CB550F-A ADDENDUM SHEET

Engine No. CB550FE-1000001 and subsequent.
Frame No. CB550F -1000001 and subsequent.
Insert this addendum in rear of page 152 of the CB 550 Shop Manual.

ENGINE

GEAR SHIFT MECHANISM

A. Disasembly

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

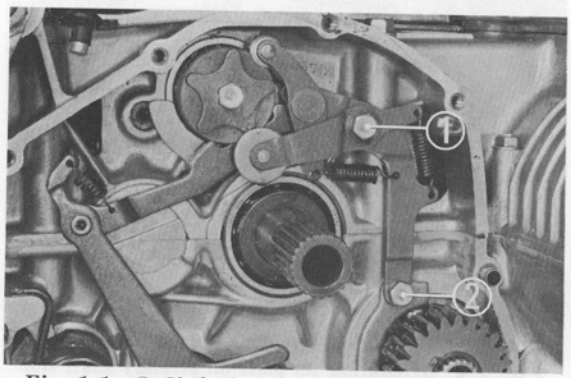

Fig. 1-1 ① Shift drum stop bolt
② Neutral stop bolt

4. Lower the gear shift arm as shown and remove the gear shift spindle.

B. Inspection

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

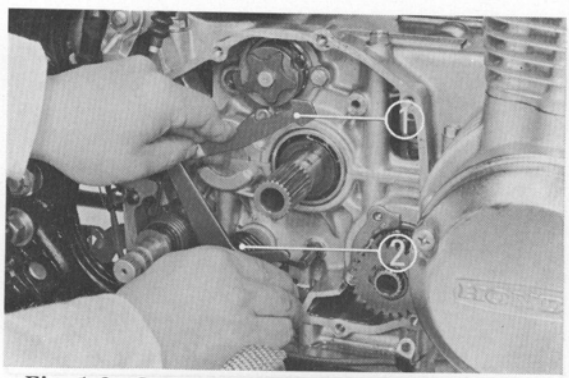

Fig. 1-2 ① Gear shift arm
② Gear shift spindle

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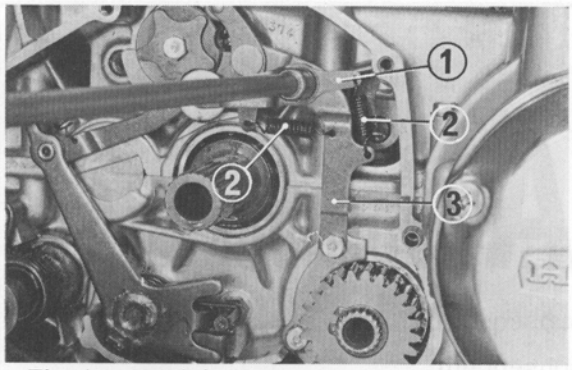


Fig. 1-3 ① Shift drum stop
② Shift drum stop springs
③ Shift drum neutral stop

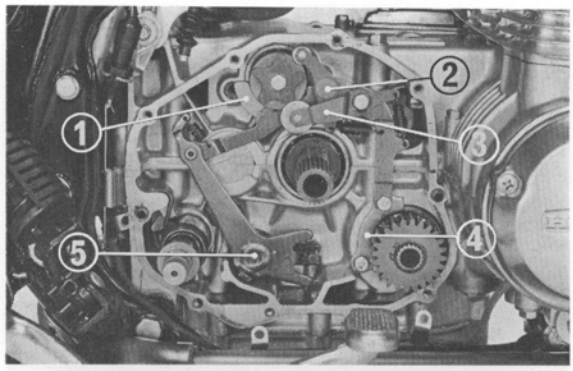


Fig. 1-4 ① Bearing set plate on primary shaft side
② Shift drum neutral stop
③ Shift drum stop
④ Bearing set plate on shift drum side
⑤ Gear shift spindle

C. Reassembly

To reassemble the gear shift mechanism, reverse the disassembly procedures. Pay attention to the following points:

