when ordering replacement parts to ensure that you will obtain the correct parts for your model series.



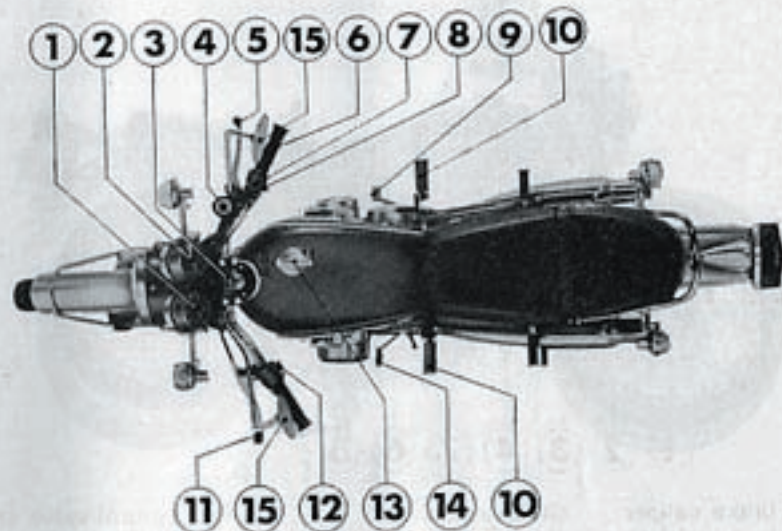
① Frame serial number



② Engine serial number

CONTROL LOCATION

- ① Speedometer
- ② Tachometer
- ③ Indicator and warning lamp cluster
- ④ Disc brake fluid reservoir
- ⑤ Front brake lever
- ⑥ Throttle grip
- ⑦ Ignition switch
- ⑧ Headlight switch (above)
Starter switch (below)
- ⑨ Rear brake pedal
- ⑩ Foot rests
- ⑪ Clutch lever
- ⑫ Turn signal switch (above)
Headlight dimmer switch (below)
Horn button (below)
- ⑬ Fuel tank cap
- ⑭ Gear change pedal
- ⑮ Rear view mirrors (std.)



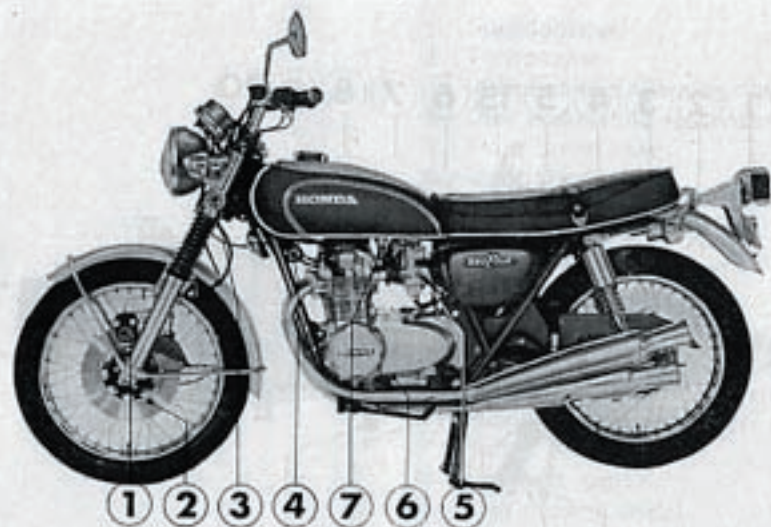
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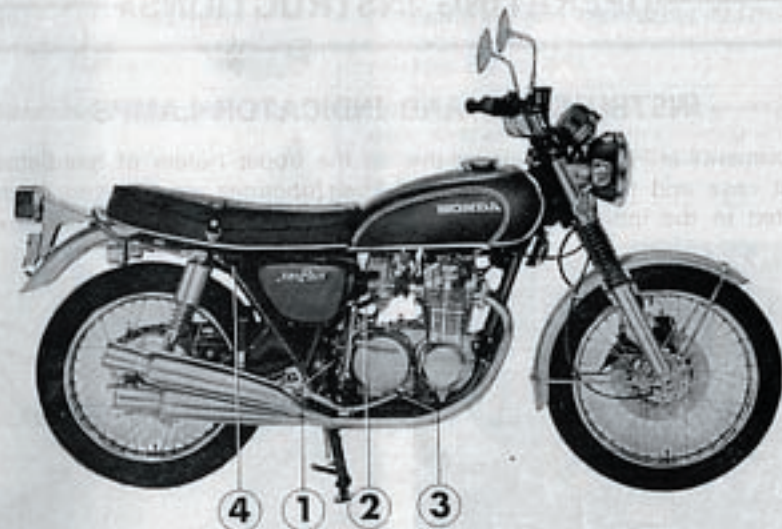
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- | | | |
|-------------------------|---------------------|--|
| ① Front brake caliper | ④ Main switch | ⑦ Fuel control valve and fuel strainer |
| ② Front brake disc | ⑤ Choke lever | |
| ③ Side marker reflector | ⑥ Gear change pedal | |



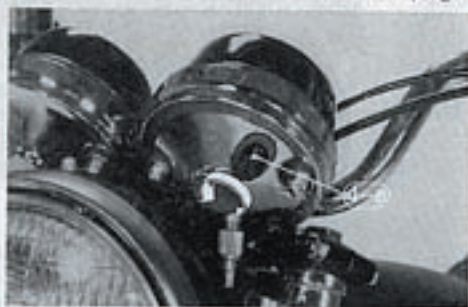
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| ① Engine oil filler cap | ③ Rear brake pedal |
| ② Kick starter pedal | ④ Seat lock |

OPERATING INSTRUCTIONS

INSTRUMENTS AND INDICATOR LAMPS

The instruments are mounted above the headlight case and the indicator lamps are located in the indicator panel built

in the upper holder of handlebars. Their functions and operating methods are described in the table in the next page.



- ① Tachometer ①-a Tachometer RED ZONE ② Speedometer ③ Odometer ④ Trip-meter
 ④-a Trip-meter reset knob ⑤ High beam indicator lamp ⑥ Turn signal indicator lamp
 ⑦ Oil pressure warning lamp ⑧ Neutral indicator lamp

Ref. No.	Description	Function and Operating Method
1.	Tachometer	Indicates engine RPM.
1-a	Tachometer RED ZONE	Indicates critical engine operating range. To avoid over-stressing engine components the tachometer needle must NEVER be permitted to enter the RED ZONE.
2.	Speedometer	Indicates driving speed.
3.	Odometer	Indicates total accumulated distance travelled.
4.	Trip-meter	Indicates distance travelled (meter can be reset for each trip).
4-a.	Trip-meter reset knob	Reset the trip-meter to zero (0) by turning the trip-meter reset knob in the direction of the arrow.
5.	High beam indicator lamp (blue)	Lamp will be on when headlight is on high beam. (Refer to page 15)
6.	Turn signal indicator lamp (amber)	Lamp will flash when either turn signal light is operating. (Refer to page 15).

Ref. No.	Description	Function and Operating Method
7.	Oil pressure warning lamp (red)	<p>After turning on the main switch but before starting engine, check to make sure the oil pressure warning lamp is functioning (lamp comes on).</p> <p>The oil pressure warning lamp comes on when the main key switch is switched on; it goes off when the engine is started and the prescribed engine oil pressure reached. Should the lamp light up while driving, it is an indication of a malfunction in the lubricating system in which case the motorcycle must be stopped at once, the engine turned off and the oil level checked. If the check reveals that the engine oil level is within the prescribed limits, the cause of the malfunction will have to be determined and corrected by contacting the nearest HONDA dealer. However, an occasional flickering of the warning lamp at or near idling speeds when the engine is at operating temperature is of no significance.</p>
8.	Neutral indicator lamp (green)	Lamp will be on when the transmission is in neutral.



ELECTRICAL CONTROLS

MAIN SWITCH

The main switch ① is located on the left side under the forward end of the fuel tank. Functions of the respective switch positions are shown in the chart below.



① Main switch

Key position	Function	Key Removal
OFF	Electric circuit is open, engine will not start and no lights will operate.	Key can be removed.
I (ON)	Electric circuit is completed, lights will operate and engine can be started.	Key cannot be removed.
II (PARKING)	Electric circuit is open, however, the tail light will be lighted. The key should be removed when parking the motorcycle.	Key can be removed.

IGNITION SWITCH

The three position ignition switch ① is located on top of the right handlebar grip switch housing. In the "RUN" position (center) the ignition circuit will be completed and engine will operate. In the "OFF" position (either side of center) the ignition circuit will be open and the engine will not operate.

This switch is intended primarily as a safety or emergency switch and can nor-



① Ignition switch ② Starter switch
③ Headlight switch

mally remain in the "RUN" position. The ignition will not operate unless the main key switch is in the "ON" position. When parking the motorcycle the main key switch must be turned to the "OFF", or "PARKING" position and the key should be removed.

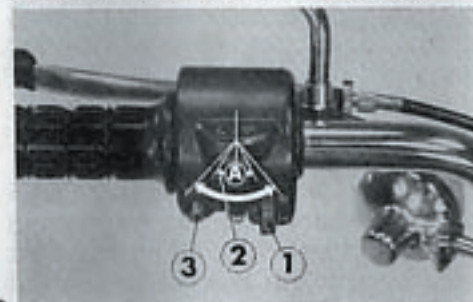
STARTER SWITCH

This is a push button switch ② located directly below the headlight switch ③. While the starter switch is pressed the starter motor will crank the engine. The starter motor is provided with a safety device. The motor operates when the transmission is in the neutral position or when it is in gear with the clutch lever squeezed.

Refer to the section on STARTING THE ENGINE (page 27) for the correct starting procedure.

HEADLIGHT SWITCH

When headlight switch ③ (page 14) is moved to "OFF" position, headlight goes out. When the switch is moved to "ON" position, headlight, taillight and two turn signal lights come on. The headlight will only operate when the main key switch is in the "ON" position. Refer to main key switch on page 13.



① Headlight dimmer switch
② Turn signal switch ③ Horn button

HEADLIGHT DIMMER SWITCH

Headlight dimmer switch ① is located on left handlebar grip switch housing. When headlight dimmer switch is moved to "Hi" position with headlight switch on, high beam is on. When the switch is moved to "Lo" position, low beam is on.

TURN SIGNAL SWITCH

Move turn signal switch ② to "L" position when making a left turn and to "R" position when making a right turn. When the switch is moved within range ④ in figure, turn signal light flashes. When the switch is moved beyond the range, the light flashes and warning buzzer sounds. This buzzer is provided to tell the rider that the light is still flashing after a turn is made.

HORN BUTTON

This is a push button switch ③ (page 15) located directly below the turn signal switch ②. When the horn button switch is pressed the horn will operate.

