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1. SERVICE PRECAUTION

1. Always replace gaskets, O-rings, cotter pins, etc. with new ones whenever reassembling.
2. When tightening bolts, nuts or screws, begin on larger-diameter or inner one first and tighten them to specified torque in a criss-cross pattern.
3. Use genuine Honda-recommended parts and lubricants when servicing.
4. Be sure to use a special tool or tools where so specified.
5. A joint work of more than two persons must be carried out with mutual safety attention paid.
6. Wash clean engine parts upon disassembly. Coat their sliding surfaces with high-quality lubricant when reassembling.
7. Coat or pack grease where so specified.
8. After reassembling, check to be sure each part is tightened properly. Also check for proper operation.
9. Be sure to retain fuel and oil pipes with clips.

ENGINE

	Item	Q'ty	Torque values	
			Kg-m	lbs-ft
1.	Tappet adjusting nut	8	1.1-1.5	8.0-10.8
2.	Cam sprocket knock bolt, 7×12	2	1.4-1.8	10.1-10.8
3.	Cylinder head nut, 8mm	12	2.0-2.3	14.5-16.6
4.	A. C. generator rotor set bolt	1	5.0-6.0	28.9-30.3
5.	Starting clutch screw, 6×18 cross flat head screw	3	0.8-1.2	14.5-17.3
6.	Upper crankcase bolt, 8×100 Flange hex bolt	3	2.0-2.5	14.5-18.1
7.	Upper crankcase bolt, 8×145 hex bolt	1	2.3-2.5	16.6-18.0
8.	Lower crankcase bolt, 8×100 hex bolt	10	2.0-2.5	14.5-18.1
9.	Connecting rod nut	8	2.0-2.2	14.5-15.9
10.	Oil pump screw, 6×35 cross flat head screw	3	0.8-1.2	5.7- 8.6
11.	Clutch filter fixing bolt, 6×45 hex bolt	1	0.8-1.2	5.7- 8.6
12.	Spark advancer bolt, 6×55 Flange hex bolt	1	1.1-2.5	8.0-10.8
13.	Tachometer gear holder screw, 6×16 cross flat head screw	1	1.0-1.4	7.2-10.0
14.	Exhaust pipe flange nut, 6mm	8	0.8-1.2	5.7- 8.6
15.	Oil pressure switch	1	1.5-2.0	10.8-14.5
16.	Gear shift lever bolt, 6×20 hex bolt	1	0.8-1.0	5.7- 7.2
17.	Oil filter center bolt	1	2.7-3.3	19.5-23.8
18.	Spark plug	4	1.2-1.6	8.6-11.6
19.	Oil drain bolt	1	3.5-4.0	25.3-28.9
20.	Clutch spring, 6×20 hex bolt	4	1.0-1.4	7.2-10.1
21.	Tappet hole cap	8	1.0-1.4	7.2-10.1
22.	Oil path cap	1	1.0-1.4	7.2-10.1
23.	Gear shift return spring, 8mm bolt	1	2.0-3.0	14.5-21.7
24.	Drive sproket	1	1.1-1.5	
Standard parts			Kg-m	lbs-ft
SCREW pan 6 mm			0.7-1.1	5.1- 8.0
SCREW flat 6 mm			0.8-1.2	5.8- 8.7
BOLT hex 6 mm			0.8-1.2	5.8- 8.7
BOLT flange 6 mm			1.0-1.4	7.2-10.1
NUT hex 6 mm			0.8-1.2	5.8- 8.7

