

20. SUPPLEMENT TO CB550F2 ('77)

Engine No. CB550E—1135380 and subsequent

Frame No. CB550F—2100001 and subsequent

1. CLUTCH

The clutch plate B ⑤ differs in construction from the five other clutch plates B ③. Install the clutch plate B ⑤ at the fourth position as counted from the clutch center ①.

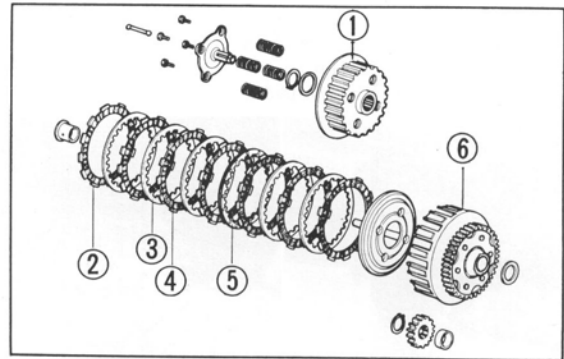


Fig. F2-1 ① Clutch center
② Clutch friction disk B
③ Clutch plate B
④ Clutch friction disk
⑤ Clutch plate B comp.
⑥ Clutch outer comp.

2. FUEL VALVE

The valve positions are indicated by the arrow on the lever.

Inspection and cleaning :

1. Place the fuel lever in the "OFF" position and disconnect the fuel lines. Remove the fuel tank.
2. Drain the fuel tank thoroughly.
3. Loosen the fuel valve fixing nut and remove the fuel valve and fuel filter from the fuel tank.
4. Check the gasket to see that it is not damaged.
5. Wash the fuel filter in solvent and dry with compressed air. No damage can be tolerated here. Replace the filter with a new one if it is clogged and not cleanable.
6. Install the fuel filter to the fuel valve with the fixing nut. Do not forget to install the gasket into the groove of the fixing nut.
7. Install the fuel valve to the fuel tank with the fixing nut.
8. Install the fuel tank on the frame and connect the fuel lines and secure with the clip.
9. Fill the tank with fuel. With the fuel valve lever in the "ON" position, check for any leakage past the tube joints or connections.

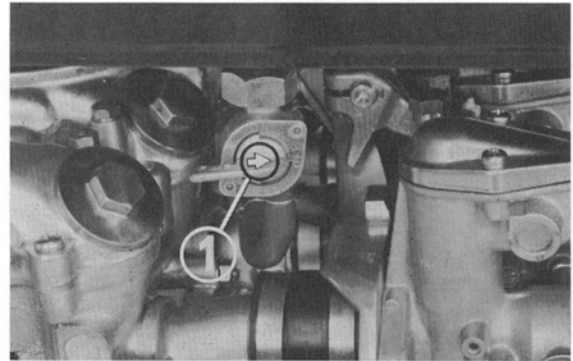


Fig. F2-2 ① Arrow

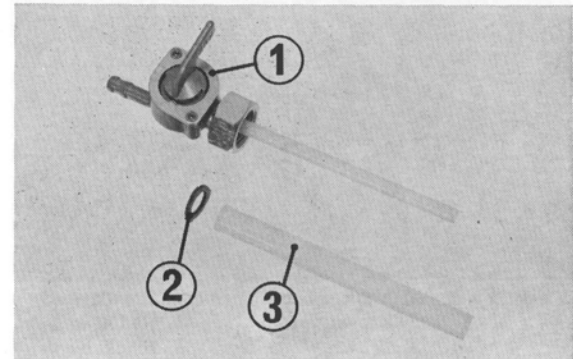


Fig. F2-3 ① Fuel valve
② Gasket
③ Fuel filter screen

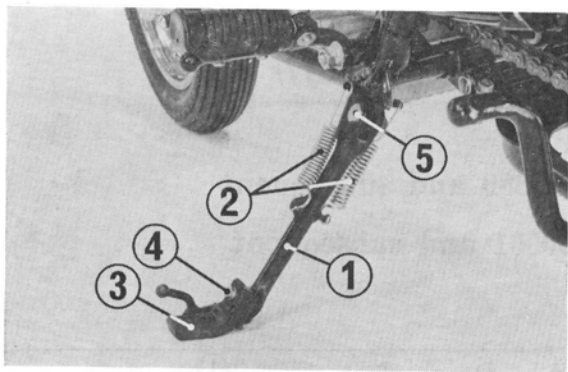


Fig. F2-4 ① Side stand bar ④ 6 mm bolt
② Spring ⑤ Side stand pivot bolt
③ Rubber pad