MECHANICAL CONTROLS

STEERING LOCK

This steering lock ① is located on the steering stem directly below the head light case. Turn the handlebar all the way to



① Steering lock

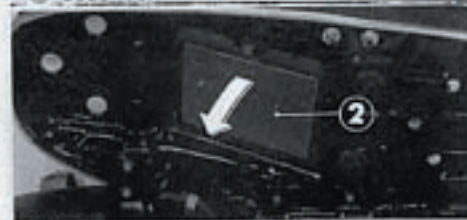
the steering stop, either to the left or right, insert the key into the lock, turn key 60° to the left and press in, turn the lock to the original position and remove the key. This locks steering to help prevent theft.

SEAT LOCK

The seat lock ① (page 17) is located at the right center of bottom side. To raise the seat insert the key into the lock and turn it counterclockwise. The document compartment ② is built in the seat and its lid is accessible from bottom side by raising the seat.



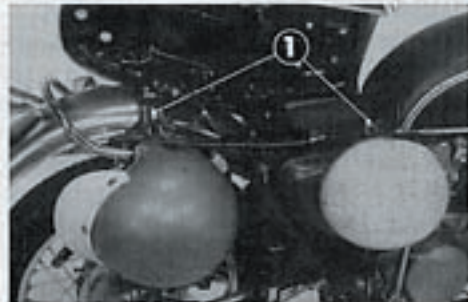
① Seat lock



② Document compartment

HELMET HOLDER

Two helmet holders ① are located under the seat. To lock helmets, raise the seat, hang helmets on helmet holders and push down the seat.



① Helmet holders

FRONT BRAKE LEVER

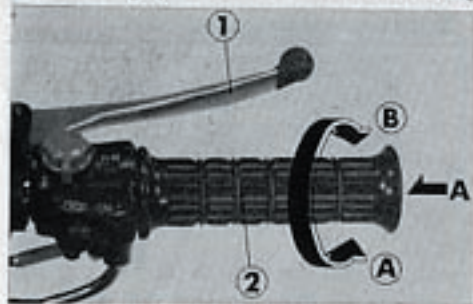
The brake lever ① (page 18) is located at the right handlebar grip. Application of the front brake is effected by squeezing the lever with a force proportional to the braking effort required.

NOTE:

If lever free play is excessive, see page 61 for inspection and servicing information.

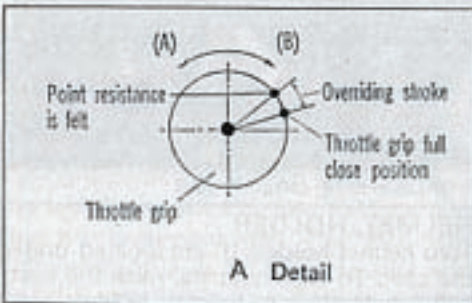
THROTTLE GRIP

Throttle control is at the right handlebar grip ②. Twisting the throttle grip inward ① opens the throttle and increases the engine rpm; twisting the grip outward ② will close the throttle. As the throttle grip is closed all the way, a resistance will be felt. At this point the engine speed should drop to idling (1000 rpm); if not, twist grip further into the overriding



① Front brake lever ② Throttle grip

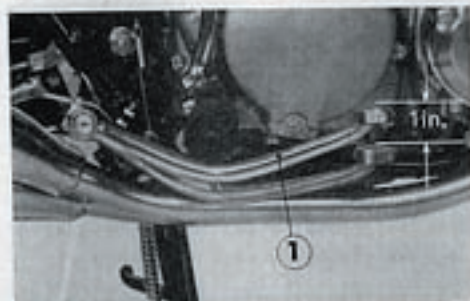
stroke. If the engine does not drop to the idle speed, the throttle control should be adjusted by referring to the section on THROTTLE CABLE and CARBURETOR ADJUSTMENT on page 52 to 53.



A Detail

REAR BRAKE PEDAL

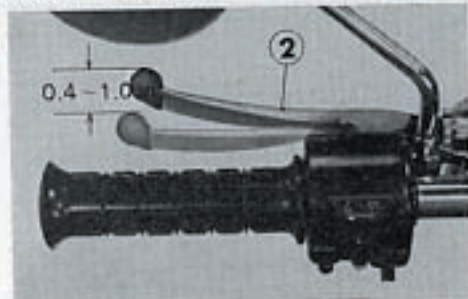
The rear brake pedal ① is located at the right foot rest. Application of the rear brake is affected by pressing the pedal with a force proportional to the braking effort required. If pedal free travel is excessive, see page 65 for inspection and servicing. Normal free travel is approximately 1 in. (25 mm).



① Rear brake pedal

CLUTCH LEVER

The clutch lever ② is located at the left handlebar grip. Squeezing the lever towards the handlebar grip disengages the clutch. Gradually releasing the lever will result in smooth clutch engagement. The clutch lever should have 0.4~1.0 in. (10~25 mm) free play measured at the lever end. See page 54 for adjustment information.



② Clutch lever

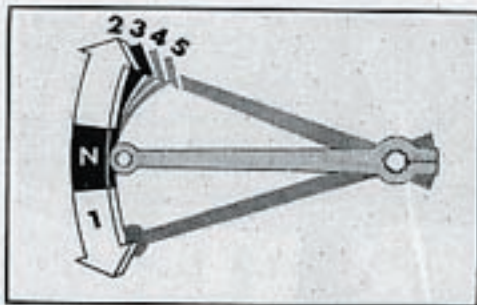
GEAR CHANGE PEDAL

The gear change pedal ① located near the left foot rest is of the progressive shift, positive stop type, which means one full stroke of the gear change pedal will shift only one gear position. The shifting sequence is arranged as shown in the figure. Shifting from the neutral position into low gear (1st) is performed by pressing the gear change pedal with the toe. Shifting

to 2nd, 3rd, 4th and top gear (5th) is performed by progressively raising the pedal. Shifting down to the lower gears is performed by progressively pressing the pedal. The transmission neutral position is located between 1st and 2nd gear.



① Gear change pedal



SHIFTING SEQUENCE

CAUTION:

During gear changes the clutch must be disengaged and the throttle momentarily closed to avoid excessive stress on the engine and drive train components.

KICK STARTER PEDAL

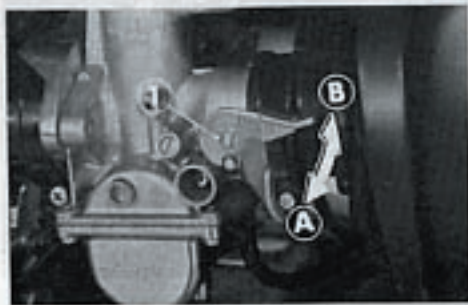
The kick starter pedal located at the right side of the engine can be used to start the engine in event the battery charge is too low to crank the engine with the electric starter. Operate the kick starter pedal with the right foot, starting from the top of the stroke and following through with a rapid and continuous motion.

CAUTION:

Do not allow the kick starter pedal to snap back freely against the pedal stop.

CHOKE LEVER

The choke lever ① is located at the left side of the engine on the left cylinder carburetor. When the choke lever is down ② (normal driving position), the chokes are fully open. When the choke lever is up ③, the chokes are fully closed (Cold Engine Starting Position).

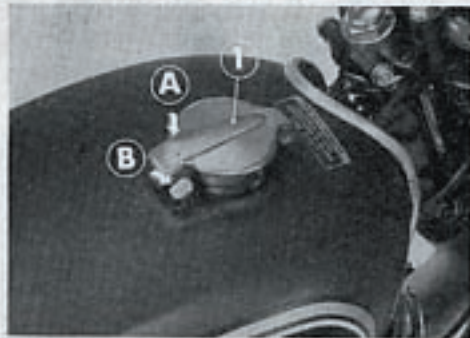


① Choke lever

FUEL AND OIL

FUEL TANK

The fuel tank capacity is 3.7 U. S. gallons (14ℓ) including the 1.1 U. S. gallons (4ℓ) in the reserve supply. Press down on the cap ① and then push in the lock to



- ① Fuel tank cap
Ⓐ Press down Ⓑ Push in

open the fuel tank cap.

WARNINGS:

- Gasoline is flammable, and explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the motorcycle when refueling.
- When refueling the tank, avoid overfilling.

NOTE:

Use of low-lead gasoline with a 91 research octane number or higher is recommended. If such a gasoline is not available, you may use a leaded regular grade gasoline.

FUEL VALVE

The fuel valve ① is located at the left under side of the fuel tank. When the fuel valve is in the "STOP" (rearward) position, fuel can not flow from the fuel tank to the carburetors. The fuel valve should be set in this "STOP" position when the motorcycle is parked. Turning the fuel valve to the "ON" (straight down) position allows fuel to flow to the carburetors from the main fuel supply. Turning



- ① Fuel valve

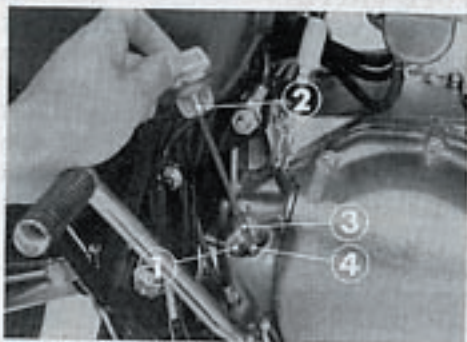
retors from the main fuel supply. Turning the fuel valve to the "RES" (forward) position allows fuel to flow from the reserve supply. When the main fuel supply is exhausted, the fuel valve should be turned to the "RES" position thereby allowing you to proceed to the nearest service station. The fuel valve also incorporates a filter screen and sediment bowl which requires periodic inspection and cleaning (page 48).

OIL RESERVOIR

The oil reservoir is contained within the lower crankcase and is filled through the oil filler opening ① located on the right crankcase cover. This oil is supplied to engine, transmission and clutch components by an oil feed pump.

The oil capacity is 3.2 U. S. qts. (3ℓ). Oil level must be checked with the motorcycle standing upright on level ground.

Measure oil level by inserting the dipstick until the filler cap ② touches the filler opening ① but is not screwed in. Oil level must be maintained between the upper ③ and lower ④ marks on the dipstick.



- ① Oil filler opening
- ② Oil filler cap
- ③ Upper level mark
- ④ Lower level mark

ENGINE OIL RECOMMENDATION

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE.

Motor oils intended for Service SE will show this designation on the container. The regular use of special oil additives is unnecessary and will only increase operating expenses.

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 34.

NOTE:

Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent and low quality oils are specifically not recommended.

Viscosity

Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the changes in average atmospheric temperature require it.

Recommended viscosity:

General, all temperatures
SAE 10W-40

Alternate:

Above	59°F (15°C)	SAE 30
32 (0°C) to	59°F (15°C)	SAE 20 or 20W
Below	32°F (0°C)	SAE 10W



PRE-RIDING INSPECTION

Prior to starting your motorcycle, perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition. This inspection will only require a few minutes and can save you much time and expense in the long run.

Check the following items, and if adjustment or servicing is necessary, refer to the appropriate section in the manual.