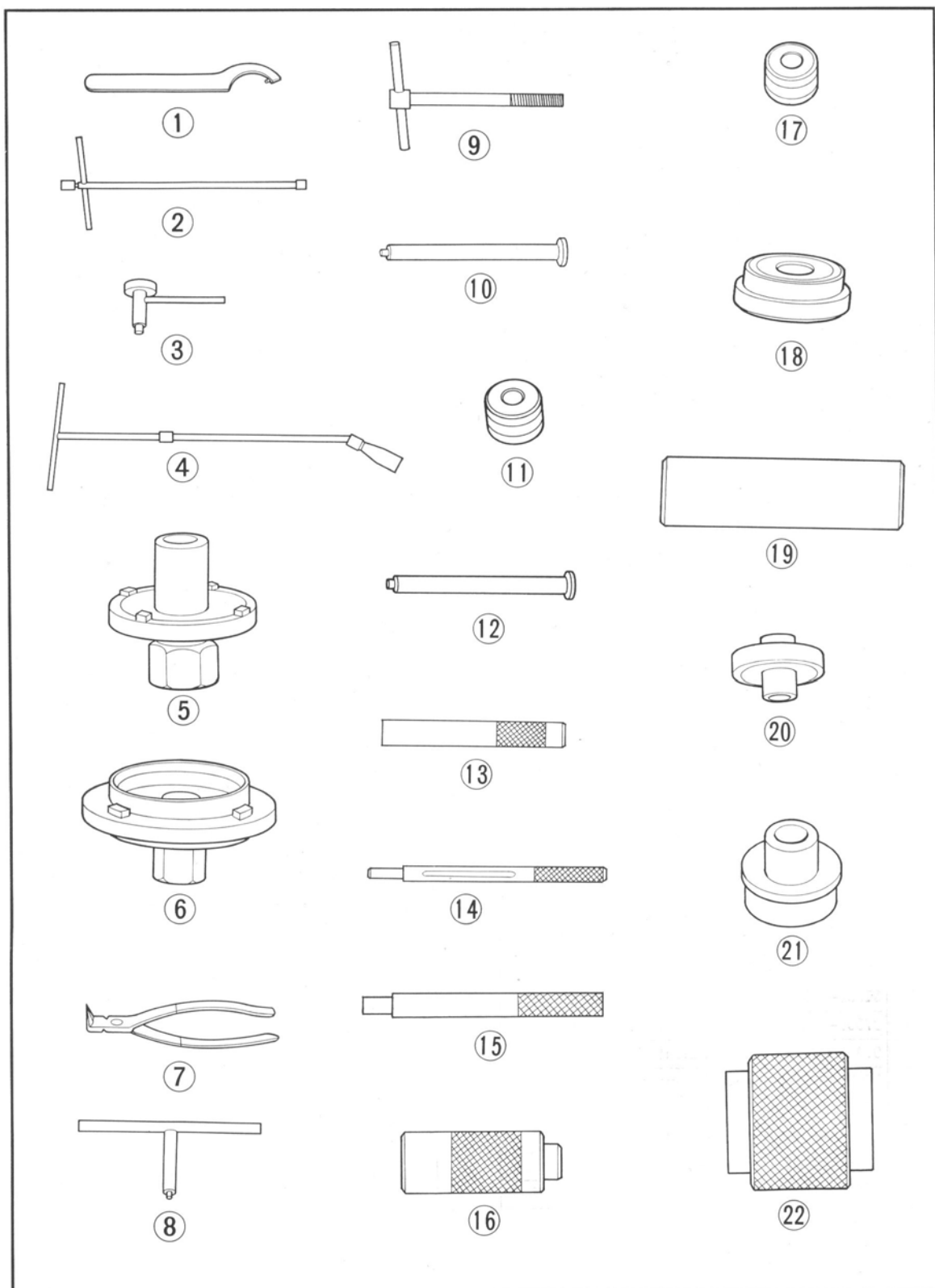
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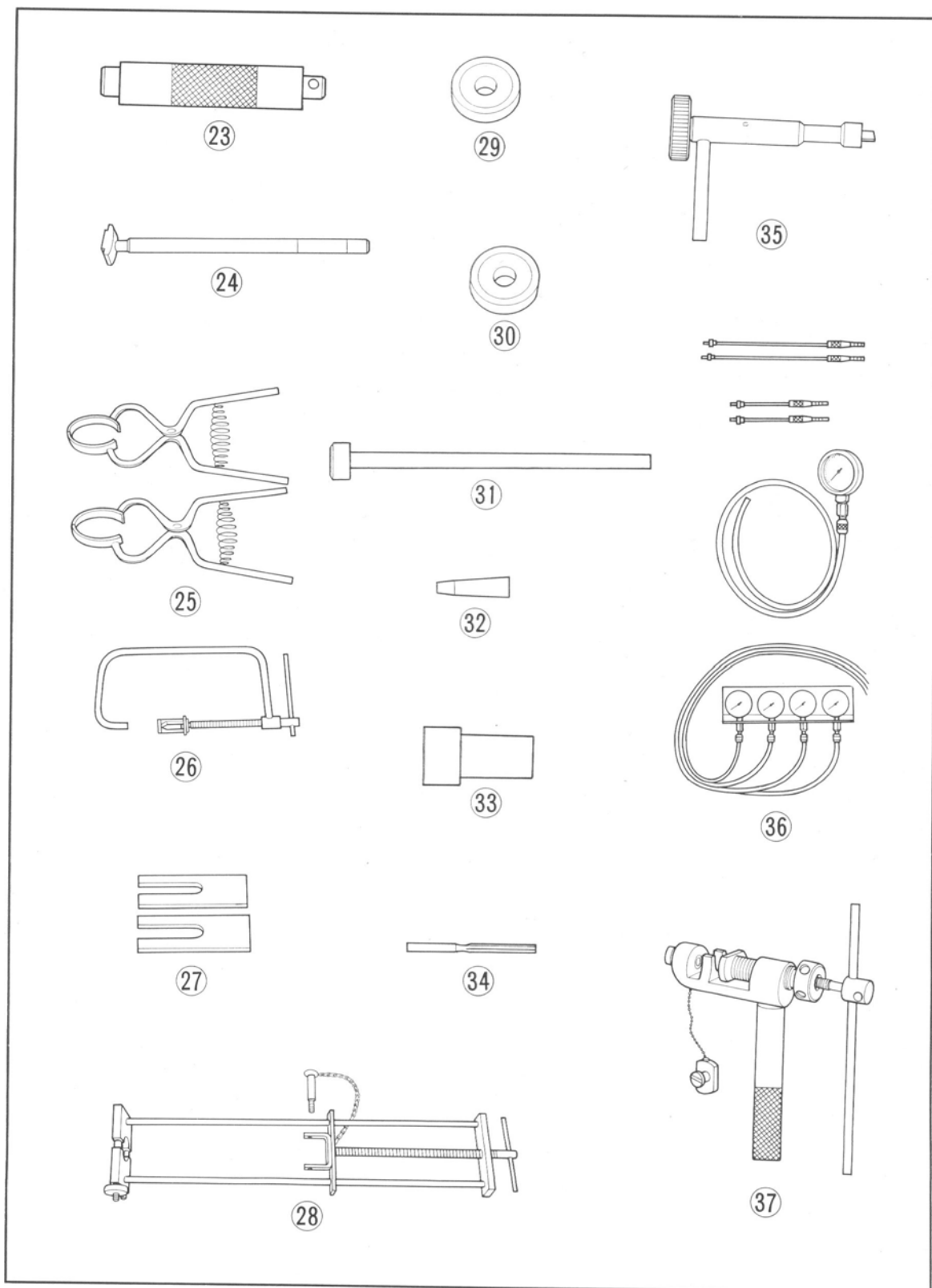
	Item	Q'ty	Torque values	
			kg-m	lbs-ft
1.	Rear brake pedal bolt, 8×32 hex bolt	1	1.8-2.5	13.0-18.1
2.	Foot peg nut, 12mm	2	5.0-6.0	36.2-43.4
3.	Engine hanger bolt A	5	3.0-4.0	21.7-28.9
4.	Engine hanger plate	6	1.8-2.5	13.0-18.1
5.	Rear fork pivot nut, 14mm	1	5.5-7.0	39.8-50.6
6.	Rear suspension upper nut, 10mm cap nut	2	3.0-4.0	21.7-28.9
7.	Rear suspension lower bolt, 10×32 hex bolt	2	3.0-4.0	21.7-28.9
8.	Oil bolt	3	3.4-4.0	24.6-28.9
9.	Brake stop switch	1	3.0-4.0	24.6-28.9
10.	Front brake disc nut, 8mm	6	1.8-2.5	13.0-18.1
11.	Brake oil joint, 6×28 hex bolt	1	0.8-1.0	5.8-87.2
12.	Brake hose joint	1	0.6-1.0	4.3- 7.2
13.	Master cylinder bolt, 6×28 hex bolt	2	0.8-1.0	5.7- 7.2
14.	Caliper set bolt	2	3.4-4.0	24.6-28.9
15.	Holder joint bolt, 8×40, 8×50 hex bolt	3	1.8-2.3	13.0-16.6
16.	Front fork bolt	2	5.5-6.5	39.8-47.0
17.	Steering stem nut	1	8.0-12.0	57.9-86.7
18.	Steering stem bolt, 10×40 hex bolt	2	3.0-4.0	21.7-28.9
19.	Rear wheel axle nut	1	8.0-10.0	57.8-72.3
20.	Front axle holder nut, 8mm	4	1.8-2.3	13.0-16.6
21.	Handlebar holder bolt, 8×40 hex bolt	4	1.8-2.3	13.0-16.6
22.	Front wheel axle nut	1	5.5-6.5	39.8-47.0
23.	Rear brake stopper arm bolt and nut, 8mm	1	1.8-2.3	13.0-16.6
24.	Fork top bridge bolt, 8×56 hex bolt	2	1.8-2.3	13.0-16.6
25.	Drive chain adjuster bolt and nut, 8mm hex bolt	2	1.5-2.0	10.8-14.5
26.	Drive chain adjuster stopper bolt	2	1.8-2.3	13.0-16.6
27.	Main stand pivot bolt, 8×40 hex bolt	2	1.5-2.0	10.8-14.5
28.	Rear foot peg nut, 12mm	2	4.5-6.0	32.5-43.4
29.	Caliper joint pin	1	1.8-2.5	13.0-18.1
30.	Bottom bridge	2	3.0-4.0	21.7-28.9
31.	Final driven sprocket	4	3.0-4.0	21.7-28.9
Standard parts				
	Bolt hex. 6mm		0.8-1.2	5.8- 8.7
	Bolt hex. 8mm		1.5-2.3	10.8-16.6

