

19. SUPPLEMENT TO CB500K3/CB550K3 ('77)

Engine No. CB550E—2000001 and subsequent
Frame No. CB550K—2000001 and subsequent
Engine No. CB500E—2200001 and subsequent
Frame No. CB500—1000001 and subsequent

1. CARBURETOR

A. Removal and installation

1. Turn the fuel valve lever to the "OFF" position and disconnect the fuel tube at the fuel valve and remove the over flow tube.
 2. Open the seat and remove the fuel tank.
 3. Remove the air cleaner case.
 4. Remove the choke and throttle cables from the cable holders and disconnect them from each shaft lever.
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5. Loosen the carburetor insulator bands and the air cleaner connecting bands. Take the carburetor assembly out.
 6. To install the carburetor assembly, reverse the removal procedure.

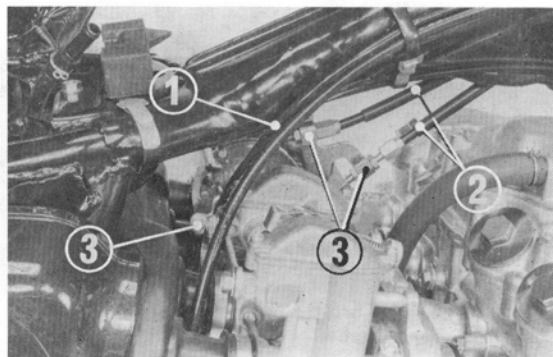


Fig. K3-1 ① Choke cable
② Throttle cables
③ Cable holders

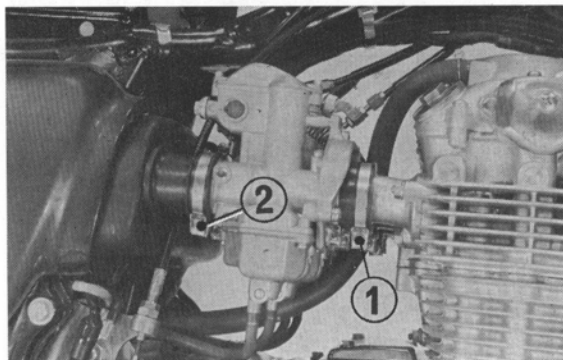


Fig. K3-2 ① Carburetor insulator band
② Air cleaner connecting band

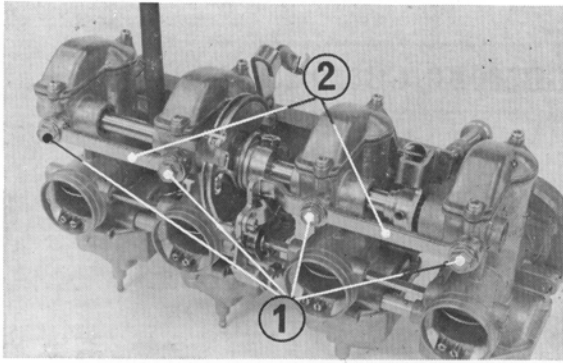


Fig. K3-3 ① Bolt ② Rear stay

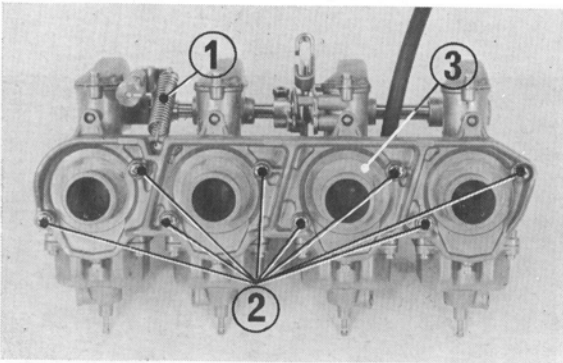


Fig. K3-4 ① Throttle return spring
② Screw ③ Stay plate

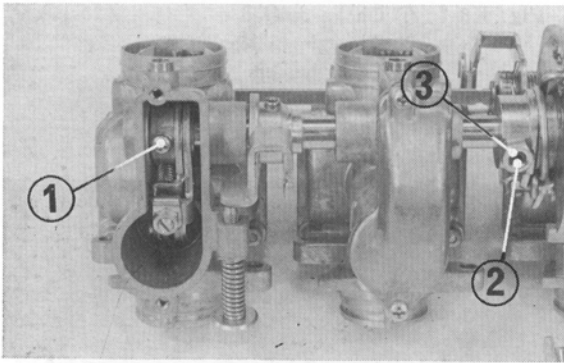


Fig. K3-5 ① Link arm fixing screw
② Set screw ③ Lock nut

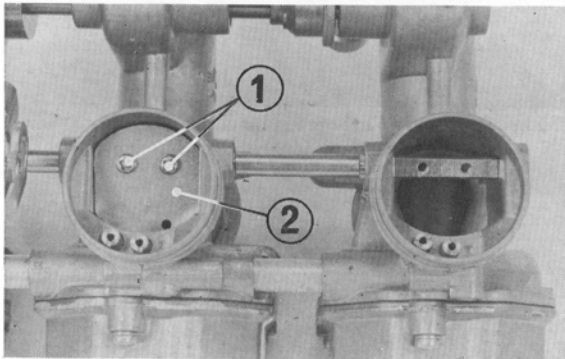


Fig. K3-6 ① Screw ② Choke valve

B. Disassembly

Carburetor, throttle valve and jet needle:

1. Remove the carburetor assembly from the engine.