1. **ENGINE OIL LEVEL**—Measure oil level and add oil if necessary (page 24).
2. **FUEL**—Check fuel level and fill tank if low (page 22).
3. **BRAKES**—Check operation of front and rear brakes. Adjust free play if necessary (page 61–67).
4. **TIRE AIR PRESSURE**—Check with a tire air pressure gauge; inflate tires if pressure is too low (page 70).
5. **DRIVE CHAIN**—Check condition of chain and measure chain slack. Adjust if drive chain slack is incorrect. Lubricate if drive chain appears dry. Replace if drive chain is badly worn or damaged (page 56–60).
6. **THROTTLE**—Check throttle operation in all steering positions. Adjust if free play is incorrect. Replace or correct cable routing if throttle does not operate freely in all steering positions (page 52).
7. **LIGHTING EQUIPMENT**—Check headlight and tail/stoplight. Replace any bulb which fails to light (page 86–87).

STARTING THE ENGINE

COLD ENGINE STARTING PROCEDURE

1. Turn the fuel tank valve to the "ON" position.
2. Insert the key into the main switch and turn to the "ON" position. Ensure that the transmission is in neutral and that the GREEN neutral indicator lamp in the lamp cluster is lit. Also at this time the RED oil pressure warning lamp should be lit. If the lamp fails to come on, the connection should be checked for an open circuit and the bulb checked and replaced if burned out.
3. Make sure that handlebar grip ignition switch is in the "RUN" position.
4. Position the choke lever to the fully closed position.

5. Open the throttle slightly and press the starter button. If the engine does not start within 5 seconds, release the starter button and allow the starter motor to rest for approximately 10 seconds before pressing the starter button again. If the engine does not start readily with the electric starter, use the kick starter pedal to start the engine.

If the engine fails to start after several repeated attempts, turn off the main switch and lower the choke lever to the fully open position, open the throttle fully and crank the engine using the kick starter pedal. Turn the main switch to the "ON" position and follow the starting procedure outlined in steps 1 through 5; how-

over, at this time the use of the choke is not necessary.

6. After the engine starts, operate at approximately 2,000 rpm until the engine will properly respond to the throttle with the choke open.

WARNING:

Exhaust contains poisonous carbon monoxide gas. Never run the engine in a closed garage or confined area.

NOTE:

The oil pressure warning lamp should go off within several seconds after engine is started. If the lamp remains lighted, turn off the engine immediately and check the oil level of the reservoir. If the level is adequate, do not operate the motorcycle until the lubrication system can be examined

by a qualified mechanic.

STARTING IN EXTREMELY COLD WEATHER

Prime the engine before starting by cranking several times with the kick starter pedal. The main switch or handlebar ignition switch should be turned off. The choke should be fully closed and the throttle opened. Follow the procedure for COLD ENGINE STARTING.

WARM ENGINE STARTING PROCEDURE

When the engine is to be re-started while it is still warm, proceed with the COLD ENGINE STARTING PROCEDURE; however, the use of the choke is not necessary.

BREAK-IN PROCEDURE

A careful break-in procedure during the initial mileage will measurably extend the service life of the engine. During this crucial period the motorcycle must not be driven at full power over extended distances nor should it be driven too slowly. The general rules are as follows:

1. Maximum continuous engine speed during the first 600 miles (1,000 km) must not exceed 5,000 rpm (60% speed in the respective gears).
2. Increase the maximum continuous engine speed by 2,000 rpm between odometer readings of 600 miles (1,000 km) and 1,000 miles (1,600 km). Drive briskly, vary speeds frequently, and use full throttle for short spurts

only. Do not exceed 7,000 rpm.

3. Bear in mind never to lug the engine with heavy throttle at low engine speeds. This rule is applicable not only during break-in but at all times.
4. Upon reaching an odometer reading of 1,000 miles (1,600 km), you can subject the motorcycle to full throttle operation; however, do not exceed 9,300 rpm at any time (observe RED ZONE limit on tachometer).

CAUTION:

Do not exceed 7,000 rpm when running the engine without load.

RIDING THE MOTORCYCLE

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and press the gear change pedal to shift into low gear (1 st).

WARNING:

Ensure that the side stand is retracted before riding the motorcycle.

3. Slowly release the clutch lever and at the same time gradually increase the engine speed by opening the throttle. Coordination of the throttle and clutch will assure a smooth, positive start of the motorcycle.
4. When the motorcycle attains a speed of approximately 10 mph (16 kph), close the throttle, pull in the clutch

lever and shift to 2nd gear by raising the gear change pedal.

5. This sequence is repeated to progressively shift to 3rd, 4th and top gear (5th).

NOTE:

When shifting gears either up or down, the throttle should be closed and the clutch disengaged. Also, special attention must be given when accelerating in low (1st) and 2nd gears or when downshifting at high speed because the engine speed can easily exceed maximum engine (RED ZONE) rpm.

When decelerating the motorcycle coordination of the throttle and the front and rear brakes is most important.

1. The smooth gradual application of both the front and rear brakes together with the required throttle coordination will, under most conditions, assure positive speed reduction and stability. As the motorcycle speeds are reduced, it is common practice to downshift the transmission progressively into the gear appropriate for the speed of the motorcycle. This assures maximum control through better braking effectiveness and acceleration when necessary.

2. For maximum deceleration and braking, simultaneously close the throttle, disengage the clutch and apply both the front and rear brakes, as the motorcycle comes to a stop. This maneuver requires smooth coordination of the controls and to maintain

skill it should be practiced frequently. Independent application of either the front or rear brakes is possible, but if only one brake is applied strongly enough to lock the respective wheel, braking effectiveness is greatly reduced and control of the motorcycle is difficult.

NOTE:

Do not coast for a long distance with the engine off, and do not tow the motorcycle a long distance, unless the drive chain is first removed.

Even with gears in neutral, the transmission is properly lubricated only when the engine is running. Inadequate lubrication may damage the transmission.



PARKING

When parking the motorcycle, turn the main switch to the "OFF" position and remove the key. The steering should also be locked. Turn the fuel valve to the "STOP" position. When parking at night

near traffic, the main switch can be turned to the "PARKING" position and the key removed. (see page 13). This will turn on the taillight and make the motorcycle more visible to traffic.



SAFE RIDING SUGGESTIONS

1. Always make a pre-riding inspection prior to riding your motorcycle (See page 26)
2. Never ride a motorcycle without a helmet and it is recommended that the motorcyclist wear boots, gloves, eye protection, and bright clothing to further enhance rider safety.
3. Handlebar fairings and luggage racks or saddle bags may adversely affect the handling characteristics of the motorcycle. Extra care must be taken in loading and riding motorcycles with this equipment.
4. Place both hands on the handlebars and your feet on the foot rests while riding. Encourage a passenger to hold

himself on the motorcycle with both hands and to use the passenger foot rests.

5. Obey all federal and local law regulations and use your headlight in the daytime hours to make the motorcycle more visible to other motorists.
6. It is recommended that you become familiar with your new HONDA CB 550 by riding in an uncongested area before riding on the public highways.
7. Be sure to signal when making a turn or changing lanes.
8. Do not ride on the roadway shoulder. Remember a motorcyclist should always preserve nature and respect property.

MAINTENANCE

MAINTENANCE SCHEDULE

The month and mileage intervals shown in the service schedule are intended as a guide for establishing regular maintenance and lubrication periods for your HONDA CB 550.

Perform maintenance service according to the indicated intervals of months or miles whichever occurs first. For each service operation make reference to the respective page indicated in this MAINTENANCE SCHEDULE.

Sustained severe or high speed operation under adverse conditions will necessitate more frequent servicing. To determine specific recommendations for conditions

under which you use your motorcycle, consult your authorized HONDA Dealer. If your HONDA CB 550 has been turned over or involved in a collision, have your HONDA Dealer carefully inspect the major components e. g. frame, suspension and steering parts, for misalignment or damage to ensure further safe operation.

CAUTION:

To maintain the safety and reliability of your HONDA motorcycle do not modify the motorcycle and use only genuine HONDA parts when servicing or repairing.

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	1 month 500miles	3 months 1,000miles	6 months 2,000miles	12 months 6,000miles	
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 POLYURETHANE FOAM ELEMENT -Clean		(service more frequently if operated in dusty area)		○		
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.	●			○		



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				
	500 miles	1 month 500miles	3 months 1,500miles	6 months 3,000miles	12 months 6,000miles	
* 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 BEARINGS—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 200 MILES

*** INITIAL SERVICE PERIOD 1,500 MILES



MAINTENANCE OPERATIONS

ENGINE OIL

1. Changing Oil and Oil Filter Element

Engine oil is the chief factor affecting the performance and service life of the engine. The oil recommended on page 25 should be used and always maintained at the proper level. The oil and oil filter should be changed according to the schedule shown on page 35. Perform the engine oil change in the following manner.

Drain the oil while the engine is still warm, as this will assure complete and rapid draining.

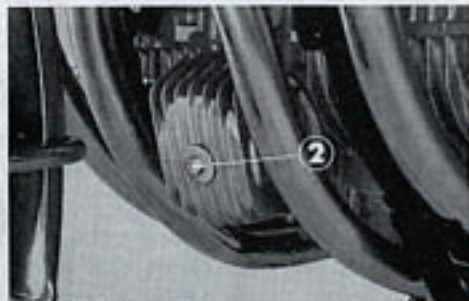
- Place an empty oil drain pan under the crankcase to catch the oil. Remove the drain plug ① with a 17 mm wrench and drain the oil. Also remove the

oil filter bolt ② (page 38) and the filter element.

- After the oil has been drained from the crankcase, operate the kick starter pedal several times to drain all residual



① Crankcase drain plug



② Oil filter bolt

oil remaining in the oil system passages.

- c. When the oil has been completely drained, reinstall the crankcase drain plug, making sure that the drain plug seal is in good condition.
- d. Install the oil filter element and tighten the filter cover, making sure

the cover seal is in good condition. At the initial 500 miles service remove and discard the original oil filter element and install a new filter element. Thereafter, it is recommended that a new filter element be installed every 3,000 miles.

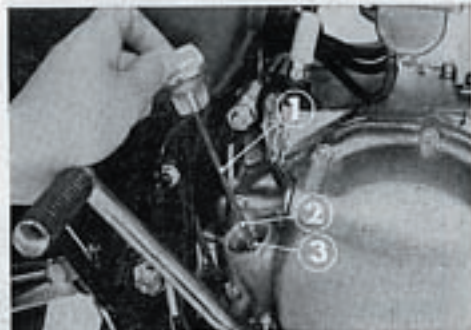
- e. Fill the crankcase with approximately 3.2 U. S. qt. (3ℓ) of premium quality, SE, SAE 10W-40 oil or its equivalent. Start the engine and operate for several minutes. Stop the engine and check the oil level with the filler cap dipstick ① (page 39).

NOTES:

- Do not operate the motorcycle if the oil level is below the lower oil level mark ③ (page 39) on the dipstick.
- Overfilling the crankcase will cause

oil to be discharged out of the breather system.

- When operating the motorcycle in unusually dusty conditions, oil changes must be performed at more frequent intervals than that which is specified in the maintenance schedule.