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

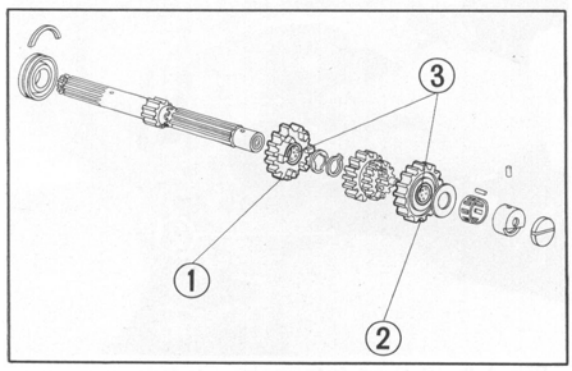


Fig. 1-5 ① Main shaft fourth gear
② Main shaft top gear
③ Bushings

Bushings

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

FRAME

FRONT SUSPENSION

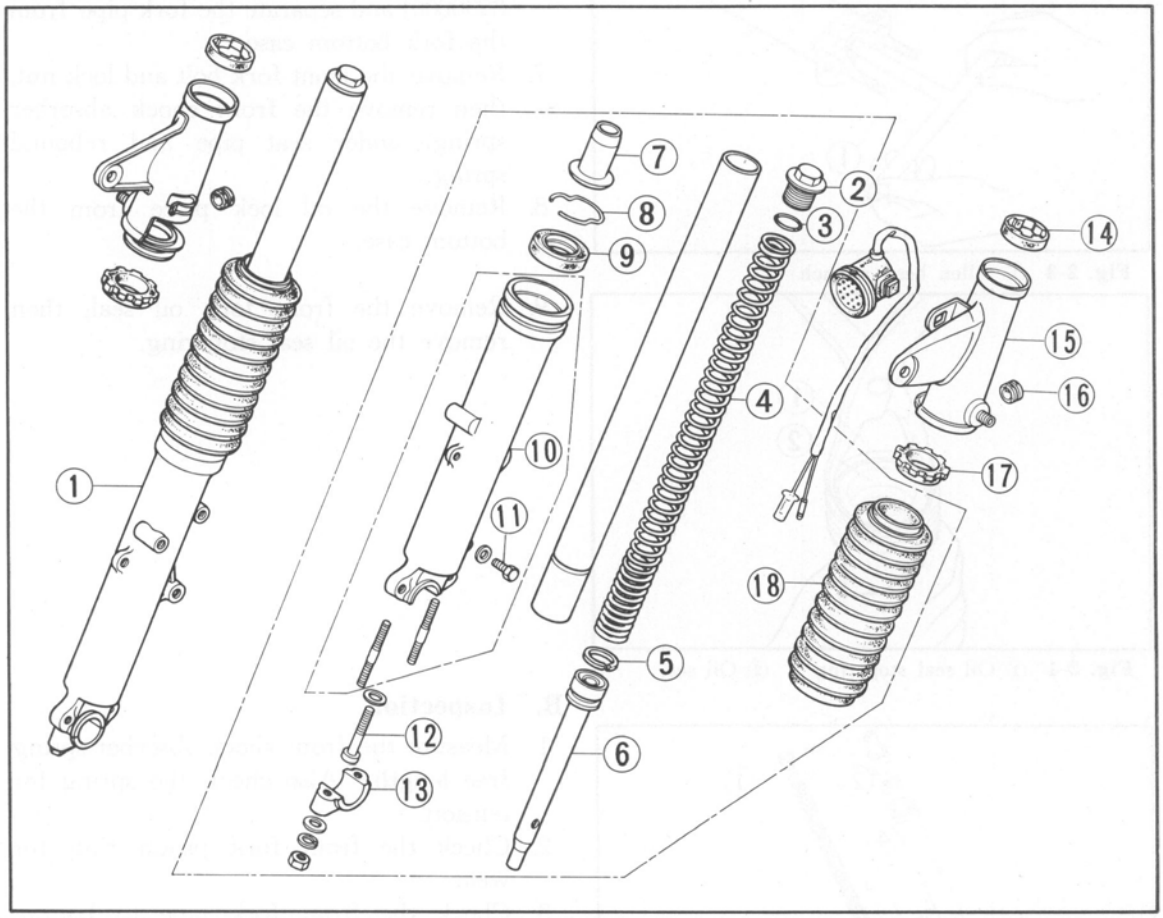


Fig. 2-1
① Right front frok
② Front fork bolt
③ 23×2.8 mm O-ring
④ Front shock absorber spring
⑤ Piston ring
⑥ Bottom pipe
⑦ Oil lock piece
⑧ Oil seal stop ring
⑨ 35×48×11 mm oil seal
⑩ Bottom case
⑪ 6×10 mm bolt
⑫ Oil lock bolt
⑬ Axle holder
⑭ Fork cover shock absorber A
⑮ Left front cover
⑯ Wire cord grommet
⑰ Fork cover shock absorber B
⑱ Front fork boot

A. Disassembly

1. Before remove the front fork bolt, leave it loosened.
2. Remove the front wheel referring to page 65.
3. Remove the caliper assembly from the left front fork.
4. Remove the front fender, remove the front fork pipe retaining bolts, then pull the front fork out downward.
5. Remove the front fork bolt and drain the front shock absorber oil.

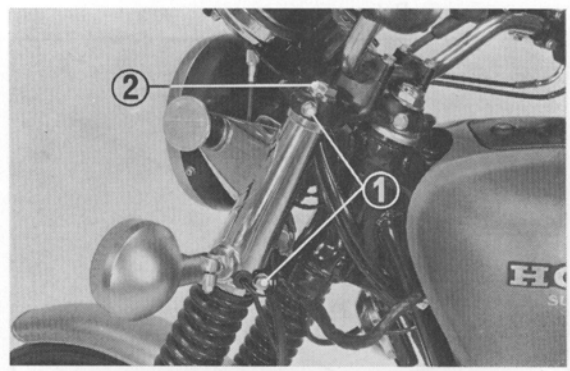


Fig. 2-2 ① Front fork retaining bolt
② Front fork bolt

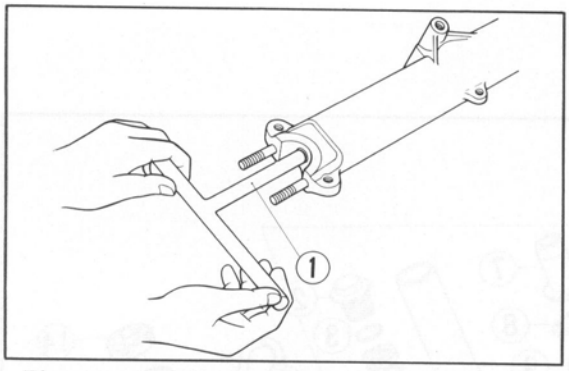


Fig. 2-3 ① Allen head wrench

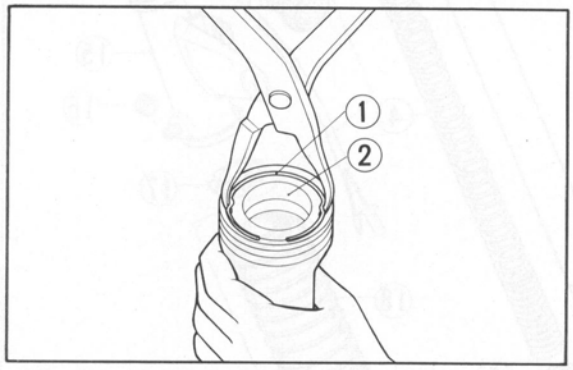


Fig. 2-4 ① Oil seal stop ring ② Oil seal

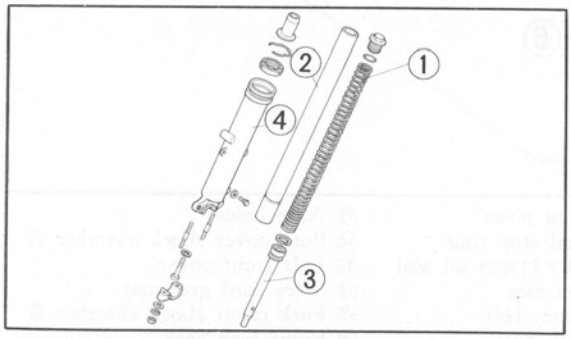


Fig. 2-5 ① Front shock absorber spring
② Front fork pipe
③ Bottom pipe
④ Bottom case

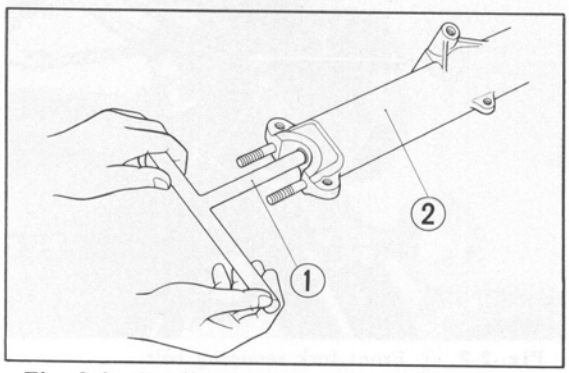


Fig. 2-6 ① Allen head wrench ② Bottom case

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

B. Inspection

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

C. Reassembly

To reassemble the front suspension, reverse the disassembly procedures. Pay attention to the following points:

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

2. Apply a coat of ATF (automatic transmisson fluid) to the inner and outer circumferences of the oil seal, then install it using a fork seal driver (Tool No. 07947-3290000).