2. Remove the rear stays from the carburetor assembly by removing the four bolts.
3. Unhook the throttle return spring from the stopper arm. Remove the stay plate by removing the eight screws. Unhook the choke relief spring at the choke lever.
4. Remove the carburetor top by removing the two screws. Loosen the link arm fixing screw. Loosen the lock nut and remove the throttle lever set screw.
5. Remove the choke valve from the choke shaft by removing the two screws.
6. Separate the carburetors.

7. Remove the link arm assembly from the carburetor.
8. Remove the two screws and remove the throttle valve and jet needle from the link arm.

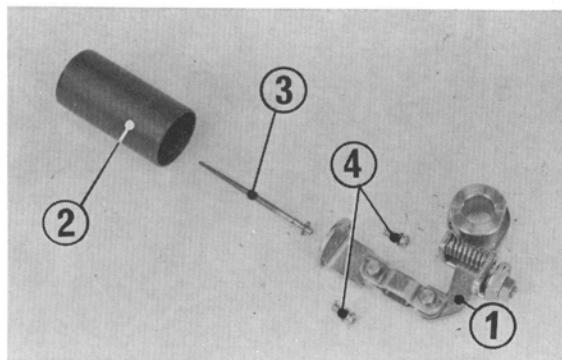


Fig. K3-7 ① Link arm ③ Jet needle
② Throttle valve ④ Screw

Float, main jet and slow jet:

1. Remove the carburetor assembly from the engine.
2. Remove the three screws and the float chamber body from the carburetor.
3. Remove the float and float valve by pulling the float arm pin out.
4. Remove the main jet and slow jet.

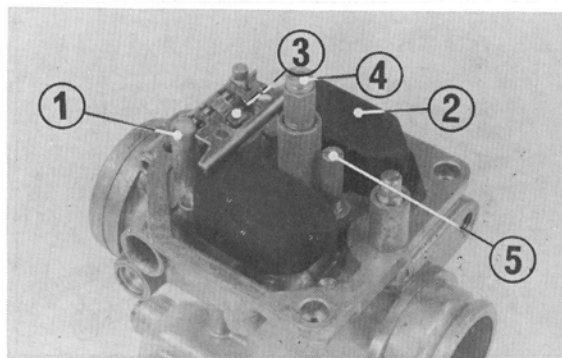


Fig. K3-8 ① Float arm pin ④ Main jet
② Float ⑤ Slow jet
③ Float valve

C. Assembly

To assemble the carburetors reverse the disassembly procedure. Observe the following notes:

1. Install the throttle valve to the link arm so that the throttle valve cutaway faces the choke valve when it is installed in the carburetor body.
2. The link arm which is not equipped with the adjusting screw should be installed in the No. 2 carburetor.