① Filler cap dipstick ② Upper level mark
③ Lower Level mark

- If the motorcycle is going to be stored for an extended period, the oil should be changed prior to storage.

The oil change interval for your HONDA engine is based on the use of oils that meet the requirements indicated in the section OIL RECOMMENDATION on page 25. Oil change intervals longer than those listed in the MAINTENANCE SCHEDULE will result in serious reductions in engine life and may affect HONDA obligation under the provisions of the new motorcycle warranty.

2. Oil Pressure Check

To test the condition of the oil pump, it is recommended that an oil pressure check be performed during the 12 months or 6,000 miles service. As this

check requires a special oil pressure gauge it should be done at your HONDA dealer.

3. Cleaning Oil Pump Strainer

The oil pump strainer is located under the oil pump inside the crankcase oil pan. Remove the crankcase oil pan by removing the retaining bolts. Dismantle the oil pump strainer. Clean the pump strainer and sump pan thoroughly and reinstall.

This operation must be performed by a qualified mechanic and should be done during the 12 months or 6,000 miles service.

SPARK PLUGS

The NGK D7ES or DENSO X22ES spark plug is used as standard equipment on the CB550. For most riding conditions

this spark plug heat range is satisfactory. However, if the motorcycle is going to be operated for extended periods at extremely high speeds and near maximum power in hot climates, the spark plugs should be changed to a colder heat range.

Servicing of the spark plug is as follows

- Detach the spark plug lead and remove the spark plug with the special wrench provided in the tool kit.
- Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded excessively, replace the spark plug. If the spark plug is carboned or wet fouled, the plug can be cleaned

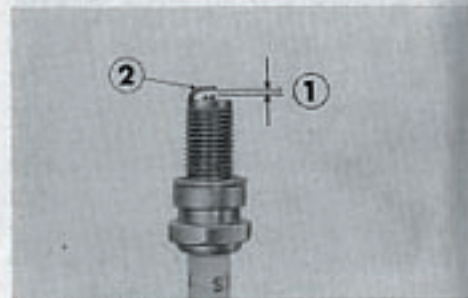
with a spark plug cleaner. When spark plug cleaner is not available, use a stiff wire brush to remove carbon. Wash with solvent and dry.

- Adjust the spark plug gap ① to 0.024–0.028 inch (0.6–0.7 mm). The gap can be measured with a thickness gauge. The adjustment is made by bending the negative (grounded) electrode ②.
- When installing the spark plug, it should be first screwed in finger tight and then torqued with the wrench 1/2 to 3/4 turn.

CAUTION:

- All spark plugs must be tight. An improperly tightened plug can become very hot and possibly cause damage to the engine.

- Never use an incorrect heat range spark plug.
- Do not attempt to dry or remove soot from the spark plug by burning.



① Spark plug gap
② Negative electrode

IGNITION TIMING ADJUSTMENT

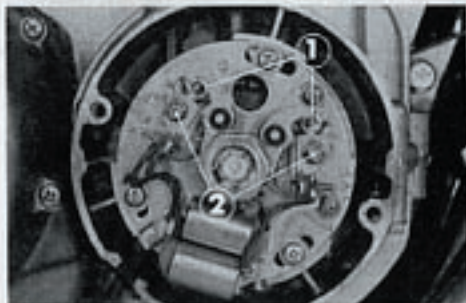
Contact breaker point gap must be adjusted before the ignition timing adjustment is performed. Any change in gap will affect ignition timing.

1. Contact Breaker Point Gap Adjustment

- Remove the point cover.
- Open contact points ① with finger or small screw driver blade and examine for pitting. If pitted or burned, the points should be replaced and the condensers checked. A gray discoloration is normal and can be removed with a point file. Filing should be done carefully. Clean the point contacts after filing with a clean piece of unwaxed paper such as a business card or chemical point cleaner.
- Rotate the crankshaft in the clockwise direction to find the position

where each breaker point gap is at maximum and check with a thickness gauge.

- The standard gap is 0.012–0.016 in. (0.3–0.4 mm).
- When adjustment is necessary, loosen the contact breaker plate locking screws ② and move the contact breaker plate to achieve correct gap. When



① Contact breaker points
② Contact breaker plate locking screws

properly adjusted, retighten locking screws ②.

2. Ignition Timing Adjustment

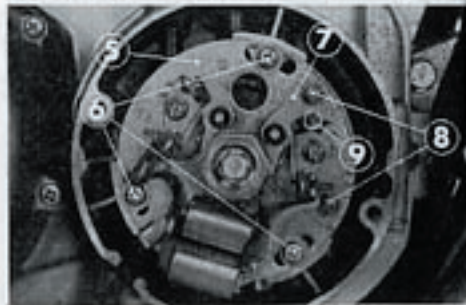
Do not perform this operation until point gaps have been adjusted.

- Rotate the crankshaft in the clockwise direction (see arrow) and align



① Index mark ② "F" mark
③ Cylinder number
④ 1.4 cylinder breaker points
⑤ Contact breaker base plate

the "F" timing mark ② (1.4 cylinder ③) to the timing index mark ①. At this time the contact breaker points ④ should just start to open. To determine accurately the exact moment of point opening, a timing light should be connected across the 1.4 cylinder



⑥ Base plate locking screws
⑦ Contact breaker right base plate
⑧ Right base plate locking screws
⑨ 2-3 cylinder breaker points



breaker points ④.

- b. If the timing of the breaker point opening is incorrect (too early or too late), adjustment is made by loosening the three base plate locking screws ⑤ and carefully rotating the base plate ⑥ until the timing light flickers. Tighten base plate locking screws.

NOTE:

Rotating the base plate clockwise will retard ignition timing. Counter-clockwise rotation will advance ignition timing. Time the ignition to the "F" mark as advanced or retarded timing will cause engine damage.

- c. Next, connect the timing light to 2.3 cylinder breaker points ⑨. Rotate the crankshaft 180° (1/2 turn) in the

clockwise direction and align the "F" (2.3 cylinder) timing mark to the index mark ①. If the timing light flickers or goes off when these marks come into perfect alignment, no adjustment is necessary. If the moment of point opening is incorrect loosen the two (2.3 cylinder) right base plate locking screws ⑧ and make the adjustment in the same manner as mentioned in section "b".

- d. Recheck the contact breaker point gaps and the ignition timing. This static timing procedure is relatively accurate if done with care, however, for best results a stroboscopic timing light should be used as both the retarded and advanced engine ignition timing can be checked. Your HONDA dealer has this equipment and can perform this operation for you.

VALVE TAPPET CLEARANCE ADJUSTMENT

Excessive valve clearance will cause tappet noise, and negative clearance will prevent valves from closing and cause valve damage and power loss. Therefore, valve tappet clearance should be maintained properly. Perform the valve tappet clearance check at the specified intervals.

NOTE:

The cylinders are numbered 1-4 from the left side of the riders position.

- a. Turn fuel valve to the "OFF" position, remove both fuel lines from the fuel valve body, raise the seat and pull the rear fuel tank rubber mounting away from the rear tank mount. Raise the back of the fuel tank slightly and

pull the tank back until it clears the forward tank mounts. Remove and set tank aside.

- b. Remove the ignition breaker point cover and the eight tappet adjusting hole caps ⑦. (page 46)
- c. While slowly rotating the crankshaft



① Index mark ② "T" mark
③ 1, 4 cylinder mark



clockwise with the kick pedal, watch the #1 cylinder intake valve tappet. When this tappet goes down all the way and then starts to lift, you must then watch for the alignment of the index mark ① and the "T" mark ②. Check the 1.4 cylinder mark ③. In this position, the piston in #1 cylinder



- ④ Tappet adjusting screw
- ⑤ Lock nut ⑥ Feeler gauge
- ⑦ Hole cap

will be at T. D. C. (top-dead-center) of the compression stroke and the intake and exhaust valves in the cylinder should be fully closed.

- d. Check the clearance of both valves by inserting the feeler gauge ⑥ between the tappet adjusting screw ④ and the valve stem. If clearance is correct there will be slight drag or resistance as the gauge is inserted. Adjustment is necessary if the clearance is too small or excessive. The standard tappet clearance is
IN 0.002in. (0.05 mm)
EX 0.003in. (0.08 mm)

- e. Adjustment is made by loosening the tappet screw lock nut ⑤ and turning the adjusting screw ④ until there is slight drag on the feeler

gauge ⑥. Hold the tappet adjusting screw in this position and tighten the lock nut ⑤. Recheck the clearance with the gauge.

- f. To check or adjust clearance of #4 cylinder valves rotate the crankshaft clockwise one full turn (360°) and align the marks as in step "c" above,



- ① Index mark ② "T" mark
- ③ 2, 3 cylinder mark

then follow steps "d" and "e".

- g. Valve tappet adjustment for 2.3 cylinder can be performed as in steps "c" through "e", however, the 2.3 cylinder mark ③ must show (not 1.4 mark) when the index mark ① and "T" mark ② are aligned. The #2 cylinder intake tappet should be watched (not #1).
- h. To check or adjust #3 cylinder tappets, rotate the crankshaft one full turn (360°) and align the marks ② as in step "g" above then follow steps "d" and "e"
- i. Install all tappet adjusting hole caps. Do not overtighten.

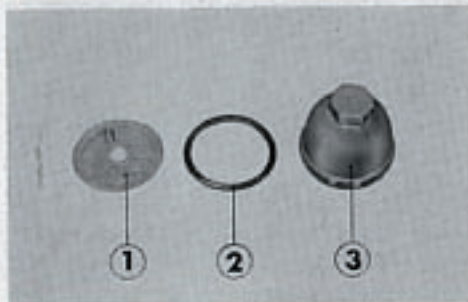
FUEL VALVE STRAINER

The fuel strainer is in the fuel valve body which is mounted on the bottom side of the fuel tank at the left side. Accumulation of dirt in the strainer will restrict the flow of the fuel and cause the carburetors to malfunction; therefore, the fuel strainer should be serviced periodically. Turn control valve to "STOP" position and unscrew the strainer cup ③.



① Fuel valve

Remove the "O" ring seal ②, and the filter screen ① can be lifted out. Wash the screen and cup in solvent and re-assemble. Turn control valve to "ON" position and check for leaks. At the same time check if there is any seepage around the fuel tank, its fuel leveling tube and fuel line to the carburetors, and if the hose clamps are properly installed.



① Filter screen
② O ring seal
③ Strainer cup

CAM CHAIN ADJUSTMENT

A loose cam chain will cause the valve timing to change, resulting in poor performance. It will also cause excessive engine noise.

- Set the crankshaft to T.D.C. (top-dead-center) of the compression stroke with the kick starter pedal.
- Adjustment is made by loosening the tensioner lock nut ①. This will automatically release the tensioner screw ②, applying the proper tension to the cam chain.
- After completing the adjustment, tighten the lock nut ①.

NOTE:

Do not apply excessive pressure on the tensioner screw.