2. SPECIAL TOOLS

○=USED, ×=NOT USED, (op)=optional tool

Ref. No.	Tool No.	Tool Name	CB 500	CB 550	Q'ty	Remarks
①	07902-2000000	Spanner, pin 48mm	○	○	1	
②	07906-3230000	Wrench, box 12mm	○	○	1	Cylinder head locking nut
③	07908-3230000	Wrench, tappet adjusting	○	○	1	
④	07909-3000000	Wrench, spark plug	○	○	1	
⑤	07910-3230101	Wrench, F retainer	○	○	1	Front hub dis/assembling
⑥	07910-3230201	Wrench, R retainer	○	○	1	Rear hub dis/assembling
⑦	07914-3230000	Pliers, Snap ring	○	○	1	Master cylinder piston dis/assembling
⑧	07917-3230000	Wrench, hollew set 6mm	○	○	1	Front fork bottom case dis/assembling
⑨	07933-2160000	Puller, rotor	○	○	1	
⑩	07936-3230100	Shaft, hammer	○	×	1	Primary shaft removing (Use with item No. 11)
⑪	07936-3230200	Weight, hammer	○	×	1	
⑫	07936-3740100	Shoft, sliding hammer	×	○	1	Primary shaft removing (Use with item No. 17)
⑬	07942-3290100	Driver, valve guide	○	○	1	
⑭	07942-3290200	Remover, valve guide	○	○	1	
⑮	07945-3230100	Driver A, bearing	○	×	1	
⑯	07945-3230200	Driver B, bearing	○	×	1	
⑰	07945-3000500	Weight, sliding hammer	×	○	1	
⑱	07945-3330300	Bearing driver attachment	×	○	1	
⑲	07945-3330200	Driver, attachment	×	○	1	Transmission bearing inner driver 6205 (Use with item No. 23)
⑳	07946-3600000	Driver, attachment	×	○	1	
㉑	07946-9350200	Driver, attachment	×	○	1	Rear hub bearing driver ATT 6305 (Use with item No. 23) Front hub bearing driver ATT 6302 Use with item No. 23)
㉒	07947-3290000	Guide, fork seal	○	○	1	
㉓	07949-6110000	Driver, handle	×	○	1	Use with item Nos. 18, 19, 20, and 21
㉔	07953-3330000	Remover, ball race	×	○	1	
㉕	07954-3230000	Compressor, piston ring	○	○	2	
㉖	07957-3290000	Compressor, valve spring	○	○	1	
㉗	07958-2500000	Base, Piston	○	○	2	
㉘	07959-3290000	Compressor, shock absorber	○	○	1	
㉙	07967-3230100	Attachment A, driver	○	×	1	
㉚	07967-3230200	Attachment B, driver	○	×	1	
㉛	07967-3230000	Attachment remover	○	×	1	
㉜	07974-3230100	Piston cup guide	○	○	1	
㉝	07974-3230200	Cup guide	○	×	1	
㉞	07984-0980000	Reamer, valve guide	×	○	1	
㉟	07908-3230200	Wrench, carburetor adjusting	○	○	1	(op)
㊱	07504-3000100	Gauge set, vacuum	○	○	1	Carburetor adjusting (op)
㊲	07975-3000001	Tool set, chain joint	○	○	1	
	07401-0010000	Gauge, flot level	○	○	1	(op)





3. MAINTENANCE OPERATIONS

1. TAPPET ADJUSTMENT

Adjust tappet clearance when the engine is cold.

1. Remove the tank.
2. Unscrew the tappet hole caps.
3. Remove the point cover and align the "T" (1·4) mark on the spark advancer to the timing mark when the No. 1 piston (pistons are numbered from left to right from the rider's position) is at top-dead-center of the compression stroke.
4. Then check and adjust valve tappet clearances indicated by "O" in the chart below.
5. Measure the clearances using a feeler gauge, adjust by loosening the lock nut and turning the adjuster screw, and tighten the lock nut.

Valve tappet clearances:

INLET ——— 0.05 mm (0.002 in.)

EXHAUST ——— 0.08 mm (0.003 in.)

6. Next, rotate the crankshaft one revolution and realign the "T" (1·4) mark on the spark advancer to the timing mark (in this position, the No. 4 piston is at top-dead-center of the compression stroke). Then check and adjust the valve tappet clearances indicated by "X" in the chart below. See item 5 above for proper valve tappet clearances.

	No. 1 cylinder	No. 2 cylinder	No. 3 cylinder	No. 4 cylinder
Inlet valve	O	X	O	X
Exhaust valve	O	O	X	X

Note:

- Hold the adjusting screw so that it is not turned when tightening the lock nut.
- Make sure the clearance is not disturbed when the lock nut is tightened.

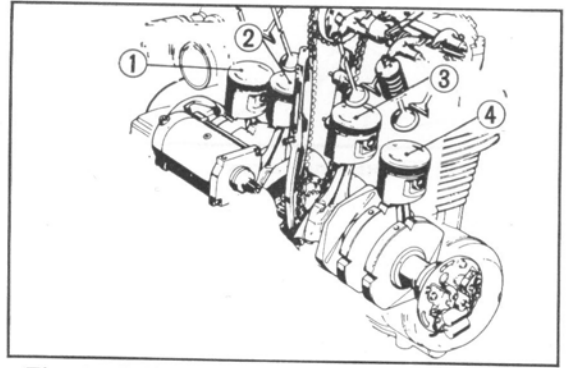


Fig. 1 ① No. 1 piston ③ No. 3 piston
② No. 2 piston ④ No. 4 piston

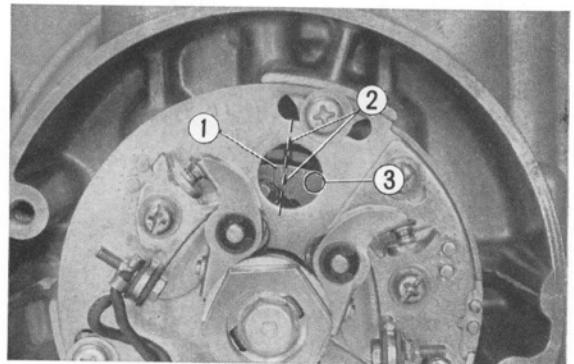


Fig. 2 ① T mark ③ 1·4 mark
② Timing mark

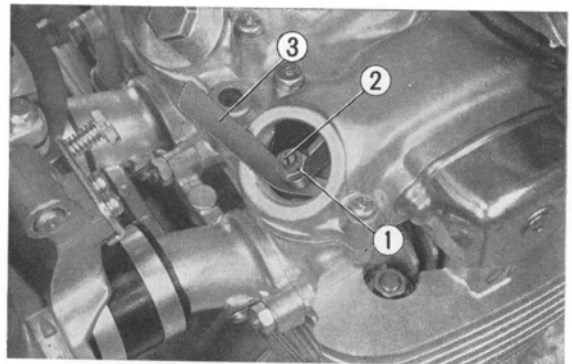


Fig. 3 ① Lock nut ③ Feeler gauge
② Adjusting screw

5. Snap the throttle several times and recheck vacuum pressures after the four carburetors are indicating the same vacuum pressure.

Repeat the adjustment in item 4 if vacuum pressures lack uniformity.

Check the following items if vacuum pressure is less than **15 cm Hg** for any of the carburetor:

1. Be sure the ignition timing is
 $-5^{\circ}/1,150 - 30^{\circ}/2,500 \text{ rpm BTDC}$.
2. Check the tappet clearances.
 Inlet: **0.05mm (0.002 in.)**
 Exhaust: **0.08mm (0.003 in.)**
3. Check the spark plug gap.
 Gap: **0.6–0.7 mm (0.024–0.028 in.)**
4. Check the compression pressure.
 Pressure: **11–12 kg/cm²**
(156.45–170.67 psi.)
6. Adjust the throttle stop screw to an engine idle speed of **950~1,050 rpm** after all four carburetors have been adjusted to the same vacuum pressure.
7. Adjust the air screw on each carburetor. (the standard adjustment for the air screws is $1 \pm 3/8$ turn open from the complete close position)
8. Readjust the engine idle speed to **950–1,050 rpm** with the throttle stop screw.