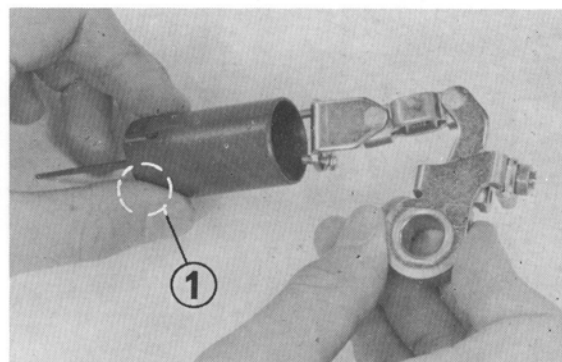


Fig. K3-9 ① Throttle valve cutaway

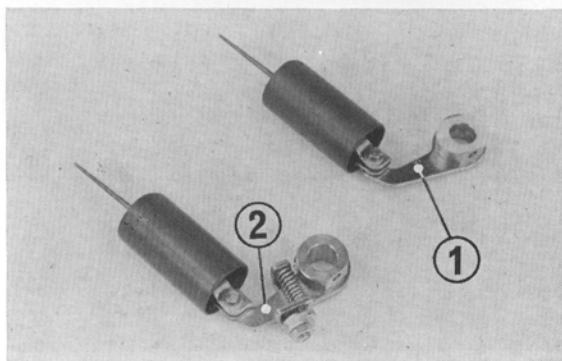


Fig. K3-10 ① Link arm for No. 2 carburetor
② Link arm for No. 1, 3 and 4 carburetor

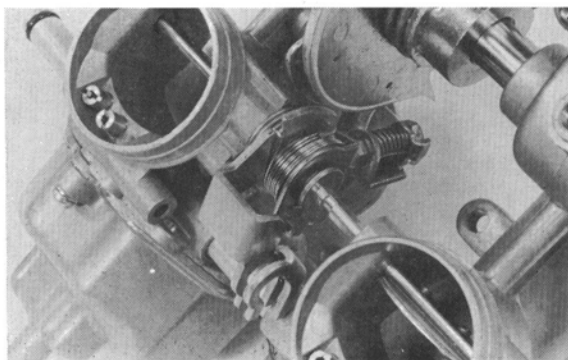


Fig. K3-11

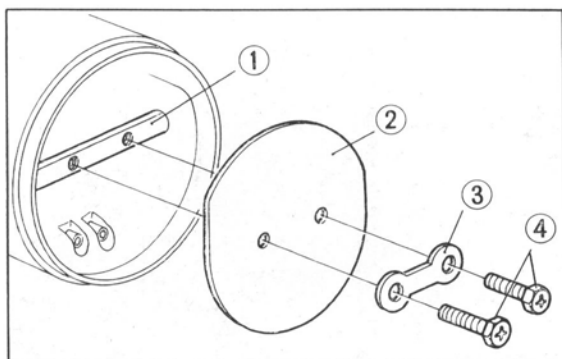


Fig. K3-12 ① Choke shaft
② Choke valve
③ Lock washer
④ Hex head screw

3. Install the choke shaft levers and springs as shown in Fig. K3-11.

4. Install the choke valve to the choke shaft by using the lock washer and hex head screws. Bend the lock tabs to lock the screws.

NOTE:

The choke valve securing screws are peened when assembling the carburetor at the factory. Discard the used screws.

D. Carburetor setting table

Item	CB550K3	CB500K3
Main jet	#90	#90
Air jet	#130	#120
Slow jet	#38	#42
Slow air jet	#150	#150
Jet needle setting	3rd. groove E2349F	2nd groove E2350F
Float height	14.5mm (0.57in.)	14.5mm (0.57in.)

E. Adjustment

Idle speed :

Make the adjustment with the engine warmed up.

1. Adjust the idle stop screw to allow the engine to run at the idle speed of 1050 rpm.
2. Turn the pilot screws either in or out to obtain the highest idle speed. Usually the correct setting will be found to be $1\frac{1}{2}$ turns open from a fully closed position.
3. If idle speed changes after adjusting the pilot screw, readjust the idle stop screw.