NOTES:

1. **Do not forget to install the oil seal stop ring. Install it properly.**
2. **Use a new oil seal.**

3. Fill the fork pipe with ATF up to the specified level mark.

Capacity : 165~170cc (5. 6~5. 8ozs)
To fill dry fork assembly

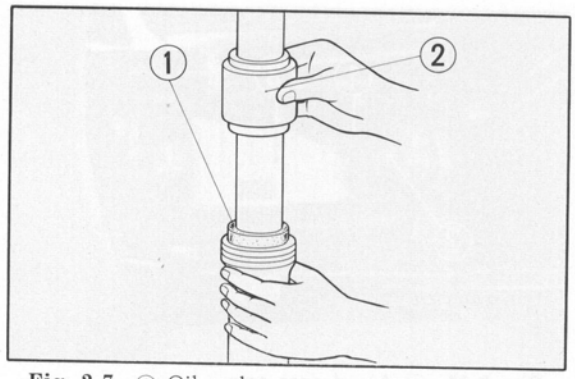


Fig. 2-7 ① Oil seal
② Fork seal driver

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

NOTE:

Wipe oil, if any, off the fork pipes completely.

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

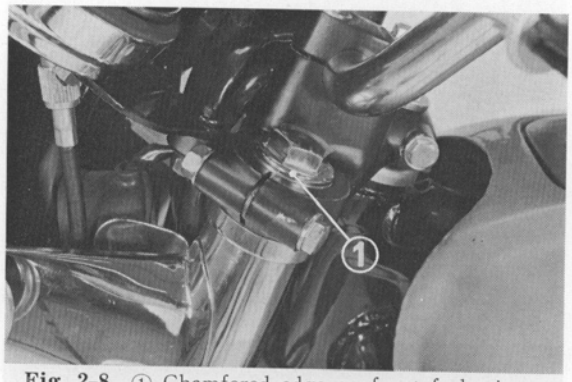


Fig. 2-8 ① Chamfered edge on front fork pipe

Front shock absorber oil change

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

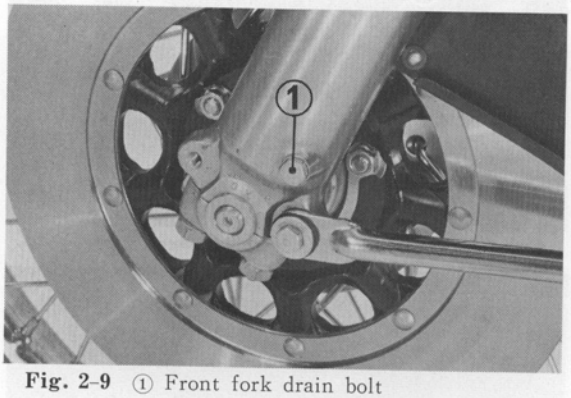


Fig. 2-9 ① Front fork drain bolt

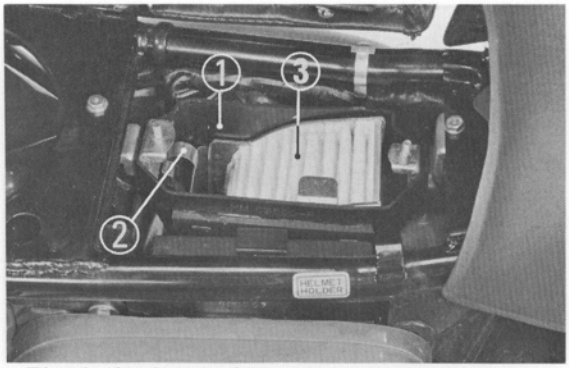


Fig. 2-10 ① Air cleaner case
② Retaining clip
③ Air cleaner element

AIR CLEANER

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

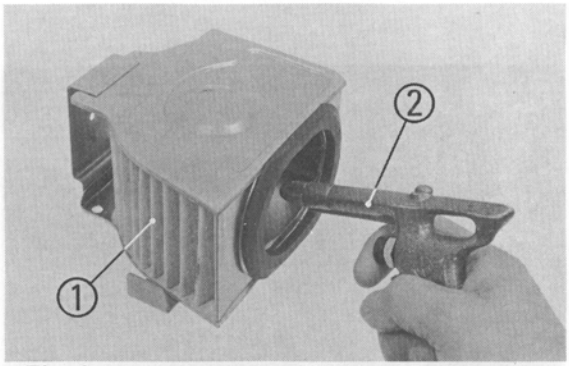


Fig. 2-11 ① Air cleaner element ② Air gun

3. Clean the element by tapping it lightly. If the element is still dirty, aplly air inside of the element.

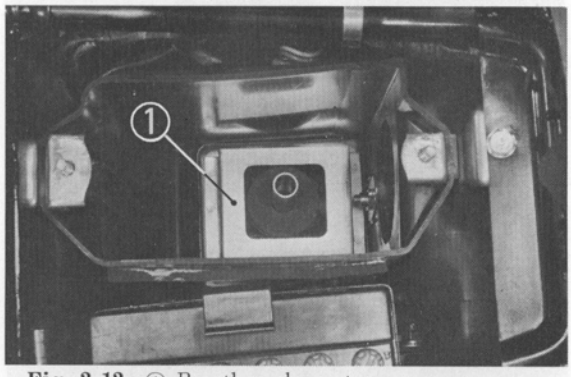


Fig. 2-12 ① Breather element cover

4. Remove the element cover, then remove the breather element.

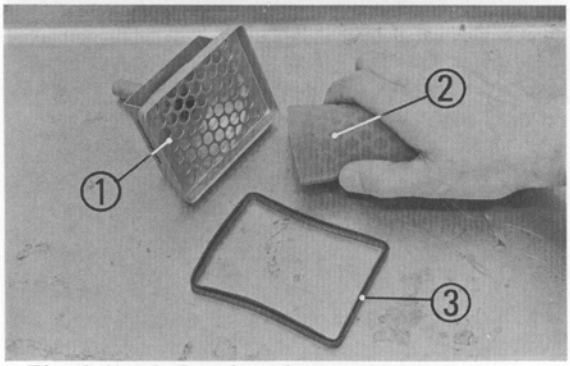


Fig. 2-13 ① Breather element cover
② Breather element
③ Element cover seal

5. Immerse the breather element in soapsuds and lightly squeeze it for cleaning. After that immerse the element in new ATF, squeeze it lightly, then install.

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

6. Squeeze the end of the drain tube as shown Fig. 2-14 and drain the oil or water which may remain in the tube.
7. Install the air cleaner reversing the removal procedures.

NOTE:
Check the drain tube for clogging and routing.