Note:

Tighten the plugs in the inlet manifold after performing the carburetor synchronization.

Throttle Cable Adjustment

1. Turn the adjuster counterclockwise at the handle bar end to increase play in the throttle cable.

Note:

Leave about 3 mm (0.12 in) range of adjustment at the cable adjuster for final micro-adjustment.

2. Loosen the cable lock nut and turn the adjuster at the carburetor end to provide **3~4 mm ($1/8 \sim 5/32$ in.)** play at the throttle grip flange.

Note:

The throttle lever should hit the eccentric pin when the grip is forced to the full closed position. Replace the return cable with new one if it does not hit.

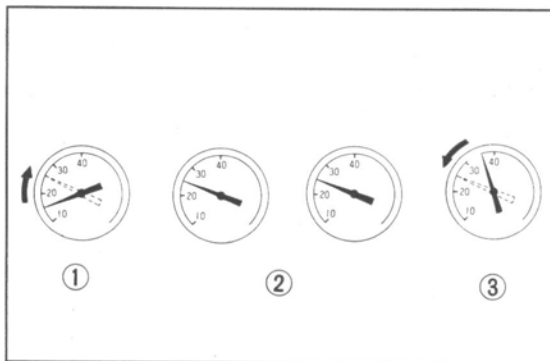


Fig. 8 ① Low vacuum ② Normal ③ High vacuum

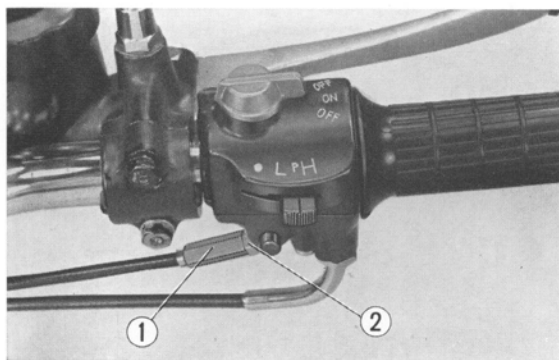


Fig. 9 ① Adjuster ② Lock nut

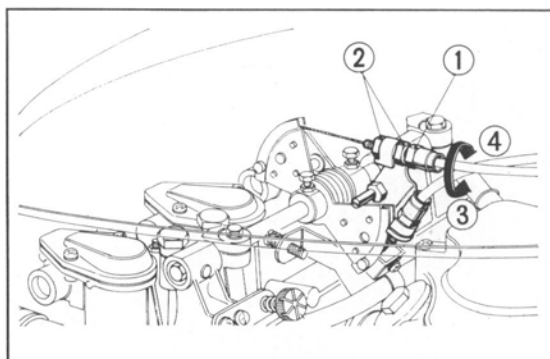


Fig. 10 ① Adjuster ② Lock nut ③ Decrease ④ Increase

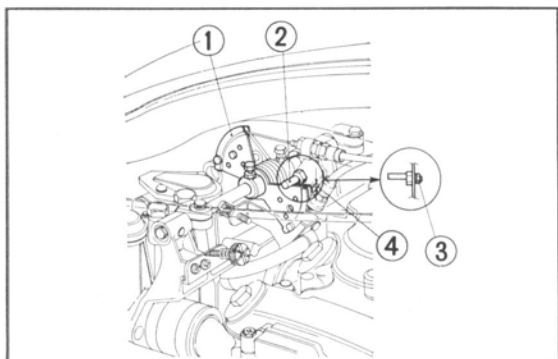


Fig. 11 ① Throttle lever ③ Lock nut
② Eccentric pin
④ 2~3 mm (0.08~0.12 in.)

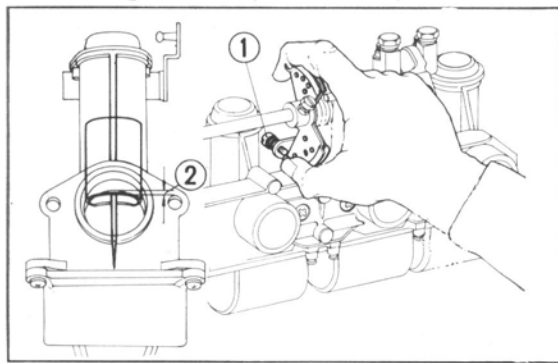


Fig. 12 ① Stop screw ② 0~1.0 mm (0~0.04 in.)

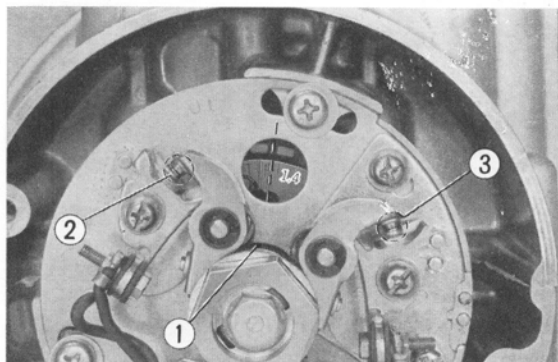


Fig. 13 ① Slipper ③ 2·3 points
② 1·4 points

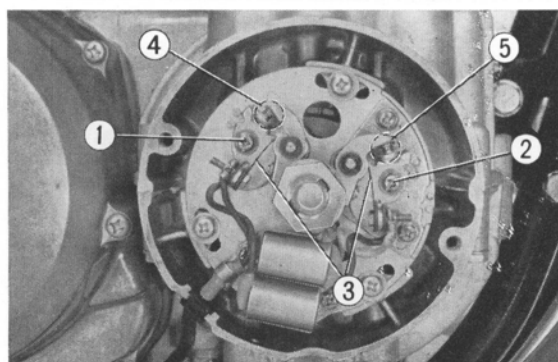


Fig. 14 ① Screw (a) ③ Breaker ⑤ 2·3 points
② Screw (b) ④ 1·4 points

Overtravel stopper adjustment

Loosen the lock nut and turn the eccentric pin. Clearance between the throttle lever and the eccentric pin should be 2~3 mm (0.08~0.12 in.).

Full throttle opening stopper adjustment

Adjust the stop screw so that the throttle valve extends 0~1.0 mm (0~0.04 in.) above the throttle bore in the full open position.

3. BREAKER POINT GAP AND IGNITION TIMING ADJUSTMENT

Check the condition of the contact points, point gap and ignition timing. Adjust the ignition timing of the 1·4 points first.

Breaker point gap adjustment, 1·4 points

1. Rotate the crankshaft until the slipper on the contact breaker is coming up on the highest position of the cam lobe. Measure the point gap with a feeler gauge. Standard point gap : 0.3~0.4 mm (0.012~0.016 in.)

2. Loosen screw (a) and move the breaker point assembly if it is necessary to adjust.

Breaker point gap adjustment, 2·3 points

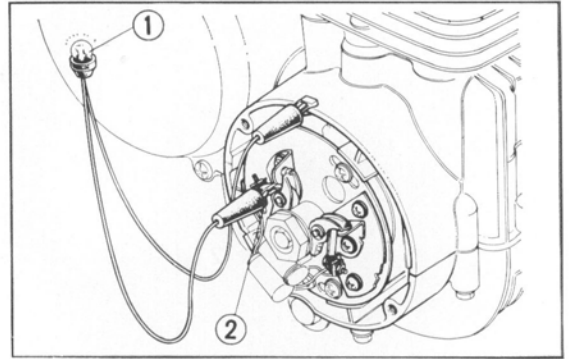
Adjust the 2·3 point gap in the same manner as for 1·4 points by loosening screw (b).