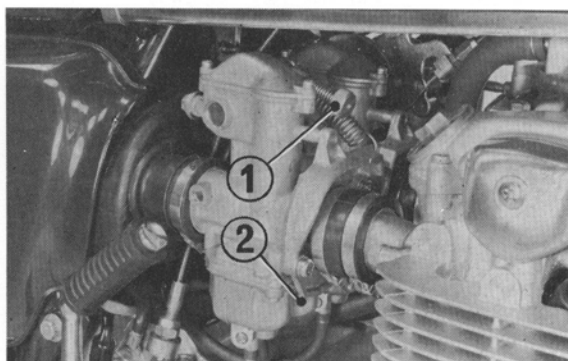
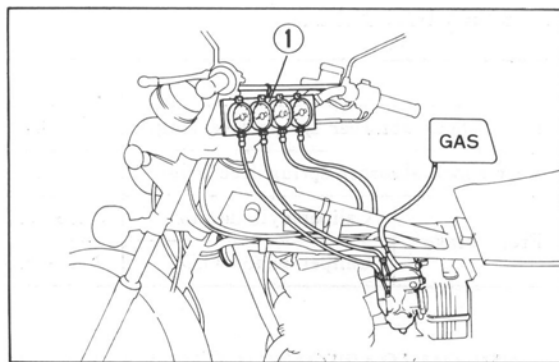
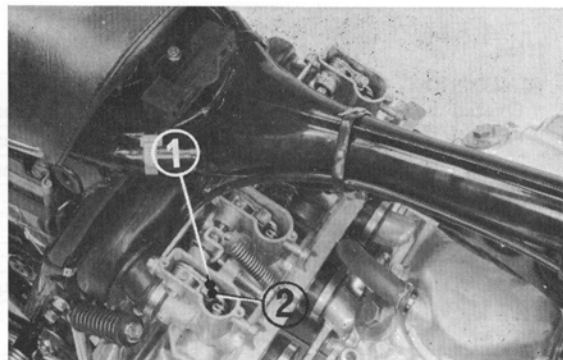


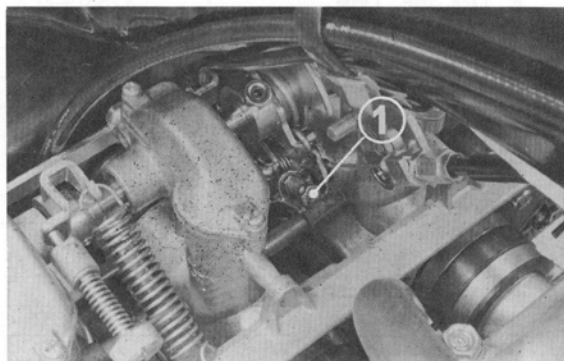
Fig. K3-13 ① Idle stop screw
② Pilot screw

Synchronizing carburetors :

1. Remove the fuel tank. Position the fuel tank higher than the carburetors and re-connect with a longer fuel tube.
2. Connect the vacuum gauge set to the carburetors.
3. Run the engine at the specified idle speed and read the vacuum. The vacuum gauge readings should be the same on all four gauges.
4. To adjust, proceed as follows :
 - a. Remove the carburetor tops from the No. 1, 3 and 4 carburetors.
 - b. Loosen the lock nut and turn the adjusting screw until the vacuum reading is the same as the No. 2 carburetor reading.

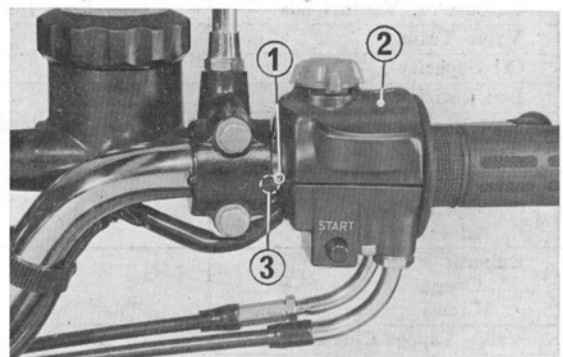
**Fig. K3-14** ① Vacuum gage set**Fig. K3-15** ① Lock nut
② Adjusting screw**Fast idle :**

1. Remove the fuel tank.
 2. Pull the choke knob out fully and turn the adjusting screw until it touches the stopper.
 3. Push the choke knob in and turn the adjusting screw in $2\frac{1}{2}$ turns.
- Fast choke idle speed : 3000-4000rpm

**Fig. K3-16** ① Adjusting screw**2. SWITCH HOUSING**

When installing the right or left switch housing, align the mating edges of the housing with the punch mark on the handlebar and tighten the two screws securely.

The aligning mark on the brake lever bracket holder should also be lined up with the punch mark.

**Fig. K3-17** ① Punch mark
② Switch housing
③ Aligning mark on holder

3. SERVICE DATA

		Standard value	Service limit
Front shock absorber spring free length		443.5 mm (17.46 in.)	409.5 mm (16.12 in.)
Rear shock absorber spring free length		210.4 mm (8.28 in.)	205 mm (8.07 in.)
Front brake	Caliper cylinder I.D.	38.18-38.23 mm (1.503-1.505 in.)	38.245 mm (1.506 in.)
	Caliper piston O.D.	38.115-38.148 mm (1.501-1.502 in.)	38.105 mm (1.500 in.)