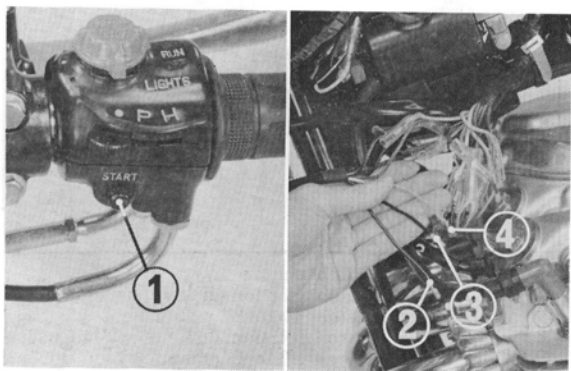


Fig. F2-5 ① Starting switch
② Black/red lead
③ Black lead
④ Yellow/red lead

3. SIDE STAND (German Type)

Two springs are installed on the side stand.

4. ELECTRICAL SYSTEM INSPECTION

(Except U.S.A. and Canadian Type)

1. Clutch switch

See Page 161.

2. Starting switch

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

3. Main switch

Place the switch key in OFF, 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 circuits other than those shown in the table, the switch is defective.

Terminal	BAT	IG	TL1	TL2	PA
Wire color	Red	Black	Brown	Brown/White	Brown
OFF					
ON	○	○	○	○	○
PA	○		○		○

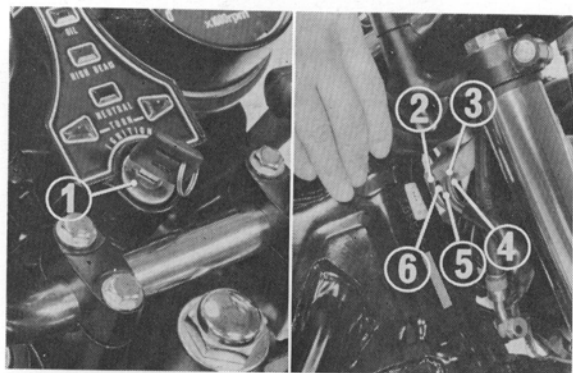


Fig. F2-6 ① Main switch ④ Brown lead
② Brown lead ⑤ Red lead
③ Brown/white lead ⑥ Black lead

4. Dimmer switch and turn signal control switch

Remove the fuel tank, and 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	Brown/Blue	Orange	Light Blue
L ₂	○—○	○—○	○—○	
L ₁	○—○		○—○	
N				
R ₁	○—○			○—○
R ₂	○—○	○—○		○—○

Terminal	HL	Lo	Hi
Wire color	Black/Yellow	White	Blue
L	○—○	○—○	
H	○—○		○—○

5. Horn switch and passing switch

Remove the fuel tank, and the connector cover. Then take out the light green lead as shown. Attach one probe of a radio tester to the body or the black lead and the other probe to the light green lead.

There should be continuity when the horn button is pushed.

To test the passing switch, follow the same instructions as for the horn switch.