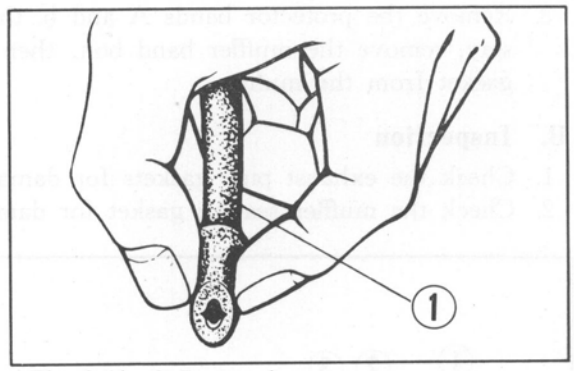


Fig. 2-14 ① Drain tube

EXHAUST MUFFLER

A. Disassembly

1. Remove the 10mm bolt, then remove the exhaust muffler.

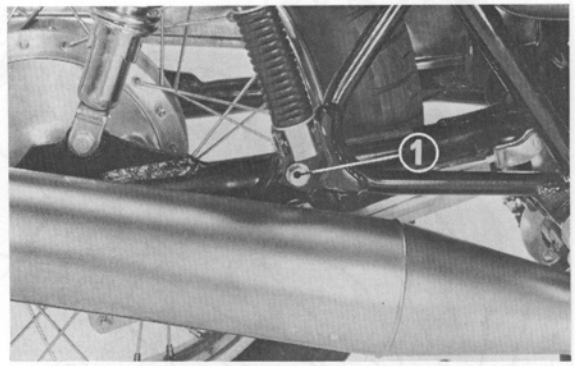


Fig. 2-15 ① 10mm bolt

2. Remove the eight joint nuts, loosen the exhust pipe joints and joint collars, then remove the exhaust muffler.

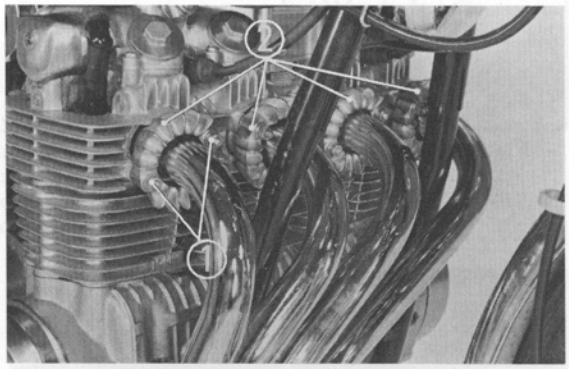


Fig. 2-16 ① Joint nuts
② Exhaust pipe joints

3. Remove the protector bands A and b, then remove the protector. Remove the muffler stay, remove the muffler band bolt, then separate the four exhaust pipes and sealing gasket from the muffler.

B. Inspection

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

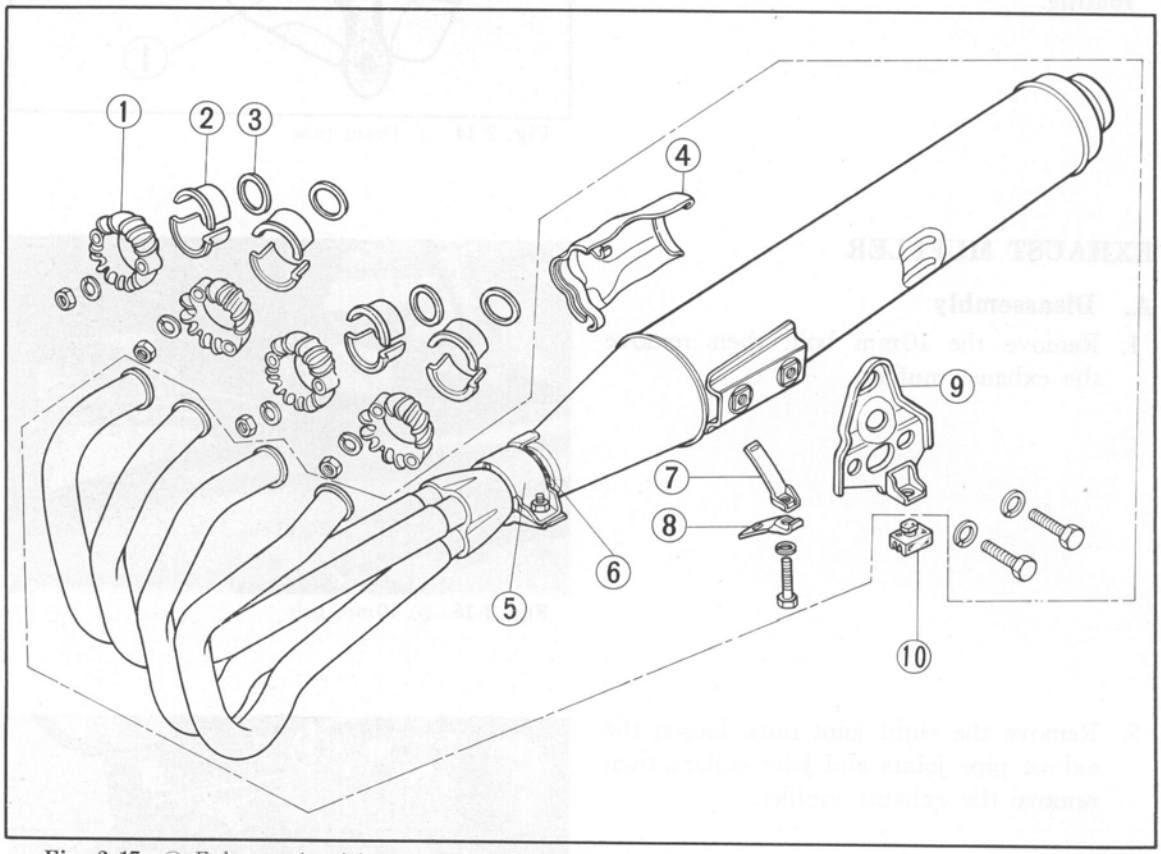


Fig. 2-17 ① Exhaust pipe joint
② Exhaust pipe joint collar
③ Exhaust pipe gaskets
④ Muffler stay
⑤ Muffler band
⑥ Muffler sealing gasket
⑦ Protector band B
⑧ Protector band A
⑨ Exhaust pipe protector
⑩ Stand stop rubber A

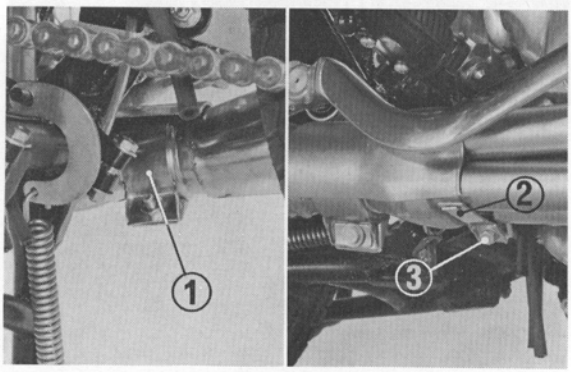


Fig. 2-18 ① Muffler band
② Protector band A
③ Muffler band bolt

C. Reassembly

1. Install the sealing gasket, then connect the exhaust pipes to the muffler.
2. Install the muffler band, set the protector bands A and B to the exhaust pipe protector, then tighten the screw securely.
3. Install the exhaust muffler.