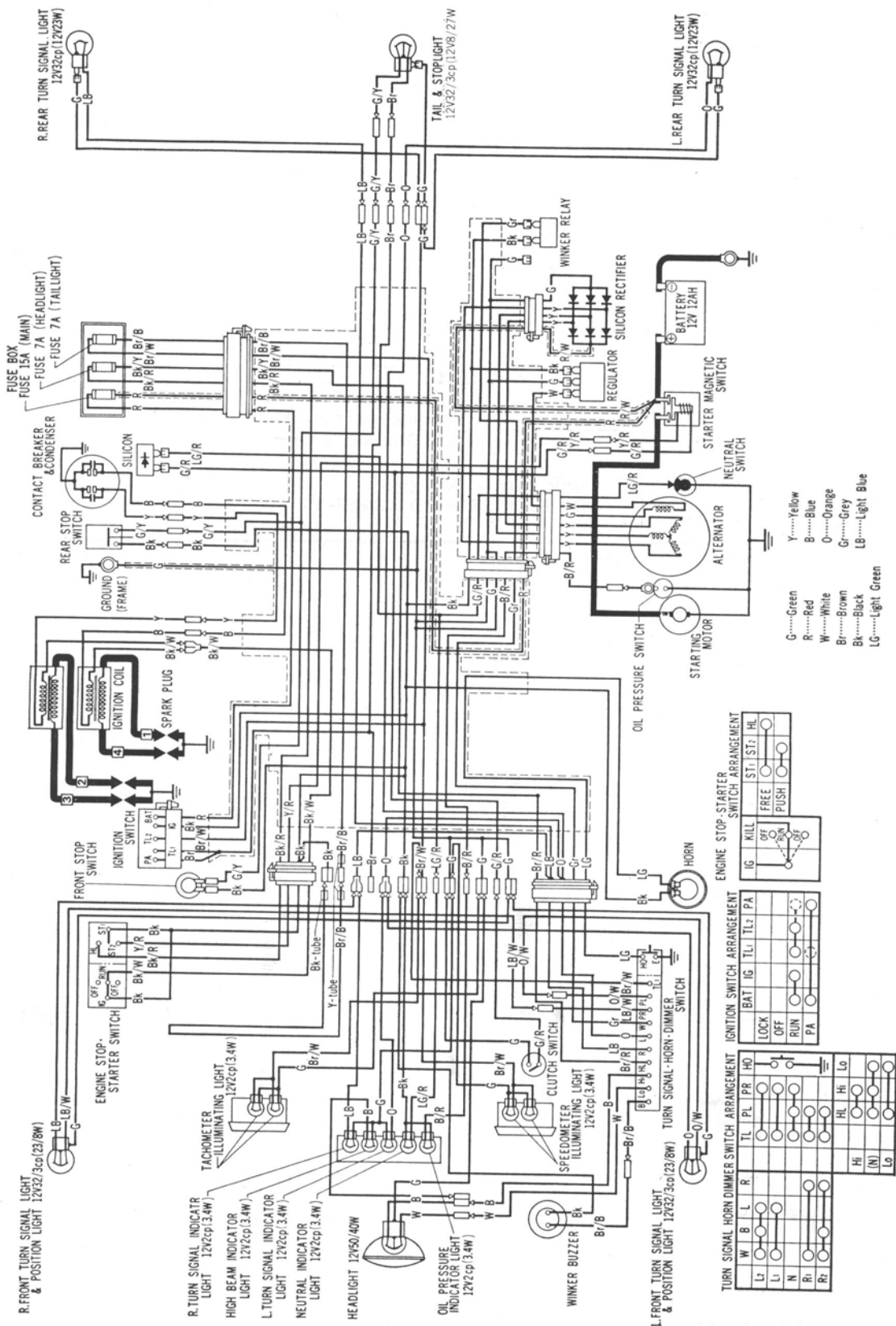
4. SPECIFICATIONS (CB500 K3/CB550 K3 '77)