Terminal	IG	HO	Hi
Wire color	Black	Light green	Blue
HORN(push)	○—○	○—○	
PA(push)	○—○		○—○

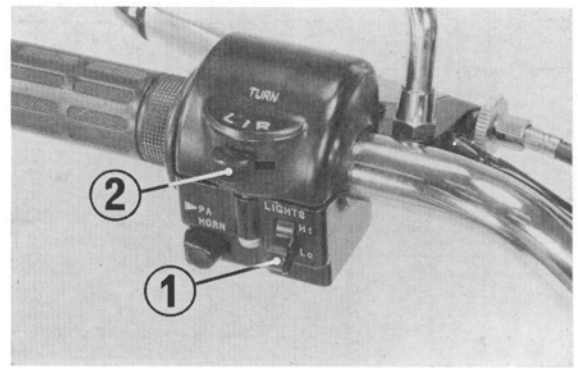


Fig. F2-7 ① Turn signal control switch
② Dimmer switch

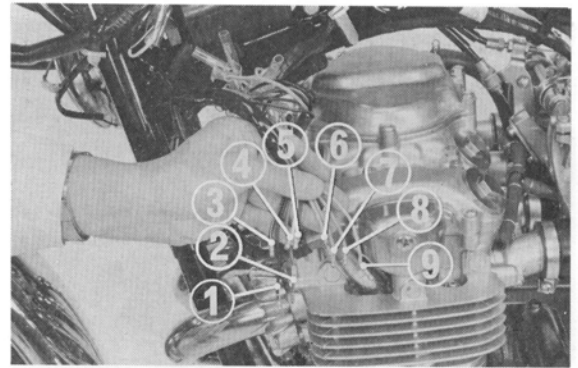


Fig. F2-8 ① Brown lead ⑥ Light blue lead
② Brown/blue lead ⑦ Orange lead
③ Black/yellow lead ⑧ Green lead
④ White lead ⑨ Light green lead
⑤ Blue lead

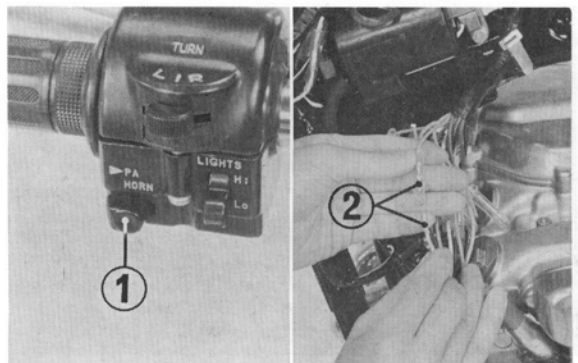


Fig. F2-9 ① Horn and passing switch
② Light green lead

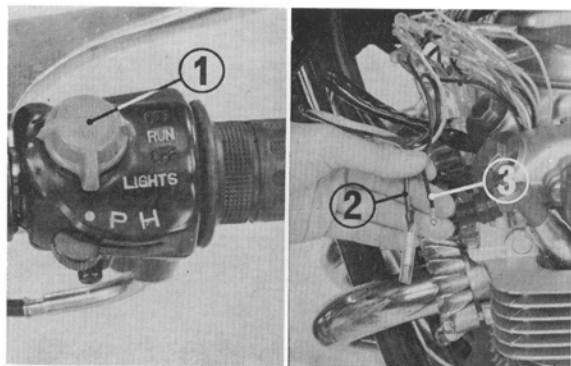


Fig. F2-10 ① Engine stop switch
② Black/white lead
③ Black lead

6. Engine stop switch

Remove the fuel tank and 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		

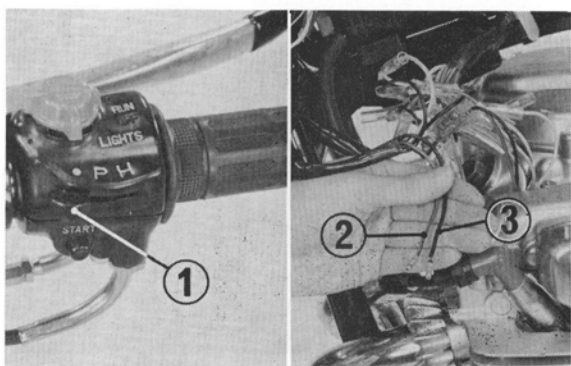


Fig. F2-11 ① Lighting switch
② Brown/blue lead
③ Black/red lead

7. Lighting switch

Remove the Fuel tank and 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	P	HL
Wire color	Black	Brown/blue	Black/red
•			
P	○—○	○—○	
H	○—○	○—○	○—○