Note:

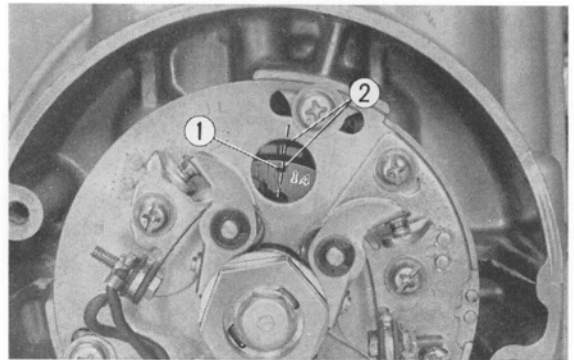
Clean the point surfaces with a point file or oil stone if they are pitted or rough.

Ignition timing adjustment, 1·4 points

1. Disconnect the primary cord (blue cord) to the contact breaker at the connector and connect a 12V test lamp at this point.
2. Turn the main switch to the ON position.
3. Rotate the crankshaft slowly. If the test lamp comes on when the "F" (1·4) mark on the spark advancer is aligned to the timing mark (5° BTDC.), the timing is correct.
4. If the adjustment is necessary, align the "F" (1·4) mark to the timing mark and loosen screw ⑥, and then move the base ⑥ until the lamp goes out. Tighten the screw.

**Fig. 15** ① 12 V lamp ② Blue cord**Ignition timing adjustment, 2·3 points**

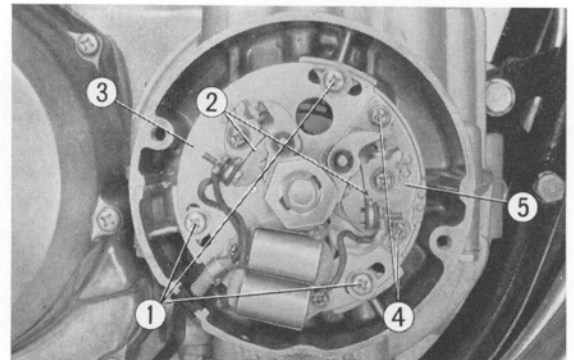
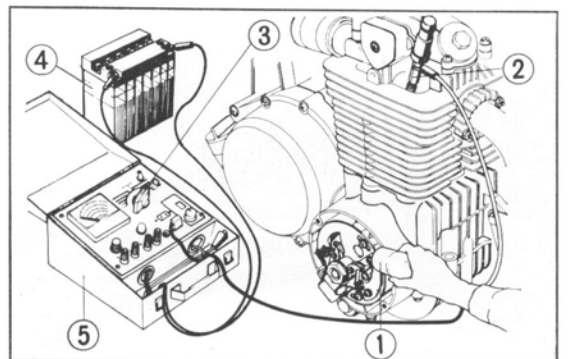
1. Connect the 12V test lamp to the primary cord (yellow cord) of the opposite contact breaker and align the "F" (2·3) mark to the timing mark.
2. Loosen screw ③ and move base ③ as shown above.

**Fig. 16** ① "F" (1·4) mark ② Timing mark**Ignition timing adjustment with stroboscopic timing light**

The use of the stroboscopic timing light is recommended to obtain the most accurate timing.

1. Plug the timing light cord into the timing light receptacle.
2. Remove the spark plug cap from the No. 1 cylinder and install the timing attachment between the spark plug and the cap.
3. Connect the high tension cord of the timing light to the timing attachment, position the switch knob to TIMING, and start the engine. The timing light will be flashing.
4. Aim the timing light toward the timing mark and make sure the "F" (1·4) mark and the timing mark are in line.

Next, increase the engine rpm at approx. 2500 rpm and at this speed, if the timing mark is between the two index lines located 23.5~26.5° before "F" mark, the ignition timing at full advance condition is satisfactory.

**Fig. 17** ① Screw ⑥ ② Breaker ③ Base ⑥ ④ Screw ③ ⑤ Base ③**Fig. 18** ① Timing light ② Timing attachment ③ Switch knob ④ Battery ⑤ Service tester

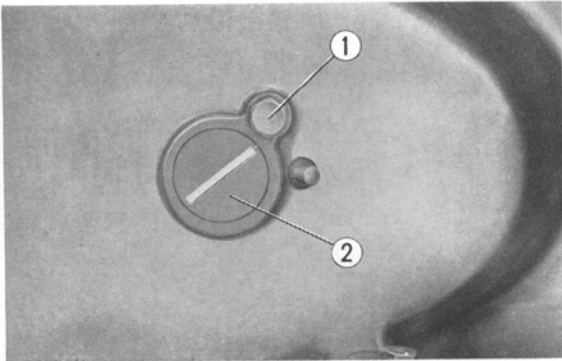


Fig. 19 ① Lock bolt ② Adjuster

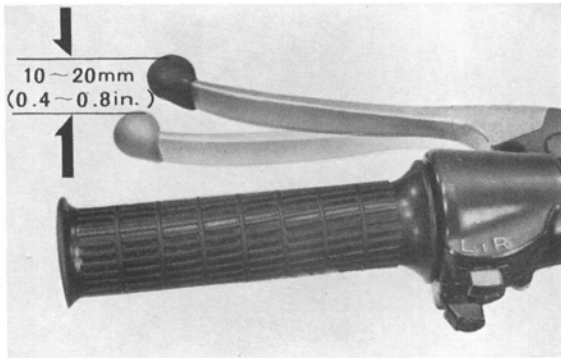


Fig. 20

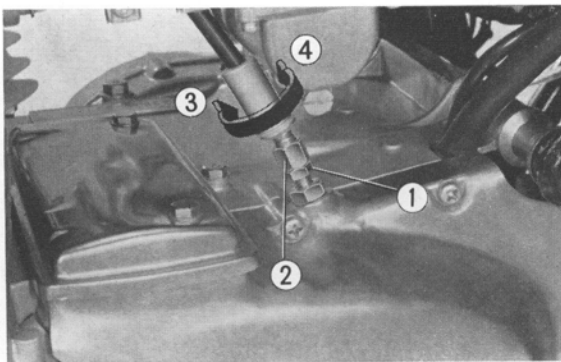


Fig. 21 ① Lock nut ② Adjuster ③ Increase free play ④ Decrease free play

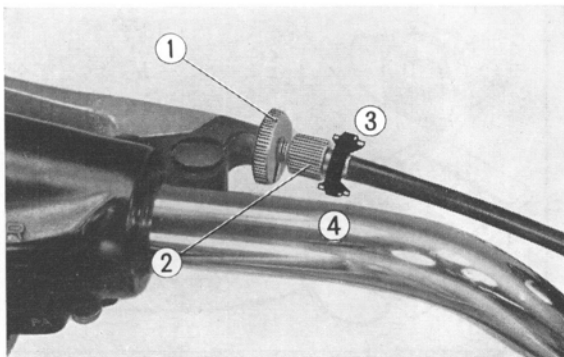


Fig. 22 ① Lock nut ② Adjuster ③ Increase free play ④ Decrease free play

5. Next, remove the spark plug cap from the No. 2 cylinder and install the timing attachment between the spark plug and the cap. Check the ignition timing ("F" 2·3) as described items 1~4.
6. Adjust if timing is incorrect.