① Lock nut ② Tensioner screw

AIR CLEANER

Air cleaner element cleaning and/or replacement depends on motorcycle operating conditions. Your HONDA dealer can help you to determine the frequency of cleaning and replacing the element.

A device is built in the bottom of the air cleaner case to separate oil from

the crankcase breather tube. Clean the polyurethane element of the device at the same time of cleaning the air cleaner element.

- a. Raise the seat and remove the tool case together with the air cleaner cover.
- b. Lift out the air cleaner element retaining clip ②. Remove the air cleaner



① Air cleaner case ② Retaining clip

element ③ and clean it by tapping lightly to loosen dust then using a soft brush, the remaining dust can be brushed from the outer element surface or blown away by applying compressed air from the inside of the element as shown in the illustration.



③ Air cleaner element

- c. Remove the element cover ④. (page 51)

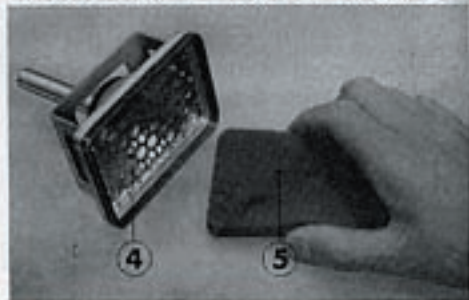
- d. Remove the polyurethane element ⑤ from the element cover and wash it in clean solvent. Squeeze out excess solvent and then dry the element thoroughly.
- e. When ready to install the air cleaner, assemble in the reverse order of disassembly.



④ Element cover

CAUTION:

- Do not use acid, alkali or organic solvent for washing the element ⑤.
- When riding the motorcycle at high speeds, wash the element ③ more frequently.
- Check the drain pipe for clogging.



⑤ Polyurethane element

THROTTLE CABLE ADJUSTMENT

Two control cables connect the throttle grip to a crank on the carburetor operating bar. One cable opens the throttle valves, while the other cable ensures positive closure.

Standard throttle grip play is approximately 10–15° of grip rotation. This play can be adjusted at the grip play adjuster ② and also with the adjusters ③ at the

lower end of the cables located at the throttle crank ④. To adjust, loosen the lock nut and turn the adjuster. When performing the adjustment, both the opening and closing sides of the adjusters should be adjusted by equal amounts. Do not forget to tighten the lock nut upon completion of adjustment. Check for smooth operation of throttle grip through the entire range from fully

open to fully closed with the steering handle set to the extreme right and left steering positions.

Inspect the physical condition of the throttle cable housings between the throttle grip and the carburetors for kinks, chafing, other damages or for improper routing. Replace any damaged section or reroute if required.

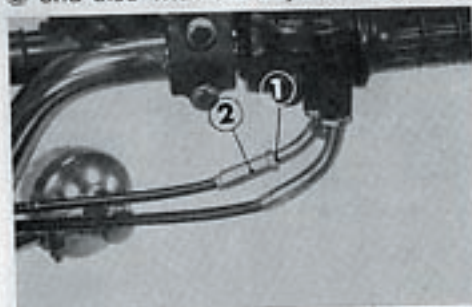
CARBURETOR ADJUSTMENT

Quadruple piston type carburetors are mounted on the cylinder head to provide independent carburation to the respective cylinders. Both the chokes and the throttles are linked to operate all four carburetors simultaneously.

1. Before making the idle adjustment the engine must be at operating temperature. Turn the stop screw ① on the throttle linkage which is acces-

sible from the right side to obtain the proper idle speed. Turn the screw in the Ⓐ direction to increase the speed.

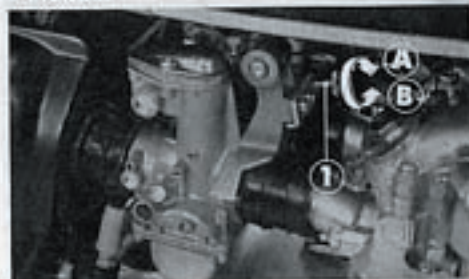
2. After performing the adjustment above if the proper idle speed cannot be obtained or if the exhaust back pressures from the cylinders are not uniform, the carburetors require individual adjustment and synchronization.



① Lock nut ② Grip play adjuster



③ Adjusters ④ Throttle crank



① Stop screw
Ⓐ Increase the speed
Ⓑ Decrease the speed

NOTE:

Carburetor synchronization requires the use of special instruments and should be performed by an authorized Honda Dealer. Carburetor synchronization is normally required to be checked only at scheduled periodic maintenance intervals (see page 35). Synchronization of the carburetors will require special instrumentation and should be referred to an authorized dealer.

CLUTCH ADJUSTMENT

The clutch must be adjusted so that the engine can be completely disengaged from the transmission, but not to the point where the clutch will slip when the machine is accelerating. The clutch and clutch cable should be adjusted to provide 0.4~0.8 in. (10~20 mm) free play measured at the tip of

the clutch lever.

To adjust, perform the following steps.
a. Clutch adjustment is made by loosening the clutch adjuster locking nut ① and turning the adjuster ② to align the alignment marks ③ (page 55) on actuating arm and engine side cover.



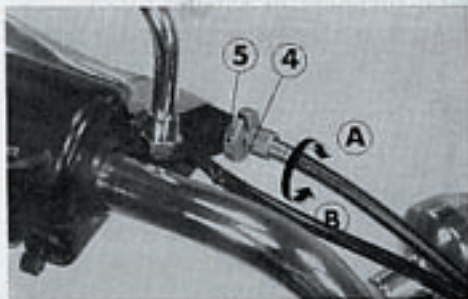
① Clutch adjuster locking nut
② Clutch adjuster
③ Alignment marks

b. Minor adjustment can be made at both adjusters at the upper and lower ends of the clutch cable. Loosen the lock nut ④ (⑤ at the lower end) at the clutch lever and turn the cable adjuster bolt ④ (⑦ nut at the lower end). Turning the cable adjuster bolt (nut at the lower end) clockwise ④



④ Clutch cable adjuster bolt ⑤ Lock nut

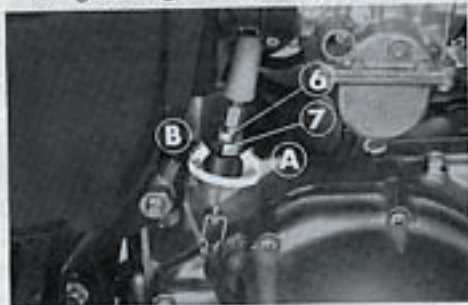
will increase the play in the clutch lever, turning in the Ⓐ direction will decrease the play. Do not forget to tighten the lock nut after completing the adjustment.



④ Clutch cable adjuster bolt ⑤ Lock nut

c. After the adjustment has been made, check to see that the clutch is not slipping and that the clutch is properly disengaging.

Start the engine and shift into gear. There should be no excessive grinding from the transmission, and the machine should not begin to creep forward. Drive the machine to check for grabbing or slipping.



- Ⓔ Lock nut
- Ⓕ Clutch cable adjuster nut

DRIVE CHAIN INSPECTION, ADJUSTMENT AND LUBRICATION

The service life of the drive chain is dependent upon proper lubrication and adjustment. Proper maintenance will help to extend service life and ensure smooth power transmission to the rear wheel. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain must be checked, and serviced as necessary, after the first 200 miles of operation, and at least every 500 miles thereafter. If your CB 550 is operated at sustained high speeds, or under conditions of frequent rapid acceleration, the drive chain must be serviced more often.

1. Inspection

Place the motorcycle on the center

stand, with the transmission in neutral. Turn the rear wheel slowly, and inspect the drive chain and sprockets for any of the following conditions:

DRIVE CHAIN

- Damaged Rollers
- Loose Pins
- Dry or Rusted Links
- Kinked or Binding Links
- Excessive Wear
- Improper Adjustment

SPROCKETS

- Excessively Worn Teeth
- Broken or Damaged Teeth

Drive chain with damaged rollers or loose pins must be replaced. Chain which appears dry, or shows signs of rust, requires supplemental lubrication. Kinked or binding links should be thoroughly lubricated and worked free.

If links cannot be freed, the chain must be replaced.

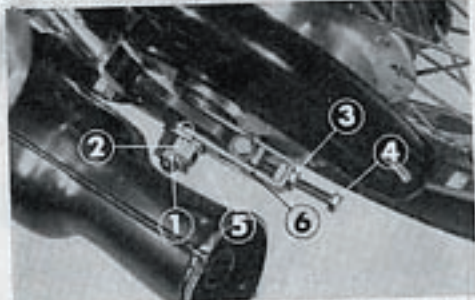
NOTE:

Never install a new drive chain on badly worn sprockets, or use new sprockets with a badly worn drive chain. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.



2. Drive Chain Adjustment

Drive chain slack should be checked and adjusted as necessary. After the first 200 miles of operation and at least every 500 miles thereafter. CB 550 motorcycles operated at sustained high speeds, or under conditions of frequent rapid acceleration, may require more frequent



- ① Cotter pin ② Axle nut ③ Lock nut
④ Drive chain adjusting bolt
⑤ Index mark ⑥ Chain adjuster plate

adjustment.

The procedure for drive chain adjustment is as follows.

- Place the motorcycle on its center stand, with transmission in neutral.
- Remove cotter pin ① from the rear axle nut ②, and loosen the nut.
- Loosen lock nuts ③ on both adjusting bolts ④.
- Turn both adjusting bolts an equal number of turns until the correct drive chain tension is obtained. Turn



adjusting bolts clockwise to tighten the chain, or counterclockwise to provide more slack.

Adjust to provide approximately 3/4 inch (20 mm) of chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain. Slack must not be less than 3/4 inch (20 mm) at a point midway between the sprockets, regardless of the chain section at which measurement is taken.

- Check rear axle alignment with the index marks on the rear swinging arm. Both left and right marks should correspond. If the axle appears misaligned, turn the left or right adjusting bolt until marks correspond on both sides of the rear swinging arm.

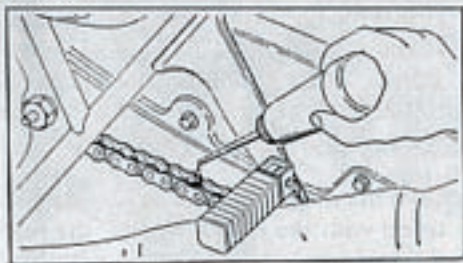
- Tighten both adjusting bolt lock nuts.
- Tighten the axle nut and install the cotter pin. Replace the cotter pin if it is broken or appears damaged.
- Check rear brake pedal free travel. When the rear wheel is repositioned to adjust drive chain slack, brake pedal free travel is also affected. Refer to page 65 for brake adjustment instructions.
- Remove the motorcycle from its center stand. While sitting on the machine, roll it forward or back to be certain there are no tight spots in the chain.

With the motorcycle on its wheels and laden with the rider's weight, the rear swinging arm moves toward a horizontal position, and drive chain slack decreases. Drive chain slack should not be less than 1/2 inch (13 mm) with

the motorcycle on its wheels and laden.