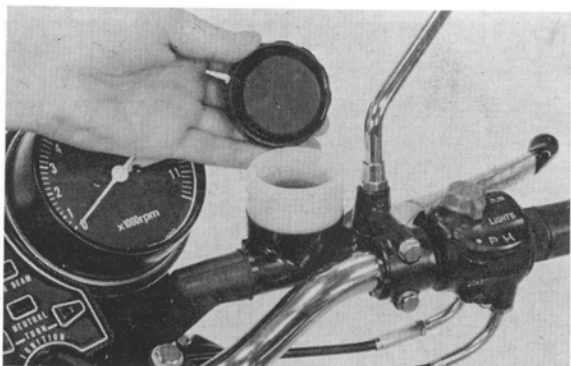


Fig. F2-12

5. BRAKE INSPECTION

Replenishing Brake Fluid

Remove the reservoir cap, washer and diaphragm, and whenever the level is lower than the level mark engraved inside the reservoir (Up to the line shown for semi-transparent reservoir), fill the reservoir with DOT 3 BRAKE FLUID (or SAE J1703) up to the level mark. Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

NOTE:

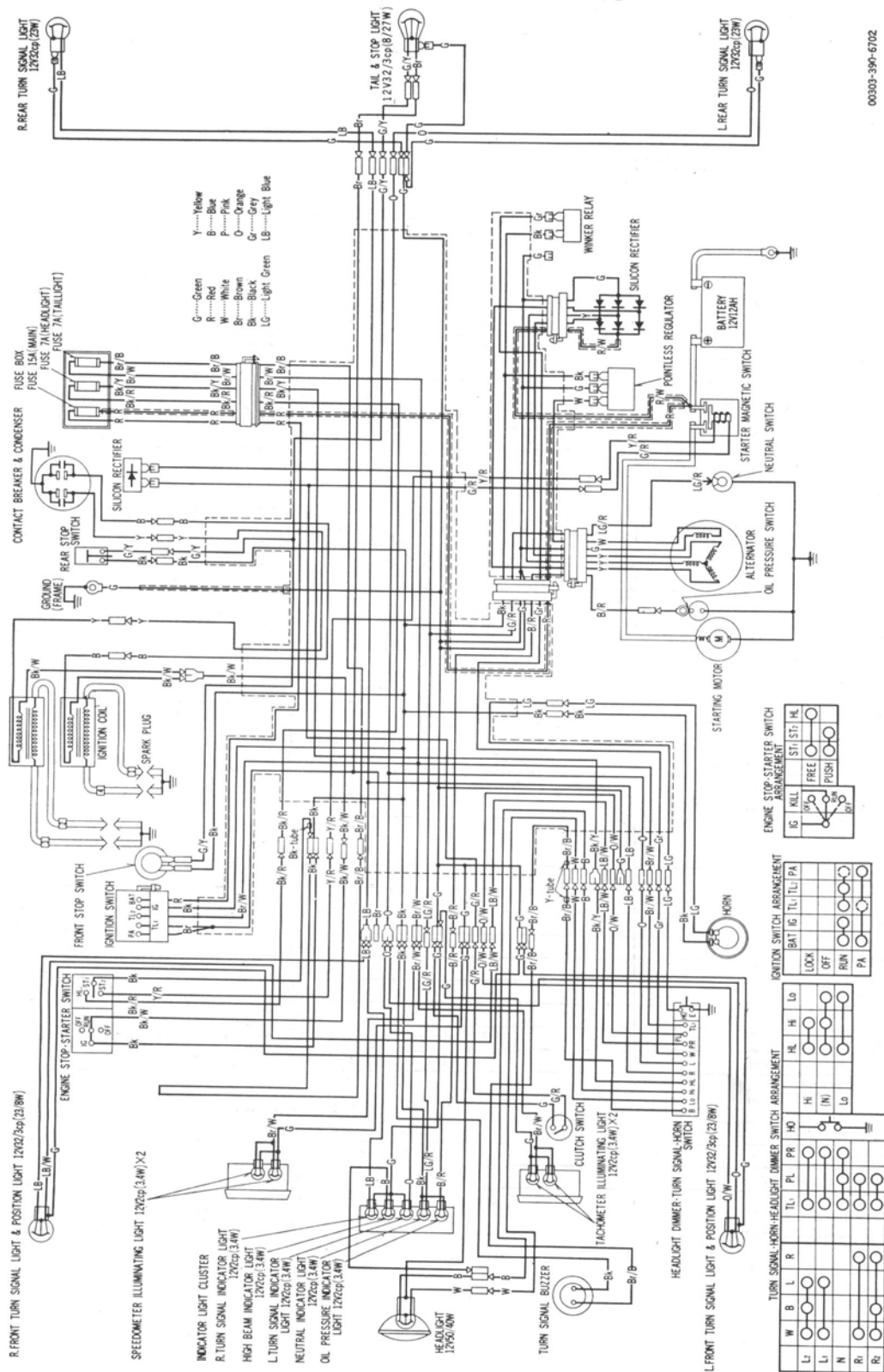
- Do not mix different brands of brake fluid as chemical action will take place and may cause brake trouble.
- Do not use any other fluid in the brake system.
- Remove any brake fluid which may become spilled on the painted surface, rubber parts, and meter as it will produce chemical action and cause damage to these parts.