4. CLUTCH ADJUSTMENT

1. To provide play in the clutch cable, loosen the clutch adjuster lock bolt.
2. Turn the adjuster clockwise until a slight resistance is felt, and then turn counter-clockwise about **3 mm (1/8 in.)**. At that point, tighten the lock bolt.
3. Adjust play in the clutch cable at the lock nut and adjuster. The play should be **10~20 mm (0.4~0.8 in.)**. Perform micro adjustment with the adjuster at the clutch lever end.

5. CAM CHAIN ADJUSTMENTS

Perform camchain tension adjustment in the following manner.

1. Remove the tappet hole caps from the No. 1 cylinder.
2. Remove the point cover, and align the "T" (1·4) mark to the timing mark.
3. Check both valves of No. 1 cylinder. If both valves are free, proceed to next step; if either or both of the valves are

tight, rotate the crankshaft 360°, and then proceed with the next step.

4. Rotate the crankshaft clockwise until the spring peg on the advancer assembly at the 1.4 position is just to the right of a line from the timing mark. This position is 15° ATDC.
5. At this point, loosen the lock nut so that proper chain tension can be obtained automatically.
6. Retighten the lock nut, and re-install point cover and tappet covers.

6. SPARK PLUG INSPECTION

Remove the spark plug with a spark plug wrench and check the gap and the insulator for damage or fouling.

1. Clean the plug with a spark plug cleaner or a wire brush.
2. Check the gap with a feeler gauge and adjust the opening to the standard **0.6~0.7 mm (0.02~0.03 in.)**.
3. Replace the plug or plug gasket if the insulator or gasket is damaged.

Standard spark plugs: **D-7ES (NGK)**
X 22 ES (DENSO)

7. ENGINE OIL INSPECTION AND CHANGE

Oil Level Inspection

Check the oil level with the dipstick gauge without screwing it into the case. If the level is below the lower mark on the gauge, add oil to the upper mark.

Recommended oil classification:

SAE 10W-40 or SAE 20W-50

Oil change

Perform the oil change while the engine is warm so that oil will drain properly.

1. Unscrew the drain bolt, and also remove the filler cap to assist draining.
2. Remove the oil filter to drain the oil completely.
3. Tighten the drain bolt and fill with **2.5 l (2.6 U. S. qt., 2.2 Imp. qt.)** of new oil through the filler opening. Add oil as necessary to bring the oil level to the upper mark on the gauge.

Oil capacity: **3.0 liters (3.2 U.S. qt., 2.6 Imp. qt.)**

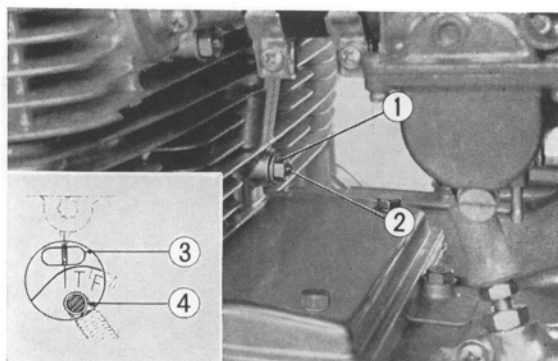


Fig. 23 ① Nut ② Adjusting screw ③ Timing mark ④ Spring peg

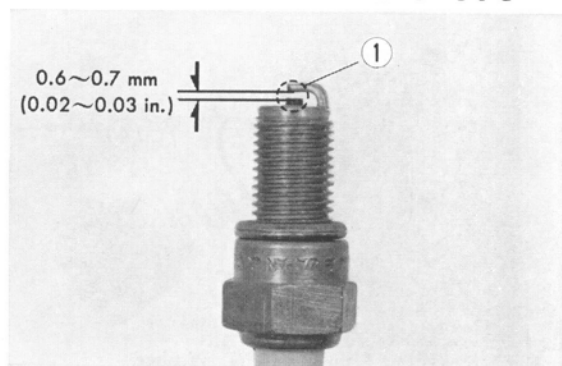


Fig. 24 ① Gap

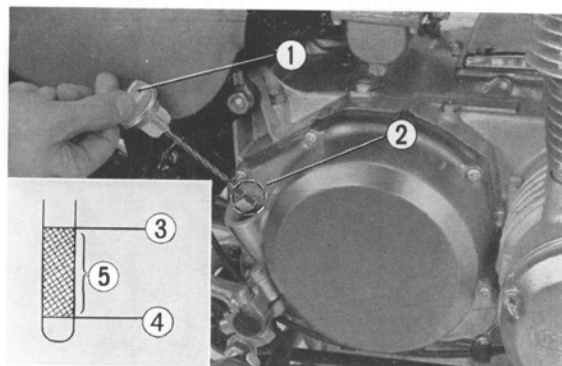


Fig. 25 ① Filler cap ② Oil level gauge ③ Upper level ④ Lower level ⑤ Serviceable range

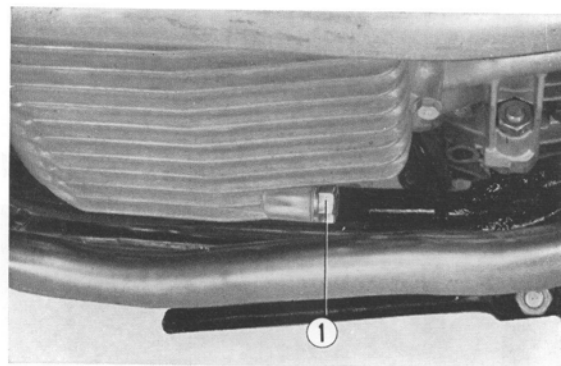


Fig. 26 ① Drain bolt

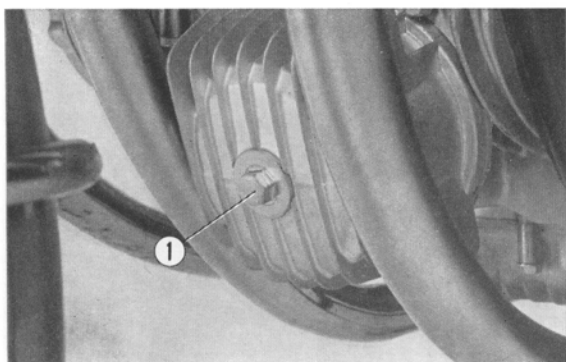


Fig. 27 ① Oil filter center bolt

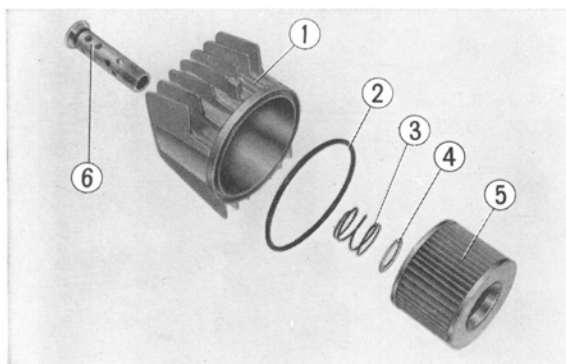


Fig. 28 ① Oil filter cover ④ Washer
② O ring ⑤ Oil filter element
③ Spring ⑥ Oil filter center bolt