INSEPCCTION OF ELECTRICAL SYSTEM

1. Clutch switch

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

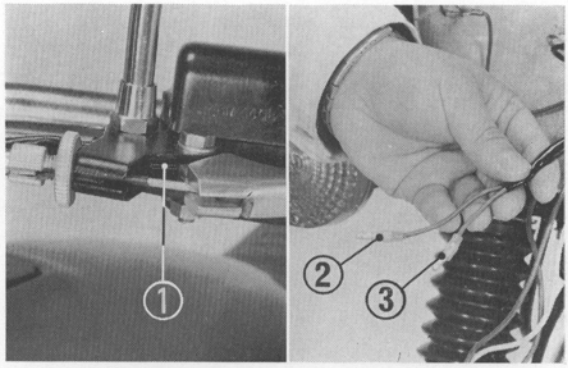


Fig. 2-19 ① Clutch switch ③ Green/red lead
② Green lead

2. Starting Switch

Remove the fuel tank and remove the connector cover by loosening the 6mm screw. Take the starting switch terminal out of the connector.

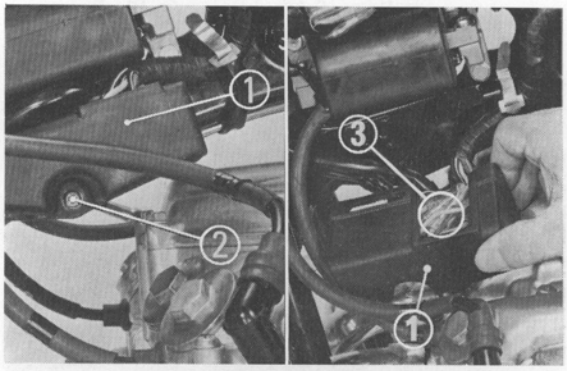


Fig. 2-20 ① Connector cover ③ Connector
② 6mm screw

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

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

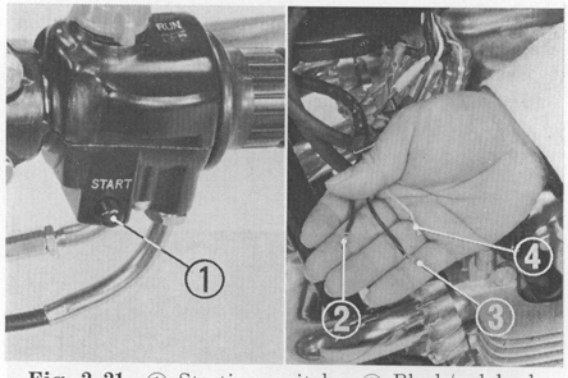


Fig. 2-21 ① Starting switch ③ Black/red lead
② Black lead ④ Yellow/red lead

3. Silicon diode

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

CAUTION:

Do not use a megger for this test. High voltage may be applied to the diode, resulting in the damaged diode.

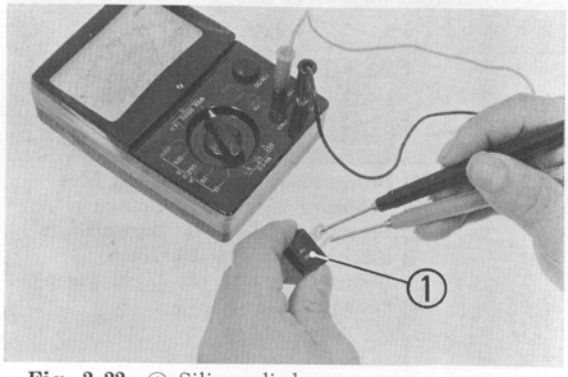


Fig. 2-22 ① Silicon diode

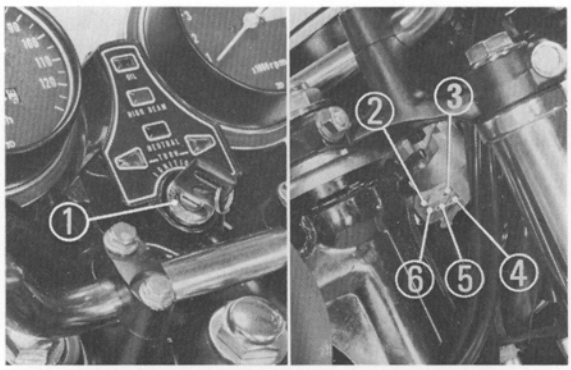


Fig. 2-23 ① Main switch ④ Brown
② Brown ⑤ Red
③ Brown/white ⑥ Black

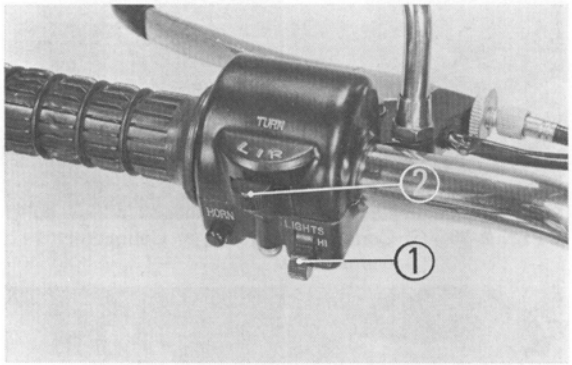


Fig. 2-24 ① Dimmer switch
② Turn signal control switch

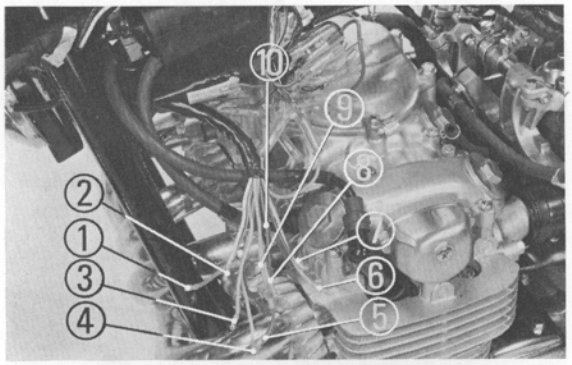


Fig. 2-25 ① Brown/blue ⑦ Light blue
② White ⑧ Orange
③ Blue ⑨ Brown/white
④ Black/yellow ⑩ Green
⑤ Light blue/white ⑪ Light green
⑥ Orange/white

4. Main switch

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

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

5. Dimmer switch and turn signal control switch

Remove the fuel tank, remove the connector cover, then take out the leads shown in the table below. Check each switch for continuity between the circuits (○—○) shown in the table. If there is continuity, the switch is in good condition. If there is no continuity, the switch is defective.