3. SPECIFICATIONS (CB 550 F2 '77)

Item	Type	U.S.A. (Canada)	Australia	General	France	U.K.	Europe	Germany
DIMENSION								
Overall Length	mm(in.)		2,115 (83.3)		2,105 (82.8)	2,110 (83.1)		2,115 (84.8)
Overall Width	mm(in.)				835 (32.9)			
Overall Height	mm(in.)	1,100 (43.3)			1,111 (43.7)			
Wheel Base	mm(in.)				1,405 (55.3)			
Seat Height	mm(in.)	805 (31.7)			800 (31.5)			
Ground Clearance	mm(in.)				160 (6.3)			
Dry Weight			191 kg (421 lb.)			192 kg (423 lb.)		
FRAME								
Type					Double cradle frame			
F. Suspension, Travel					Telescopic fork, Travel 121 mm (4.8 in.)			
R. Suspension, Travel					Swing Arm, Travel 90 mm (3.5 in.)			
F. Tire Size, Type					3.25S19-4PR Rib, tire air pressure	2.0 kg/cm ² (28 psi)		
R. Tire Size, Type					3.75S18-4PR Block, tire air pressure	2.5 kg/cm ² (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.)			
Caster Angle					26°			
Trail Length					105 mm (4.1 in.)			
ENGINE								
Type					Air cooled 4-stroke O.H.C. engine			
Cylinder Arrangement					4 cylinder in line			
Bore and Stroke					58.5×50.6 mm (2.303×1.992 in.)			
Displacement					544 cc			
Compression Ratio					9.0 : 1			
Carburetor, Venturi Dia.					4 Piston valve Type, Venturi dia. 22 mm (0.866 in.)			
Valve Train					Chain driven over head 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 Filtration					Paper filter			
Valve Tappet Clearance					IN. : 0.05 mm (0.002 in.) EX. : 0.08 mm (0.003 in.)			
Air Screw Opening					1 1/2			
Idle Speed					1,000 r.p.m.			
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 17T, driven sprocket 37T			
Gear Shift Pattern					Left foot operated return system			
ELECTRICAL								
Ignition					Battery and Ignition coil			
Starting System					Electric motor and kick pedal			
Alternator					A.C. Generator 0.13 kW/2,000 r.p.m.			
Battery Capacity					12 V-12 AH			
Spark plug					NGK D7ES or ND X22ES [NGK DR7ES or ND X22ESR-U]			

4. WIRING DIAGRAM CB 550 F2 '77

(U.S.A. Type and Canada Type)