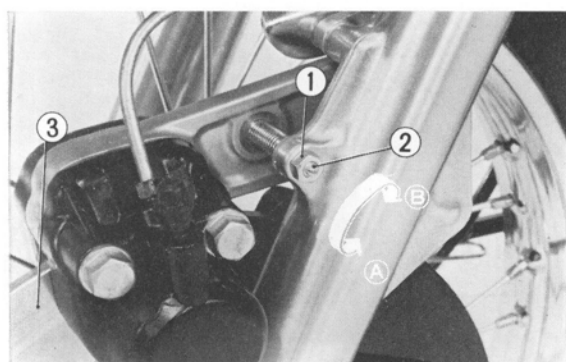


Fig. 29 ① Stopper bolt lock nut ③ Disc
② Stopper bolt

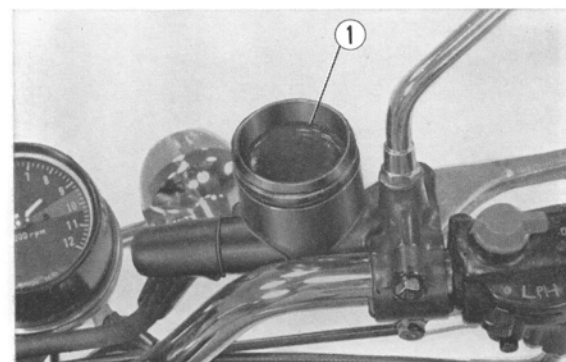


Fig. 30 ① Level mark

8. OIL FILTER SERVICING

Service the oil filter when changing the engine oil.

1. Unscrew the oil filter center bolt and remove the filter element.

Note:

- Certain amount of oil will drip from the filter when it is removed.
- When reinstalling the element, make sure that no parts are forgotten or pieces of rubber left on the seat to cause poor sealing.
- Replace the oil filter element with new item every 4,000 miles (6,000 km).

9. BRAKE INSPECTION AND ADJUSTMENT

Adjusting Brake Caliper

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

1. Raise the front wheel off the ground using a suitable prop.
2. Loosen the caliper stopper bolt lock nut.
3. Using a suitable screw driver, turn the stopper bolt in direction A until the friction pad contacts the brake disc. When the wheel is rotated, slight drag should be noticed.
4. While rotating the front wheel, turn the stopper bolt in direction B until the front wheel rotates freely.
5. Turn the stopper bolt 1/2 turn in direction B further and tighten the lock nut.

Replenishing Brake Fluid

Remove the reservoir cap, washer and diaphragm, and whenever the level is lower than the level mark engraved inside the reservoir, fill the reservoir with **DOT 3 BRAKE FLUID** up to the level mark. Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

Note:

- Do not mix different brands of brake fluid as chemical action will take place and may cause brake trouble.
- Do not use any other fluid in the brake system.

- Remove any brake fluid which may become spilled on the painted surface, rubber parts, and meter as it will produce chemical action and cause damage to these parts.

Brake Pad Inspection

Replace both pads A and B with new one when either of the pads is worn to the red serviceable limit mark around the pad.

Brake Bleeding

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.

1. Remove the dust cap from the bleeder valve and attach bleeder hose.
 2. Place the free end of the bleeder hose into a glass container which has some hydraulic brake fluid in it so that the end of the hose can be submerged.
 3. Fill the reservoir using only the recommended brake fluid. Screw the cap partially on the reservoir to prevent entry of dust.
 4. 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.
 5. Remove the bleeder hose, tighten the bleeder valve and install the bleeder valve dust cap.
 6. Do not allow the fluid reservoir to become empty during the bleeding operation as this will allow air to enter the system again. Replenish the fluid as often as necessary while bleeding.
 7. Check for proper effect of bleeding and absence of leaks in the front brake lines while holding pressure against the brake lever. Replenish 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 first filled as outlined below.
1. Fill the fluid reservoir.
 2. 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.

Notes:

- 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 lenses.