Terminal	W	B	L	R
Wire color	Green	Blue Brown	Orenge	Light Blue
L_2	○	○	○	
L_1	○		○	
N				
R_1	○			○
R_2	○	○		○

Terminal	TL_1	PL	PR	HO
Wire color	Brown white	Orenge white	Light blue white	Liht green
L_2	○		○	
L_1	○		○	
N	○	○	○	
R_1	○	○		
R_2	○	○		

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

6. Horn switch

Remove the fuel tank, remove the connector cover, then take out the gray lead as shown. Attach one prove of a radio tester to the body and the other probe to the gray lead. There should be continuity when the horn button is pushed.

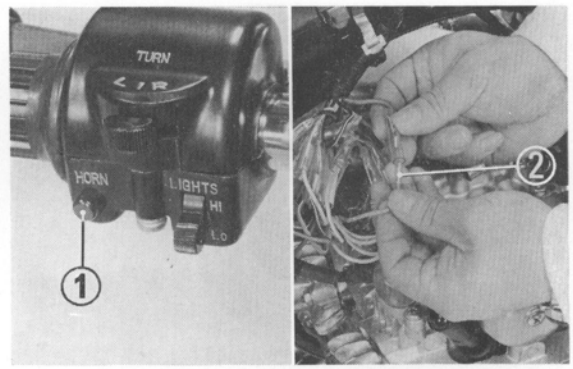


Fig. 2-26 ① Horn switch
② Gray lead

7. Engine stop switch

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

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

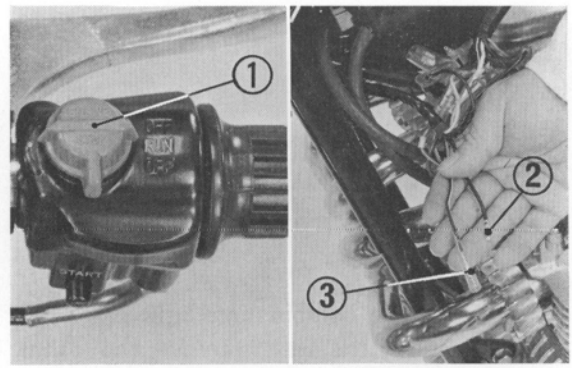


Fig. 2-27 ① Engine stop switch
② Black
③ Black/white

COMBINATION LIGHT

A. Disassembly

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

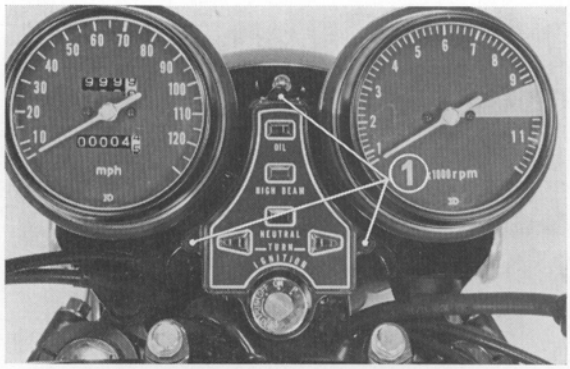


Fig. 2-28 ① 4mm tapping screws

2. Remove each bulb.
   To remove the bulb, turn to counterclockwise while pushing,

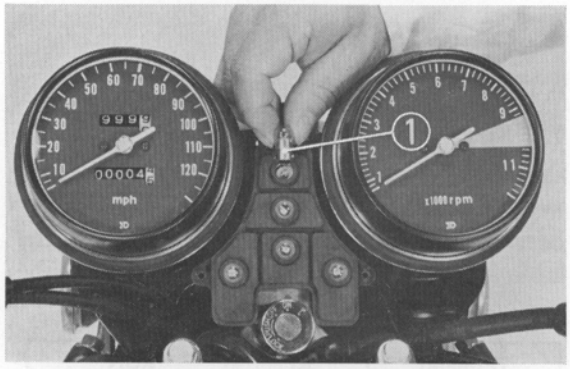


Fig. 2-29 ① Bulb (12V, 3.4W)

3. Remove the combination light case.
   To remove the case, remove the 8mm nut securing the speedometer and tachometer stay together, straighten the stay, then remove the 5mm screws as shown.

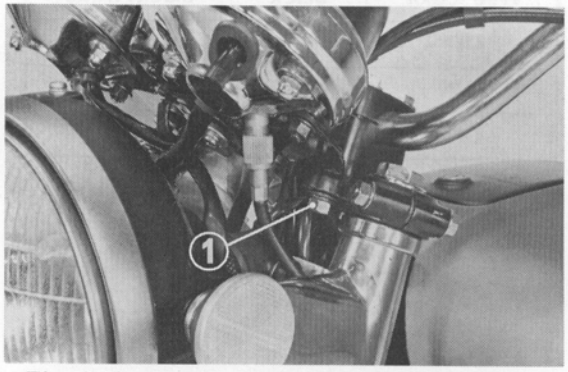


Fig. 2-30 ① 8mm nut

B. Reassembly

To reassemble the combination light, reverse the disassembly procedures.

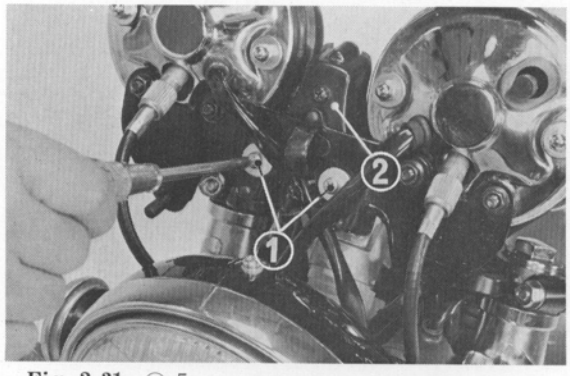


Fig. 2-31 ① 5mm screws
② Combination light case

REAR WHEEL

The CB550F-A is different from the CB550 in that the rear ends of the rear fork is so constructed to prevent the rear wheel from coming off.

A. Disassembly

For the steps 1~4, see page 74 of CB500~550. Push the wheel forward, and left the chain off the driven sprocket. Remove the back bolts and chain adjusting stoppers, and pull the wheel rearward and the axle to left to remove the wheel.