3. Drive Chain Lubrication

Normally rear drive chain lubrication is performed without removing the chain, at the time of chain adjustment. More frequent inspection and servicing is required under severe operating conditions.



a. The CB 550 is equipped with the endless type drive chain and requires periodic inspection. If dirty or rusted, clean with brush and solvent, wipe and dry with a clean rag. Inspect the chain for wear (sloppy joints), stiffness and binding at the joints, and broken or separated rollers. Apply a liberal amount of good engine oil or chain lubricant.

If damaged or worn, the chain should be replaced. Replacement of the endless chain requires a special tool, therefore your HONDA dealer should be consulted.

b. Adjust drive chain as described in steps "a-i", page 58~60.

BRAKE INSPECTION AND ADJUSTMENT

Brakes are items of personal safety and should always be maintained in proper adjustment.

1. Front Brake

The CB 550 front brake is a hydraulically operated caliper/disc type. This type brake will provide reliable operation and excellent braking qualities at much higher operating temperatures than the conventional drum type brake.

When pressure is applied to the brake lever, brake fluid transmits the pressure to the brake piston in the caliper, pressing the friction pads against the disc. Brake fluid is a medium for transmitting pressure and plays a vital role in the brake system. Therefore, when scheduled brake maintenance is performed, it is imperative that the front brake system is inspected to ensure that there is no fluid leakage. As the friction pads wear, ad-

ditional fluid is taken into the system from the fluid reservoir to compensate for the friction pad wear. Because of this feature, the disc brake is self adjusting and the brake control lever free travel will remain constant once the free travel has been established, providing the hydraulic system is free of air.

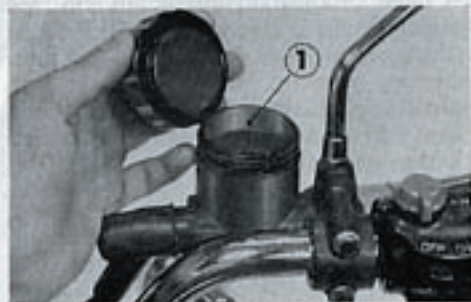
If the control lever free travel becomes excessive and the friction pads are not worn beyond the recommended limit (page 65), there is probably air in the brake system and it must be bled.

2. Brake Fluid

The brake fluid level in the reservoir should be checked at regular intervals as in the MAINTANANCE SCHEDULE (page 35). Remove the reservoir cap, washer and diaphragm, and whenever the level is lower than the level mark ① engraved inside the reservoir, fill the reservoir to the level mark. Use only brake fluid which is designated DOT 3



on the container. DOT 3 brake fluid meets the SAE J1703 specification. Outside the U. S. A., use SAE J1703 brake fluid. Reinstall the diaphragm and washer, and tighten the reservoir cap securely.



① Level line (Mark)

WARNINGS :

- Use only DOT 3 brake fluid from sealed container.
- Clean filter cap before removing.

3. Bleeding The Brake System

The brakes must be bled with great care subsequent to work performed on the brake system, when the lever becomes soft or spongy, or when lever travel is excessive. The procedure is best performed by two mechanics.

- a. Remove the dust cap from the bleeder valve and attach bleeder hose ②.



② Bleeder hose

- b. Place the free end of the bleeder hose in a glass container which has some hydraulic brake fluid in it so that the end of the hose can be submerged.
- c. Fill the reservoir using only the recommended brake fluid. Screw the cap partially on the reservoir to prevent entry of dust.
- d. Rapidly pump the brake lever several times until pressure can be felt, holding the lever tight, open the bleeder valve by about one-half turn and squeeze the lever all the way down. Do not release the lever until the bleeder valve has been closed again. Repeat this procedure until bubbles cease to appear in the fluid at the end of the hose.
- e. Remove the bleeder hose, tighten the bleeder valve and install the bleeder valve dust cap.

- f. Do not allow the fluid reservoir to become empty during the bleeding operation as this will allow air to enter the system again. Refill the fluid as often as necessary while bleeding.
- g. Check for proper effect of bleeding and absence of leaks in the front brake lines while holding pressure against the brake lever. Refill fluid in the reservoir when bleeding is completed. Reinstall the diaphragm, washer and reservoir cap and tighten.

When the hydraulic brake system has been drained, it should be filled as outlined below:

- a. Fill the fluid reservoir.
- b. Open the bleeder valve by one-half turn, squeeze the brake lever, close the valve and release the brake lever. This procedure must be repeated in

this sequence until hydraulic fluid begins to flow through the bleeder hose. Having filled the hydraulic system with fluid, proceed with the actual bleeding operation.

CAUTION:

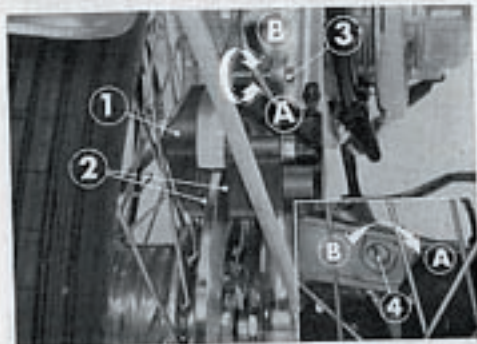
- Brake fluid which has been pumped out of the system must not be used again.
- Care must be taken, as brake fluid will damage the paint finish and instrument gauge lenses.

4. Brake Caliper Adjustment

Whenever the brake pads are replaced the brake caliper ① must be adjusted. This adjustment is made, so that there is a small clearance between the fixed friction pad ② and the brake disc.

- a. Raise the front wheel off the ground.
- b. Loosen the caliper stopper bolt lock nut ③.

- c. Using a suitable screw driver, turn the stopper ④ bolt in direction Ⓐ until the friction pad contacts the brake disc. When the wheel is rotated, a slight drag should be noticed.
- d. While rotating the front wheel, turn



① Brake caliper ② Brake pads.
③ Stopper bolt lock nut ④ Stopper bolt



the stopper bolt in direction Ⓑ until the front wheel rotates freely.

- e. Turn the stopper bolt in direction Ⓑ 1/2 turn further and tighten the lock nut.

5. Brake Pads

Brake pad wear will depend upon the severity of usage, type of driving, and condition of the roads. It may be expected that the pads will wear faster on



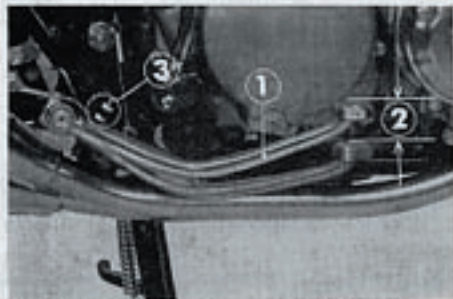
dirty and wet roads. Visually inspect the pads during all regular service intervals to determine the pad wear. The pad wear can be determined by measuring the inside clearance between the face of the caliper housing and the brake disc while pressing the inner housing toward the disc. If clearance is less than 0.12 in. (3.0 mm), replace both pads with a new set.

NOTE:

Use only HONDA genuine replacement friction pads offered by authorized HONDA Dealers. When service is necessary on the brakes, consult your HONDA Dealer.

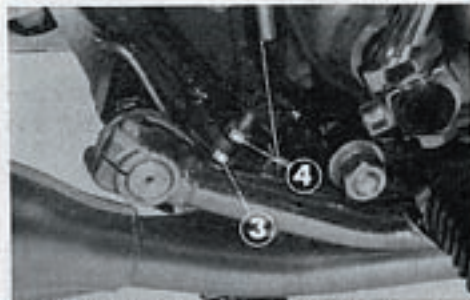
6. Rear Brake Adjustment

The rear brake is of an internally expanding type. To check the rear brake pedal ① free travel, raise the rear wheel



① Rear brake pedal ② Pedal travel
③ Pedal stopper bolt

off the ground by placing the motorcycle on the center stand. Rotate the wheel by hand and note the distance the pedal tip travels ② before the brake takes hold. Normal free travel is approximately 1 in. (25 mm). If adjustment is necessary, make the adjustment by turning the adjusting nut ⑤. Turn clockwise for less free travel, counterclockwise for greater



③ Pedal stopper bolt ④ Lock nut



⑤ Rear brake adjusting nut

free travel. The stopper bolt ③ is provided to make an adjustment of the pedal height before the adjustment by the nut. To turn this bolt, loosen the lock nut. After adjusting, tighten the lock nut.

NOTES:

- Make sure that the cut-out on the adjusting nut is seated on the brake arm pin after the final adjustment has been made. If the rear wheel assembly has been moved forward or rearward, as in drive chain adjustment, the rear brake may require adjustment.
- Inspect the mounting of the rear brake arm to the brake shoe actuating cam to make sure that the locking bolt is tight and the splines undamaged.

7. Rear Brake Wear Indicator

When the rear brake is applied, a red arrow ③, adjacent to the rear brake arm ④, moves toward a red reference mark

② on the rear brake backing plate ①. The distance between the arrow and the reference mark, on full application of the rear brake, indicates brake lining thickness.

If the arrow aligns with the reference mark on full application of the rear brake, the brake shoes should be removed and inspected for wear. Replace the



① Rear brake backing plate ② Reference mark ③ Arrow ④ Rear brake arm

brake shoes, if the thickness of the lining is 0.08 in. (2.0 mm) or less.

NOTE:

When brake service is necessary, see your authorized Honda motorcycle dealer. When replacing brake shoes, install only genuine Honda parts.

WHEEL REMOVAL AND INSPECTION

1. Front Wheel Removal

Removal of the front wheel is performed in the following manner.

- Raise the front wheel off the ground by placing a support under the engine.
- Remove the speedometer cable ① from the front wheel hub assembly.
- Remove the axle holder fixing nuts ② and the front wheel assembly can be removed from the front fork.

To install the front wheel reverse the sequence outlined above.



- ① Speedometer cable
② Axle holder fixing nuts

NOTES:

- After removing the front wheel the friction pads can be taken out of the caliper assembly and measured for wear (see page 65).
- Do not depress the brake lever when the wheel is off the motorcycle because the caliper piston will be forced

out of the cylinder with subsequent loss of brake fluid. If this does occur servicing of the brake system will be necessary (see page 61~64).

2. Rear Wheel Removal

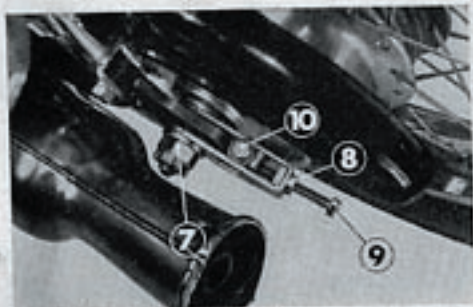
Removal of rear wheel is performed in the following manner.