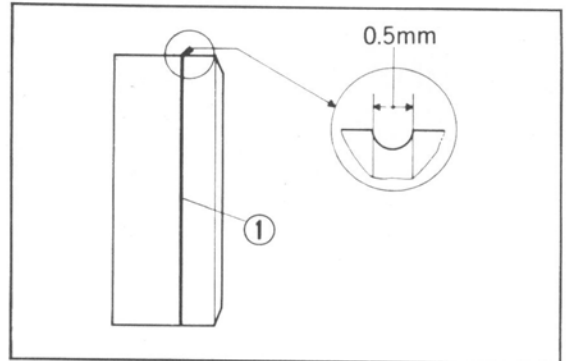


Fig. 31 ① Red line

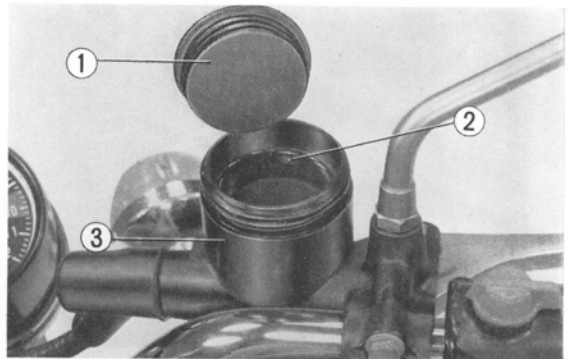


Fig. 32 ① Diaphragm ② Brake fluid ③ Master cylinder

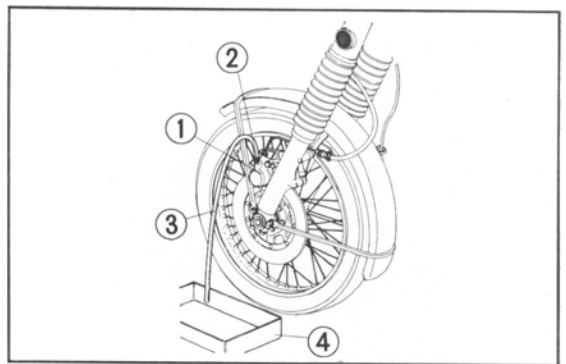


Fig. 33 ① Caliper ② Bleeder ③ Bleeder hose ④ Vessel

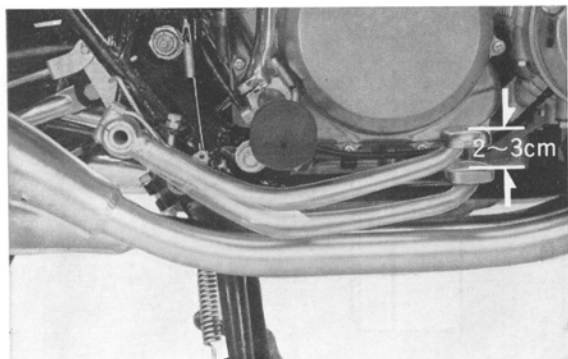


Fig. 34

Rear Brake Adjustment

1. Normal play at the end of the brake pedal is **2-3 cm** ($\frac{3}{4} \sim 1\frac{3}{16}$ in.).

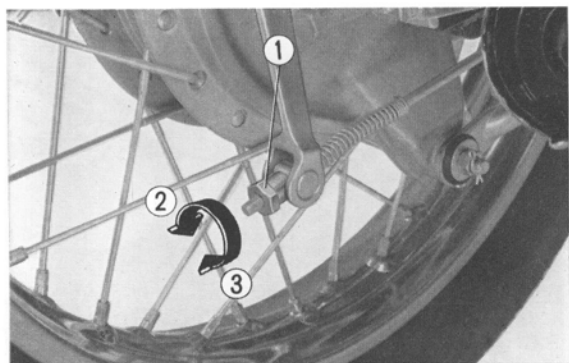


Fig. 35 ① Adjuster nut ③ Decrease free play
② Increase free play

2. Perform the adjustment with the adjuster nut.

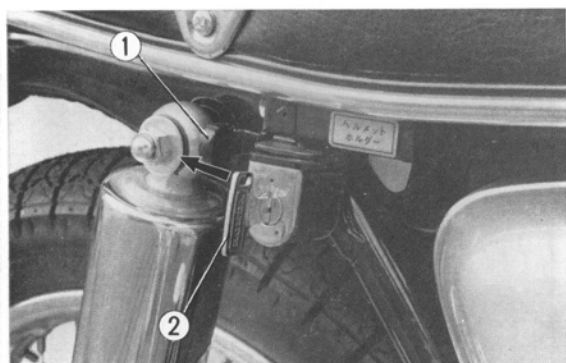


Fig. 36 ① Seat lever ② Seat lock

10. AIR CLEANER ELEMENT SERVICING

1. Open the seat and remove the tool tray.
2. Pull out the spring clip and take out the cleaner element.
3. Clean the element by tapping it lightly and blowing compressed air from inside.

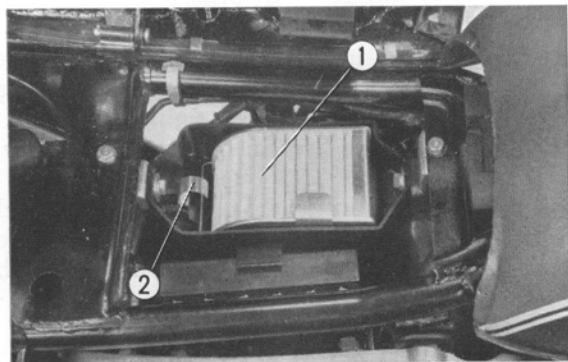


Fig. 37 ① Air cleaner element ② Spring clip

11. DRIVE CHAIN INSPECTION AND ADJUSTMENT

1. Check the slack in the chain by raising and lowering the chain at the midpoint between the sprockets. The normal slack is **1~2cm** ($\frac{3}{8}$ ~ $\frac{3}{4}$ in).
2. Adjust by loosening the rear axle nut and turning the adjust bolts on both sides.

Note:

The marks on both adjusters should be at the same location when the chain is properly adjusted.

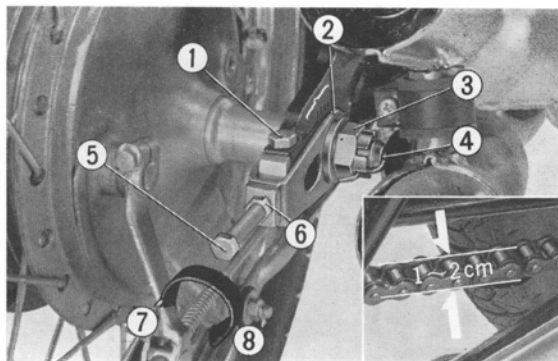


Fig. 38 ① Fork cap bolt ⑤ Adjust bolt
② Mark ⑥ Lock nut
③ Axle nut ⑦ Loosen
④ Cotter pin ⑧ Tighten

12. BATTERY ELECTROLYTE INSPECTION

Remove the right side cover and check the electrolyte level. The level should be at the upper limit.

1. If the level is low, open the seat and remove the tool tray to add distilled water to the battery.
2. Remove six battery filler caps and fill the water to each cell up to the upper limit.

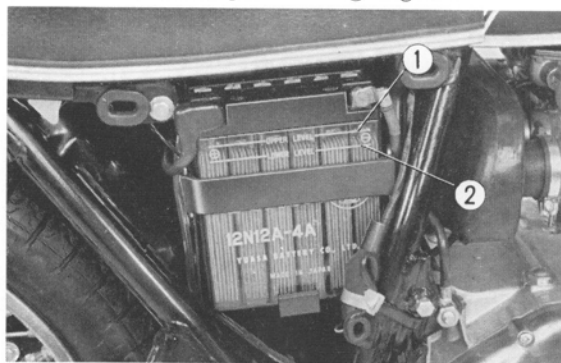


Fig. 39 ① Upper limit ② Lower limit

13. FRONT FORK OIL REPLACEMENT

1. Remove the fork bolt and drain bolt, and then drain the oil.
Actuate up and down the fork to drain the oil completely.
2. Flush the interior with the solvent.

Note:

Do not use gasoline for flushing.

3. Tighten the drain bolt securely and add new oil to the fork through the top of fork pipe.

Recommended oil: **SAE 10W~30**

Capacity: 160 cc (5.4 ozs)

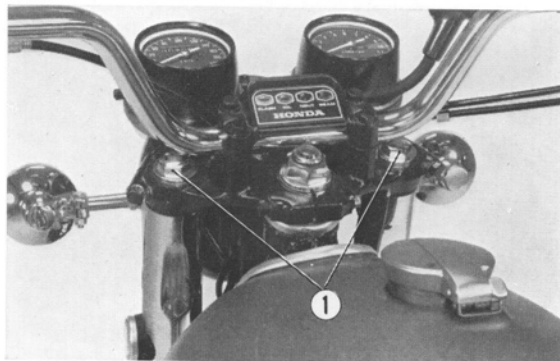


Fig. 40 ① Fork bolts



Fig. 41 ① Drain bolt

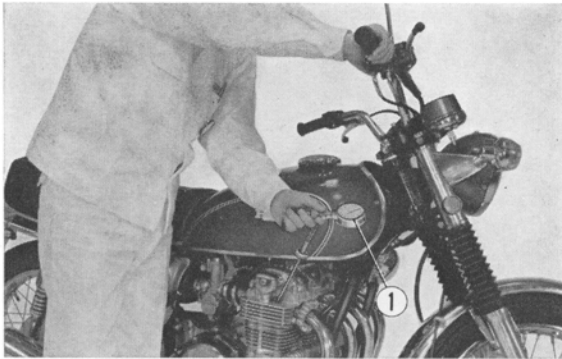


Fig. 42 ① Compression gauge

14. COMPRESSION PRESSURE CHECK

1. Remove the spark plugs.
 2. Insert the end of the compression gauge into the spark plug hole.
 3. Set both the throttle and choke to full open position and kick the kick starter.
- Standard compression pressure:

12 kg/cm² (170.67 psi)

Note:

- Fully open the throttle and choke so that the true compression pressure will be indicated on the gauge.
- Continue the kicking until the compression reading is at maximum because the reading will increase with each kicking.
- To obtain the true pressure reading, perform the measurement after warming up the engine.

(Low compression pressure)

When the compression pressure is below 10 kg/cm² (142.23 psi), the probable causes are leaks around the valves and piston rings, or from the head and cylinder gaskets.

Adjust the valve tappet clearances, or disassemble the engine and inspect the piston rings and gaskets.

(High compression pressure)

When the pressure is greater than 12 kg/cm² (170.67 psi), the probable cause is excessive carbon deposits on the combustion chamber, piston head and the valves. Disassemble the head and cylinder, to remove the carbon.