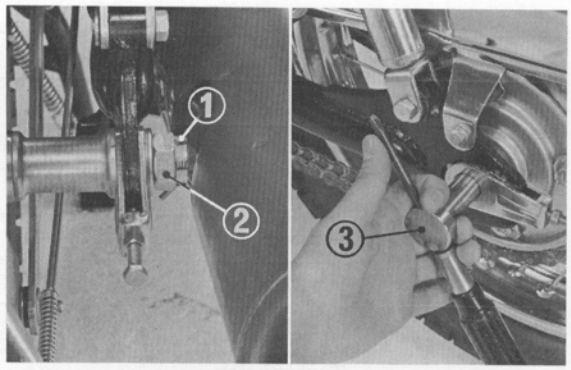


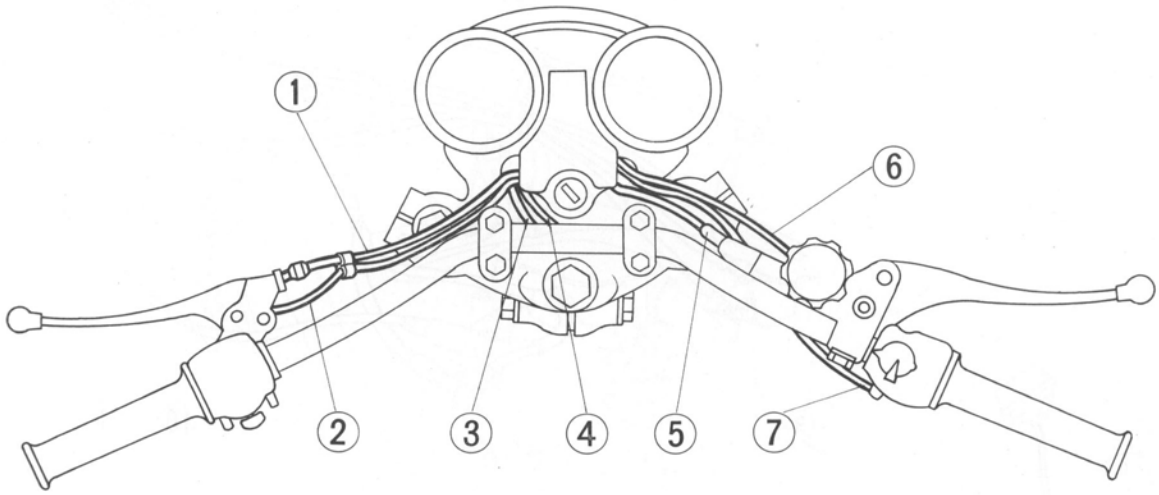
Fig. 2-32 ① Cotter pin
② Axle nut
③ Rear wheel axle shaft

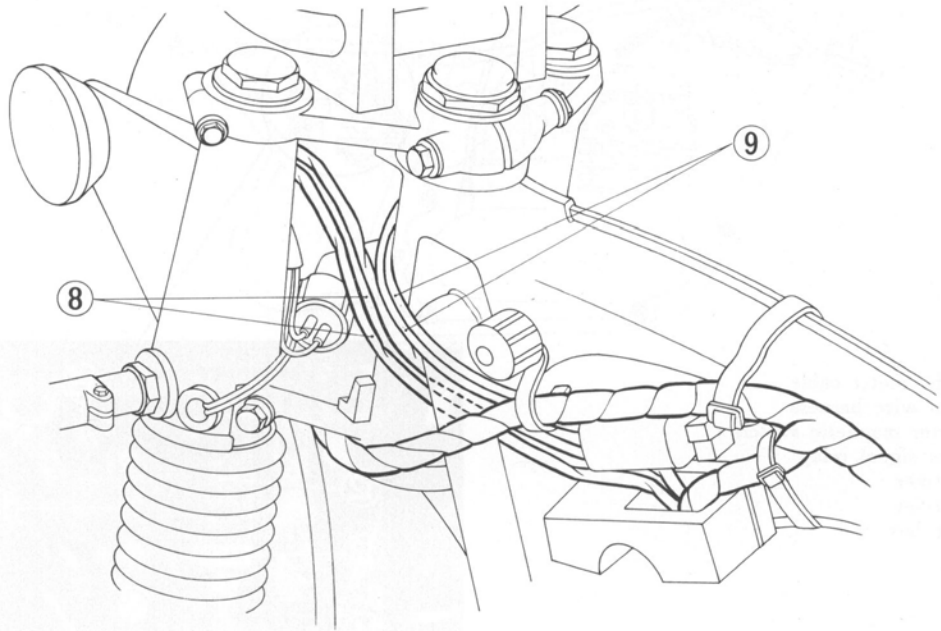
Carburetor setting table

CB500	Item	CB550F-A
022A	Setting no.	069A
#100	Main jet	#98
2.515φ—2°30′—4 grooves	Jet needle	2.495φ—3°00′—2 grooves
1-1/2±3/8 taper 12°	Air screw	1-1/2±1/2 taper 18°
0.9φ×2	Air bleed 1	0.7φ×2
0.9φ×2	Air bleed 2	0.7φ×2
0.9φ×2	Air bleed 3	0.7φ×2
0.9φ×2	Air bleed 4	0.7φ×2
0.9φ×2	Air bleed 5	0.7φ×2