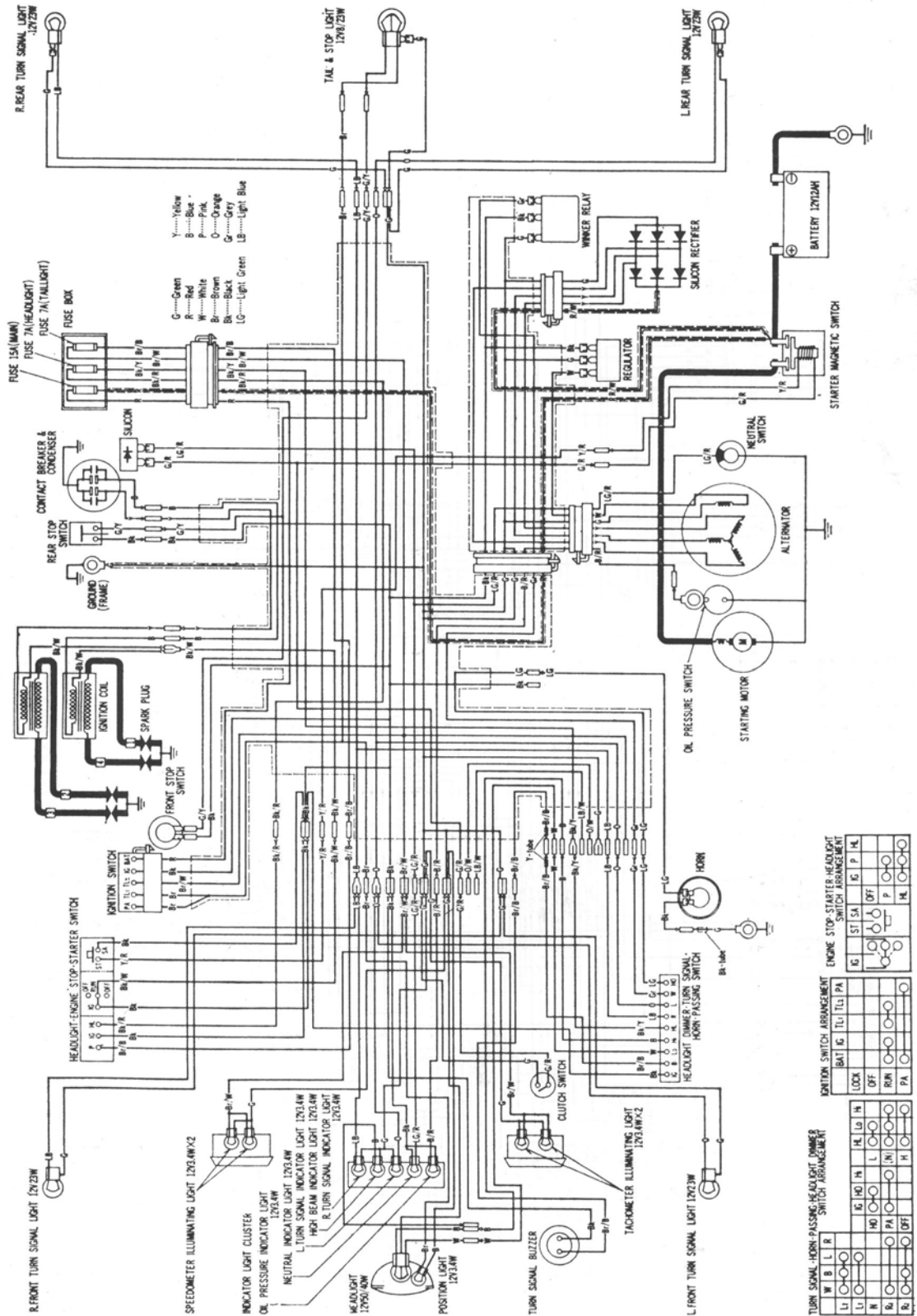


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