- Place the motorcycle on the center stand.
- Remove the rear brake adjusting nut ① and actuating rod from the brake arm ②.
- Remove rear brake backing plate torque arm lock pin ③, nut ④, washer ⑤, and bolt ⑥.
- Remove the cotter pin and loosen the axle nut ⑦.
- Loosen the rear wheel adjusting bolt lock nuts ⑧, back out the adjuster bolts ⑨ and turn the chain adjusters



- ① Rear brake adjusting nut ② Brake arm
③ Lock pin ④ Nut ⑤ Washer ⑥ Bolt

- downward. Remove the rear fork cap fixing bolts ⑩ and end caps.
 - Push the wheel forward, lift the chain off the sprocket, then pull the wheel rearward, clear of the rear fork.
- To install the rear wheel, reverse the sequence outlined above. Adjust the drive chain tension following drive chain adjustment. (see page 58)



⑦ Axle nut ⑧ Lock nut
⑨ Adjuster bolt ⑩ Fixing bolt

3. Wheel Inspection

At any time the front or rear wheel is removed, take the opportunity to thoroughly inspect the suspension components, brake friction linings and wheel bearings. Carefully inspect the condition of wheel rim and spoke tension at regular intervals as in the MAINTENANCE SCHEDULE (page 36). It is recommended that retightening of spokes be done by a qualified mechanic.

MAINTENANCE SCHEDULE (page 36). It is recommended that retightening of spokes be done by a qualified mechanic.

TIRES

If any one item would have to be singled out as the most important to motorcycle safety, it would probably be the tires. Yet, this is frequently the most neglected item on the motorcycle. Because the tires can be inspected easily, we recommended that you make it a matter of habit to check the condition of the tires during the PRE-RIDING INSPECTION.

1. Tire Pressure

Correct tire pressure will provide maximum stability, riding comfort and tire life. To ensure the proper tire pressure, follow the recommendations in the following table.

Recommended Tire Inflation Pressure (Cold)

Cold tire pressures psi (kg/cm ²)	Up to 200lbs(90kg) load	Front: 26(1.8)
		Rear: 28(2.0)
Vehicle capacity load	330 lbs(150 kg)	Front: 28(2.0)
		Rear: 34(2.4)
Tire size		Front: 3.25-19
		Rear: 3.75-18

See also the tire information label affixed to the rear fender

CAUTION:

- Overinflation or underinflation of the tires will cause abnormal tread wear or other damage and create a safety hazard. Riding with underinflated tires will cause the tires to slip on the rims damaging the innertube valves. Severe underinflation may result in loss of the tire from the rim.
- Check tire pressures frequently and adjust if necessary.
- Replace the tires when the tread depth at the center of the tire is less than 0.12 in. (3mm).

2. Tire Tread Condition

Operating the motorcycle with excessively worn tire tread will adversely affect stability and traction, and consequently invite hazardous condition.

Determine the time when you need to replace the tires by measuring the remaining depth of tire tread.

The limits of tire center tread depth are 0.05 in. (1.5 mm) in front and 0.08 in. (2.0 mm) in the rear tires.

3. Tire Removal and Installation

In the event of a flat tire or puncture, or when installing a new tire, the following items should be kept in mind.

- Install only the tires listed on the label affixed to the rear fender.
- Never attempt to patch or vulcanize a tire casing.

Recommended tire brand

	BRIDGESTONE
Front	Supper speed 21F2
Rear	Supper speed 21R2

c. Inner tubes should be patched only in EMERGENCY situations.

d. Always locate and eliminate the CAUSE of tire or inner tube damage.

- Puncture due to sharp object or severe impact.
- Puncture due to loose and broken spokes.
- Flat tire due to vandalism or leaking valve core.
- Flat tire due to internal chafing or cuts.
- Flat tire due to tire shifting on rim.

e. The inner tube size must correspond to the tire casing size.

Tire removal should be performed in the following manner.

a. Remove the wheel assembly to be worked on as described in Front or

Rear Wheel Removal, pages 68–70.

b. Remove brake backing plate assembly and/or axle, so wheel can be layed flat. Lay wheel assembly on a rag or cardboard to prevent hub surface damage.

c. Remove valve core and valve stem retaining nuts. Locate and remove any sharp objects imbedded in the tire.

d. Step on tire casing to break it free from the rim. Repeat on the opposite side.

e. Using two small or medium size irons, placed 4–6 in. (100–150 mm) apart and inserted between the rim edge and tire bead at the valve stem location, pry in and downward with both tire irons while depressing the tire bead opposite the tire irons with your foot. When tire bead is above the

- rim edge, remove one tire iron and move it 3–4 in. (76–100 mm) further away from the tire iron supporting the tire bead and insert and pry the tire bead further off of the rim. Proceed in this manner until the entire side of the tire casing is above and clear of the rim edge.
- f. The deflated inner tube can now be pulled from the tire casing and the inner tire casing inspected for damage or protruding sharp object, etc. Locate and eliminate cause of flat or puncture.
- g. Install a new inner tube of the correct size by inflating very slightly. Leave the valve core in the valve stem.
- h. Inspect the wheel rim inner tube protector strip to see that it is in good condition and centered over the spoke

nipples.

- i. Align the tire balance mark with the valve stem hole in the rim and insert the partially inflated inner tube into the tire casing.
- j. Work the inner tube into proper position in the tire casing and insert the valve stem through the valve stem hole in the rim. Install a valve stem retaining nut partially, but not tightly, onto the valve stem. Remove valve core.
- k. Apply a light coating of tire mounting solution (liquid detergent can be used in an emergency) to each of the tire bead surfaces, and between the free tire bead and rim edge.
- l. The tire can now be stepped into place using your heels. Placing both heels on the tire bead opposite the

valve core and press the tire bead into place progressively with each step in opposite directions around the wheel.

- m. When 80–90% of the tire bead is in place, use a tire mounting mallet (heavy rubbers, leather or plastic hammer) to force the remaining section into position. Avoid using tire irons or screw drivers for this operation as inner tube punctures will result.
- n. Insert the valve core and overinflate the standard pressure by approximately 10 psi (0.7 kg/cm²). This will help to properly seat the tire beads into the rim. Inspect for proper tire bead seating and deflate the tire. Reinflate to the correct specified pressure (see page 71) and tighten the valve stem retaining nut lightly.

- o. Recheck the tire pressure and install the valve stem cap.
- p. Install wheel assembly as per instructions on page 68–70.

NOTE:

These operations require skill and special tools, and in as much as the safety of the rider is dependent on the good condition of the tires and wheel assemblies, we urge you to have this service performed by your Honda Dealer when possible.

FRONT SUSPENSION

1. Front Suspension Inspection

Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously. The motorcycle must not be on the center stand when performing this inspection. Inspect for the following items:

- Oil seepage around the cushion oil seals.
- Fork pipe bushing wear.
- Security of items attached to the fork assembly.
- Excessive play in the steering head.
- Carefully inspect all front suspension fasteners for tightness, this includes the attachment points of the fork pipes, brake components and handlebar.

NOTE:

Contact your Honda Dealer for repair of any steering or front suspension

wear or damage.

Do not operate the motorcycle with loose, worn, or damaged steering or front suspension, as handling will be adversely affected.

2. Front Fork Oil Change

To maintain good riding characteristics and increase fork service life, the oil in the front fork legs should be changed periodically. This should be done after



① Front fork drain plug

the first 1,500 miles of operation, and at least every 12 months or 6,000 miles thereafter whichever occurs first.

- Unscrew the front fork drain plug ① at the bottom of fork cylinder and drain the oil by pumping the fork. Screw in the plug securely after draining.



② Top filler plugs

- Set the motorcycle on the center stand.
- Place a jack under the crankcase to control lowering of the front end.
- Remove the handlebar by removing the four handlebar bolts.
- Unscrew the top filler plugs ② until free.
- Lower the jack under the engine to extend the fork springs with the attached filler plugs.
- Move the fork springs to one side and pour 5.4~5.6 ozs. (160~166cc) of premium quality ATF (Automatic Transmission Fluid) into each fork leg.
- Raise the jack under the engine to allow the fork springs and filler plugs to return into the fork legs.
- Securely tighten the top filler plugs ②.
- Reinstall handlebar, tightening the two front bolts first, then securely

tightening the two rear bolts.

- k. Remove the jack from under the engine.
- l. Securely tighten the top filler plugs after filling.

REAR SUSPENSION

1. Rear Suspension Inspection

Check the rear suspension periodically by careful visual examination. Note the following items.

- a. Rear fork bushing—This can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand and feeling for looseness of the fork bushings.
- b. Check side stand spring for damage and fitness.
- c. Check all suspension component attachment points for security of their respective fasteners.

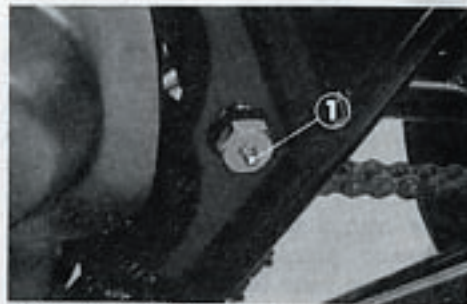
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CAUTION:

- If any sign of the above conditions is noticed, consult your Honda Dealer for further inspection.
- The rear suspension units on the CB 550 are sealed at the factory and do not require servicing. NEVER attempt to destroy the seal and disassemble the rear suspension damper units.

2. Rear Fork Bushing Lubrication

There are two lubrication points ① and ② as shown in the figure. It is recommended that lubrication be performed every 6 months or 3,000 miles whichever occurs first. Use multipurpose grease, Type NLGI No. 2.



① Grease nipple



② Grease nipple

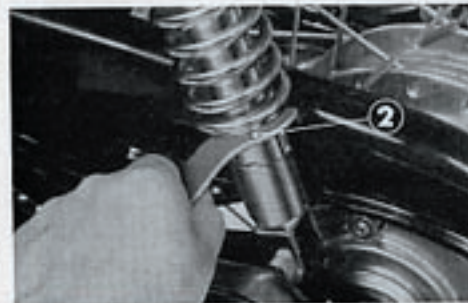
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3. Rear Shock Absorber Adjustment

The rear shock absorber ① has five-ranges of adjustment and can be adjusted to meet the different types of road or riding conditions. Position "I" is for normal riding with the damper spring strength increasing progressively from "II" to "V"; to be used for heavier load conditions or when operating on rough roads.



① Rear shock absorber



② Pin spanner



BATTERY

If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage may occur. Inspecting and maintaining the electrolyte level is a simple, quick operation, therefore, it should be performed frequently as indicated in the MAINTENANCE SCHEDULE (page 35) and PRE-RIDING INSPECTION (page 26).

1. Battery Electrolyte

- a. For battery (12V-12AH) inspection and service access, remove the right cover and raise the seat. The electrolyte level can be seen from the right side at the motorcycle without removing the battery. The correct electrolyte level is between the "LOWER" and "UPPER" level marks on the

battery case.

- b. To correct the electrolyte level, remove the battery cell caps from the cells needing level correction. Use a small syringe or plastic funnel for adding water. Carefully add the proper amount of distilled water to bring the electrolyte level of the cells between the "LOWER" and "UPPER" marks.