Item	Type	U.S.A. (Canada)	General and Australia	Europe (CB500)	France
DIMENSION					
Overall Length		2,150 mm (84.7 in.)		2,160 mm	2,155 mm
Overall Width		825 mm (32.5 in.)		750 mm	
Overall Height		1,115 mm (44.0 in.)		1,100 mm	
Wheel Base		1,405 mm (55.5 in.)			
Seat Height		800 mm (31.5 in.)	825 mm (32.5 in.)		
Ground Clearance		160 mm (6.3 in.)			
Dry Weight		193.5 kg (426 lb.)		196 kg	
FRAME					
Type		Double cradle frame			
F. Suspension, Travel		Telescopic fork, travel 121 mm (4.8 in.)			
R. Suspension, Travel		Swing arm, travel 90.0 mm (3.5 in.)			
F. Tire Size, Type		3.25S19-4PR Rib, tire air pressure	1.75/2.0 kg/cm ² (25/28 psi)		
R. Tire Size, Type		3.75S18-4PR Block, tire air pressure	2.0 /2.5 kg/cm ² (28/36 psi)		
F. Brake		Disc brake			
R. Brake		Internal expanding shoe			
Fuel Capacity		16.0 lit. (4.2 U.S.gal. 3.5 Imp.gal.)			
Fuel Reserve Capacity		4.0 lit. (1.0 U.S.gal. 0.9 Imp.gal.)			
Caster Angle		64°			
Trail Length		104 mm (4.1 in.)			
ENGINE					
Type		Air-cooled 4-stroke O.H.C. engine			
Cylinder Arrangement		4 cylinder in line			
Bore and Stroke		58.5×50.6 mm (2.303×1.992 in.) <56.0×50.6 mm>			
Displacement		544 cc (33.19 cu-in.) <498 cc>			
Compression Ratio		9:1			
Carburetor, Venturi Dia.		Four Piston valve type, venturi dia. 22 mm (0.866 in.)			
Valve Train		Chain driven overhead camshaft			
Oil Capacity		3.2 lit. (3.4 U.S. qt 2.8 Imp. qt)			
Lubrication System		Forced pressure and wet sump			
Fuel Required		Low-lead gasoline with 91 octane number or higher			
Air Filter		Paper filter			
Intake Valve:					
Opens		5° BTDC			
Closes		35° ABDC			
Exhaust Valve:					
Opens		35° BBDC			
Closes		5° ATDC			
Valve Tappet Clearance		IN: 0.05 mm, EX: 0.08 mm (IN: 0.002 in, EX: 0.003 in.)			
Pilot Screw Opening		1 1/2 ± 1/2			
Idle Speed		1050 rpm			

Item		
DRIVE TRAIN		
Clutch	Wet multi-plate	
Transmission	5-Speed constant mesh	
Primary Reduction	3.063	
Gear Ratio I	2.353	
II	1.636	
III	1.269	
IV	1.036	
V	0.900	
Final Reduction	2.176, drive sprocket 17T, driven sprocket 37T	
Gear Shift Pattern	Left foot operated return system	
ELECTRICAL		
Ignition	Battery and ignition coil	
Ignition Advance :		
" F " mark	5° BTDC	
Max. advance	28°-31° BTDC	
PPM from " F " to max. advance	1, 200-2, 500 rpm	
Dwell Angle	190±5°	
Starting System	Starting motor and kick starter	
Alternator	A.C. Generator 0.13 kw/2,000 rpm	
Battery	12 V-12 AH	
Spark plug	NGK D7ES or ND X22ES [NGK DR7ES or ND X22ESR-V]	NGK DR7ES or ND X22ESR-U
Condenser Capacity	0.02-0.24 μ F	

5. WIRING DIAGRAM

CB550K3 '77 (U.S.A. Type and Canada Type)



00303-404-6700

The diagram illustrates the electrical system of a vehicle, featuring a battery (BATERIA) and an alternator (ALTERNADOR) for power. Key components include the starter motor (ARRANCADOR), ignition coil (BOBINA), distributor (DISTRIBUIDOR), and spark plugs (BUJIAS). The lighting system is comprehensively detailed, showing connections for front and rear turn signals, headlights, taillights, and various indicator lights like the oil pressure and tachometer. The diagram also includes the wiring for the horn (BOMBA) and the neutral safety switch. Labels in Spanish provide additional context for the components and their functions, such as 'Interruptor de parada del freno delantero' for the front brake light switch and 'Luz de freno de mano' for the parking brake light.

Br Brown Y Yellow G Verde Y Amarillo

STARTER, ENGINE STOP, LIGHTING SWITCH ARRANGEMENT

IGNITION SWITCH ARRANGEMENT
Conexión de los interruptores

TUJON SIGNAL HORN DIMMER SWITCH ARRANGEMENT
Conexión de los interruptores de luz de vairoje, bocina, anti-deslumbramiento

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