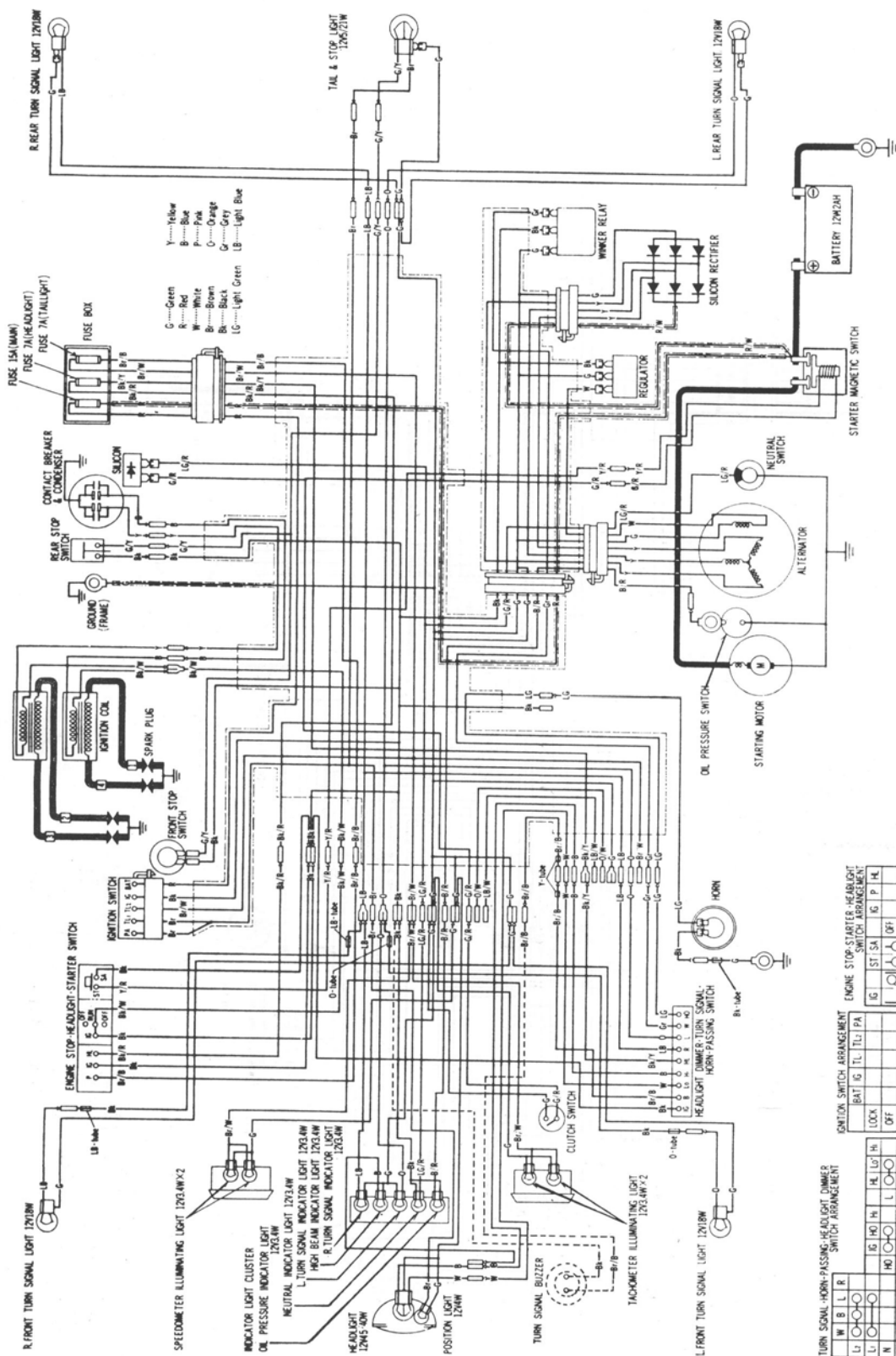
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(GENERAL TYPE)