① Upper level ② Lower level

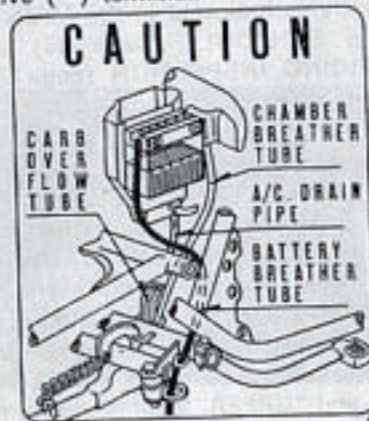
For maximum battery performance and life only distilled water should be added.

2. Battery Removal and Installation

Battery removal may be necessary for storage or when battery electrolyte specific gravity reading is below 1.200, indicating the need for battery recharging.

- a. Remove battery retainer, disconnect the ground (-) negative cable connection first, and then the positive (+) cable. The battery can now be lifted from its mounting. Note the positioning of the cables, protective rubber (+) terminal cover, and battery mount rubber pads, as well as the routing of the battery vent tube. Before installing the battery, clean the battery and its mounting area with water. Baking soda and water can be used to remove any existing corrosion.

- b. Battery installation is performed in the reverse order of removal. Pay particular attention to the battery rubber mounts pads and the vent tube routing. Connect and protect the positive (+) terminal with the rubber insulator and then connect the negative (-) terminal.



Courtesy of  Honda4Fun
www.honda4fun.com

CAUTION:

Do not overtighten these terminal connections as damage to the battery terminals may result.

3. Battery Charging

If the battery electrolyte specific gravity reading (measured with a hydrometer) drops below 1.200 @ 68°F (20°C), the battery should be charged at a rate not to exceed 1.5 amps until the specific gravity reading is between 1.260 and 1.280 @ 68°F (20°C). Frequent discharging may be the result of improper starting procedure, poor engine condition and/or electrical system problems. To locate and correct the cause of this condition, we suggest you contact your HONDA dealer.

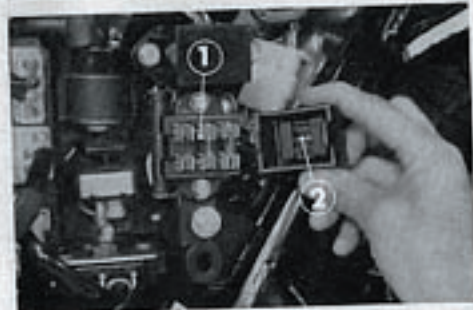
When storing the motorcycle, or if it is not to be used for an extended period, the battery negative (-) cable should be disconnected or the battery removed and stored in a cool place. The battery should be charged at least once a month during the storage period to preserve the battery life.

FUSE REPLACEMENT

The fuse box is located inside the left side cover. The amperages of the three recommended fuses are 5, 7 and 15.

When frequent failure of the fuse occurs, it usually indicates a short circuit or an overload in the electrical system. In this case the electrical system should be checked visually for shorts or other possible malfunctions. If the problem

cannot be located visually, the motorcycle should be examined by an authorized HONDA Dealer.



① Fuse box ② Spare fuses

CAUTION:

Be sure to set the fuses having the specified amperage in the prescribed positions in the fuse box. Never substitute a fuse with wire or metal slug, or install a fuse of too

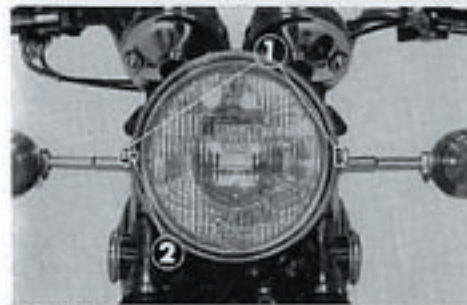
large capacity. The fuse is provided to protect the electrical system and doing either of the above could result in severe damage to the system.

HEADLIGHT BEAM ADJUSTMENT

The headlight must be properly adjusted for safe night driving in accordance with applicable regulations. This motorcycle has provisions to adjust the headlight beam in both the vertical and horizontal directions.

- Vertical adjustment is made by loosening the bolts ① which mount the headlight assembly. The headlight is normally adjusted in the vertical direction so that the center of the beam intersects the ground at the point approx. 165 feet (50m) in front of the motorcycle in the riding position.

- Horizontal beam adjustment is made with the adjusting screw ② located on the left side of the headlight when facing the motorcycle. Turning the screw in will focus the beam toward the left side of the rider. Adjust the beam to coincide with the center line of the motorcycle.



① Headlight mounting bolts
② Adjusting screw

STOPLIGHT SWITCH ADJUSTMENT

The CB550 is equipped with independent stoplight switches for the rear and front brakes. A mechanically actuated pedal switch ① is mounted on the right side toward the rear of the engine for the rear brake system, and a pressure actuated switch ③ at the brake hose joint for the front brake system.

- First, make sure that the brakes are properly adjusted.
- Turn on the main switch ("RED" dot).
- Lower the center stand to clear the rear wheel from the ground, spin the wheel by hand and the stoplight should come on when the brake pedal is depressed to the point where the rear brake just starts to take hold. Ad-

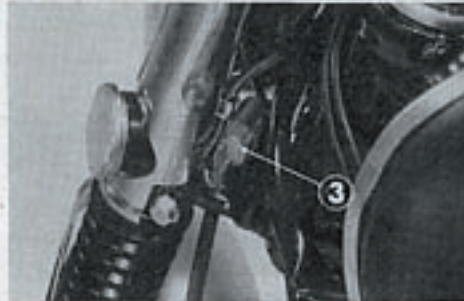
just by turning the adjusting nut ②. If the stoplight switch is late in switching on the stoplight, turn in ④ the switch adjusting nut ② and if the stoplight comes on too early, turn out ⑤ the switch adjusting nut ②.

d. The stoplight switch ③ on the front

brake is also checked in the same manner by raising the front wheel off the ground. However, the pressure switch cannot be adjusted and must be replaced. After replacing the switch, bleed the front brake system in accordance with procedure on page 62.



① Stoplight switch (rear) ② Adjusting nut



③ Stoplight switch (front)

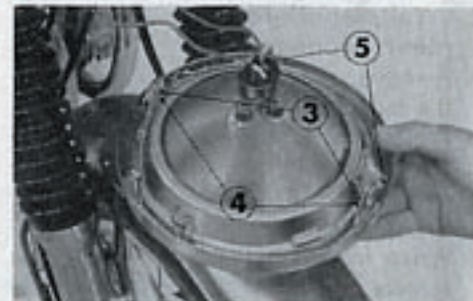


REPLACING LIGHT BULBS

When exchanging the light bulbs, always replace the bulb with that of the specified type and rating. (page 91) This is important to prevent the electrical lighting circuit from malfunctioning.



① Horizontal adjusting screw
② Mounting screws



③ Lock pins ④ Lock screws
⑤ Sealed beam unit retaining screws

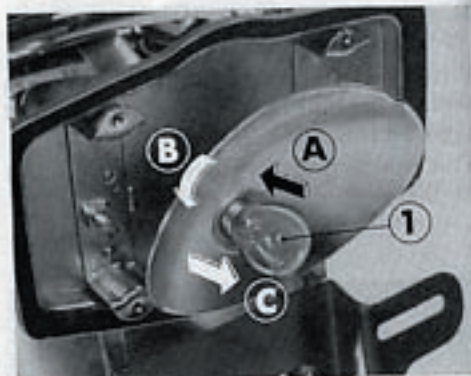
1. Headlight Bulb Replacement Procedure

- a. Remove horizontal adjusting screw ① and mounting screws ②.

- b. Remove the upper and lower retaining lock clips ③ and screws ④ from the rim.
- c. Remove the two sealed beam unit retaining screws ⑤.
- d. Install a new sealed beam unit. Assemble by reversing the procedure described above.

2. Tail/Stoplight Bulb Replacement Procedure

- a. Remove the two screws mounting the tail/stoplight lens.
- b. Press the bulb ① inward ④ and twist to the left ⑤, and the bulb can be removed ⑥.
- c. Replace with a new bulb.
- d. When installing the lens, tighten the screws uniformly and do not over-tighten, as this may cause poor sealing or damage to the lens.



① Tail/stoplight bulb

3. Turn Signal Light Bulb Replacement Procedure

Bulb replacement is made in the same manner as for the tail/stoplight bulb in paragraph "2" above.

TOOL KIT

The tool kit ① is contained in the compartment located in the battery holder case under the seat. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with these tools should be referred to your HONDA Dealer.



① Tool kit

Listed below are the items included in the tool kit

- 10×12 mm open end wrench
- 14×17 mm open end wrench
- Spark plug wrench
- Pliers
- No. 2 screwdriver
- No. 2 cross point screwdriver
- No. 3 cross point screwdriver
- Lever: for screwdriver
- Screwdriver grip
- Handle bar
- 12 mm box wrench
- 26 mm box wrench
- Pin spanner
- Tool bag

SPECIFICATIONS

ITEM	
DIMENSIONS	
Overall length	83.5 in. (2,120 mm)
Overall width	32.5 in. (825 mm)
Overall height	43.9 in. (1,115 mm)
Wheel base	55.3 in. (1,405 mm)
WEIGHT	
Dry weight	423 lbs. (192 kg)
CAPACITIES	
Engine oil	3.2 US qt. (3.0 liter)
Fuel tank	3.7 US gal. (14.0 liter)
Fuel reserve tank	1.1 US gal. (4.0 liter)
Front fork	5.4~5.6 ozs. (160~166 cc)
Hydraulic fluid reservoir	1.2 ozs. (35 cc)
Passenger capacity	Operator and one passenger

ENGINE

Bore and stroke	2.303×1.992 in. (58.5×50.6 mm)
Compression ratio	9 : 1
Displacement	33.19 cu in. (544 cc)
Contact breaker point gap	0.012~0.016 in. (0.3~0.4 mm)
Spark plug gap	0.024~0.028 in. (0.6~0.7 mm)
Valve tappet clearance	IN 0.002 in. (0.05 mm) EX 0.003 in. (0.08 mm)

CHASSIS AND SUSPENSION

Caster	64°
Trail	4.1 in. (105 mm)
Tire size, front	3.25-19 (4 PR)
Tire size, rear	3.75-18 (4 PR)

POWER TRANSMISSION

Primary reduction	3.063
Final reduction	2.176



Gear ratio, 1 st.	2.353
2 nd.	1.636
3 rd.	1.269
4 th.	1.036
5 th.	0.900

ELECTRICAL

Battery	12V-12 AH
Generator	A. C. generator

LIGHTS

Headlight	12V-50/40W	
Tail/stoplight	12V-4/32CP	SAE TRADE No. 1157
Turn signal lights	12V-32CP	SAE TRADE No. FRONT: 1034 REAR : 1073
Meter lights	12V-2CP	SAE TRADE No. 57
Turn signal position light	12V-4CP	
Fuse	15 amp, 7amp and 5amp	



WIRING DIAGRAM U.S.A. TYPE