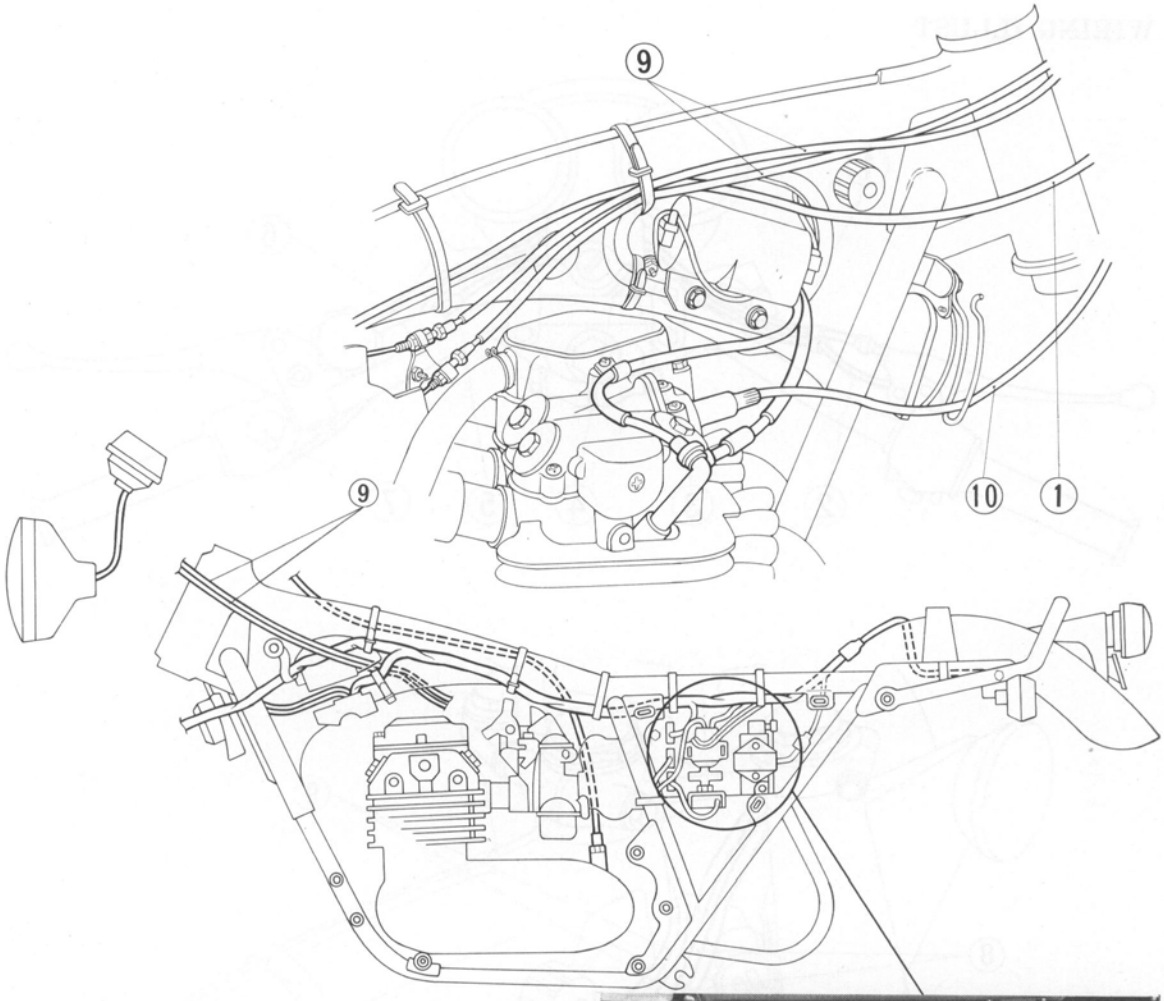
	Item	English	Metric
ENGINE	Air Filtration	Paper element	
	Valve Tappet Clearance	IN: 0.002, EX: 0.003 in.	IN: 0.05, EX: 0.08 mm
	Engine weight	159 lb.	72 kg
	Air Screw Opening	1-3/4±1/2 turns	
	Idle Speed	1,000 rpm	
DRIVE TRAIN	Clutch	Wet, multi-plate	
	Transmission	5-speed, constant mesh	
	Primary Reduction	3.062	
	Gear Ratio I	2.353	
	〃 II	1.636	
	〃 III	1.269	
	〃 IV	1.036	
	〃 V	0.900	
	Final Reduction	2.176, drive sprocket 17, driven sproket 37T	
	Gear Shift Pattern	Left foot return type	
ELECTRICAL	Ignition	Battery and ignition coil	
	Starting System	Electrical motor and kick pedal	
	Alternator	Three phase A.C. 12V-0.11 kW/2,000 rpm	
	Battery Capacity	12V-12AH	
	Spark Plug	NGK D-7ES, DENSO X-22ES	
	Headlight	Low/high,	12V-50W/50W
	Tail/stoplight	Tail/Stop	12V- 8W/27W
	Turn Signal light	Front/Rear	12V-23W/23W
	Speedometer Light	12V-3.4W	
	Tachometer Light	12V-3.4W	
	Neutral Indicator Light	12V-3.4W	
	Turn Signal Indicator Light	12V-3.4W	
	High Beam Indicator Light	12V-3.4W	

WIRING ILLUST

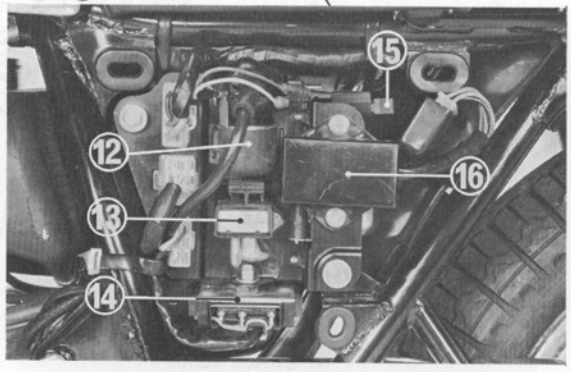


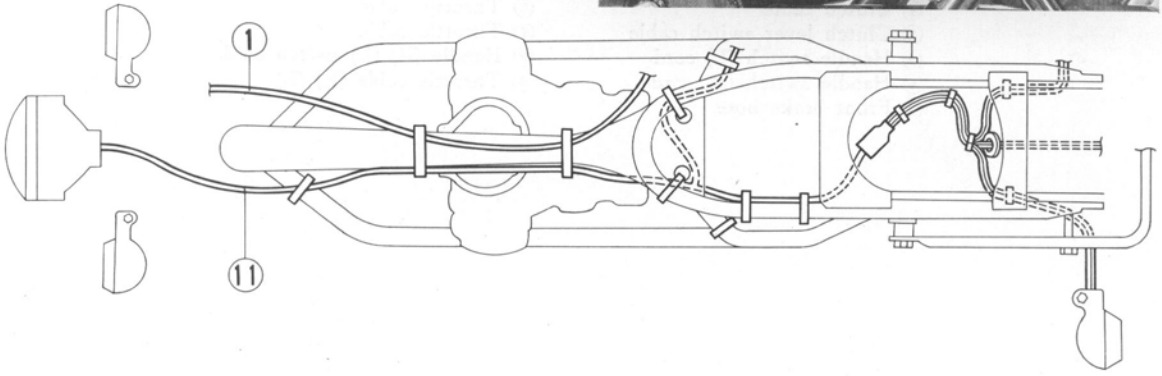


① Clutch cable
② Clutch lever switch cable
③ Handle switch (L) cord
④ Handle switch (R) cord
⑤ Front brake hose
⑥ Throttle cable
⑦ Throttle cable
⑧ Handle (R) (L) switch cord
⑨ Throttle cable (R) (L)



⑩ Tacho meter cable
⑪ Main wire harness
⑫ Starter magnetic switch
⑬ Turn signal relay
⑭ Rectifier
⑮ Rectifier
⑯ Fuse box





WIRING DIAGRAM CB 550 F–A