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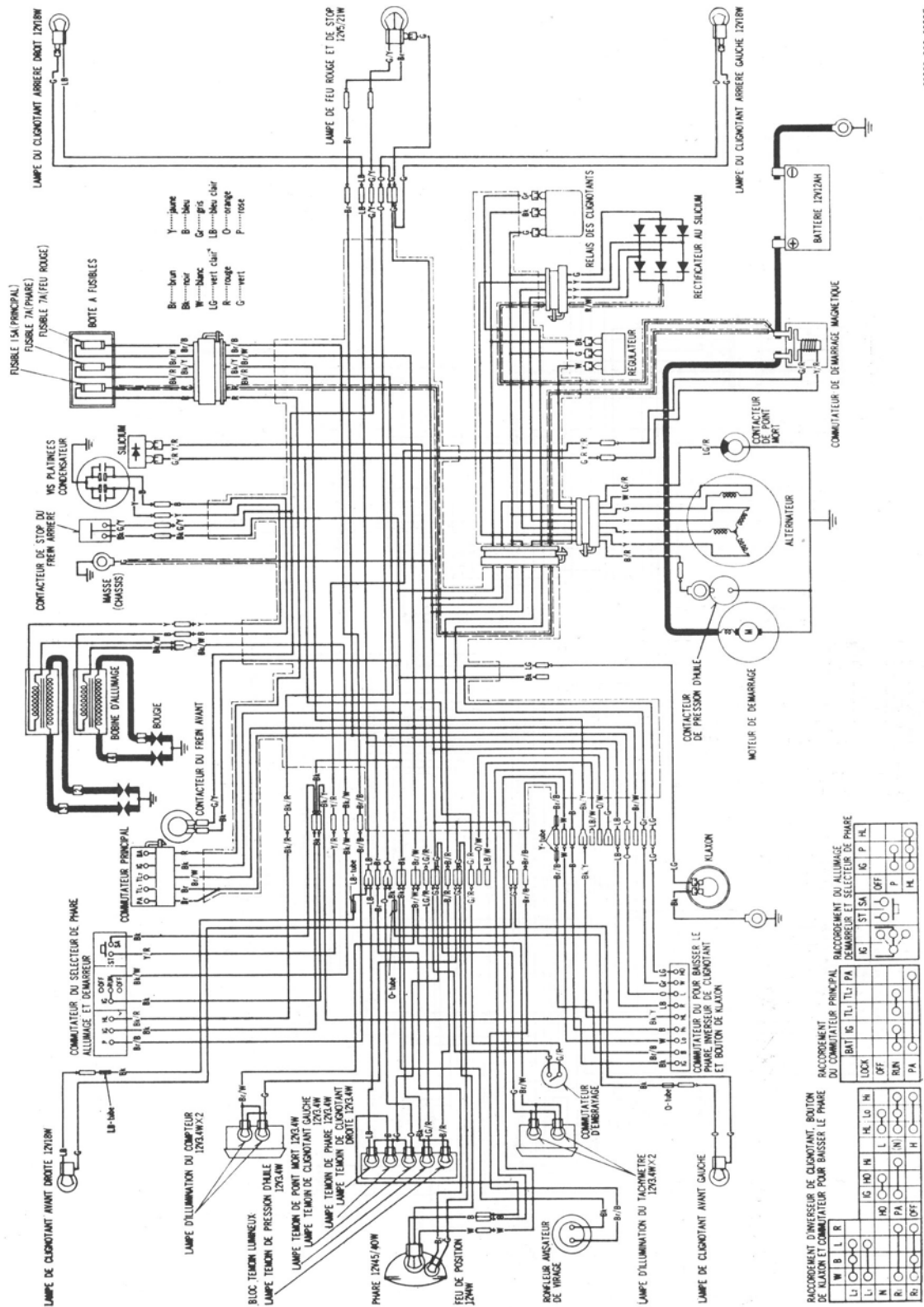
(--- Except U.K. Type)

Diagram showing the engine stop starter-headlight switch arrangement. The diagram includes a table for the ignition switch (IG) and a schematic diagram of the switch mechanism.

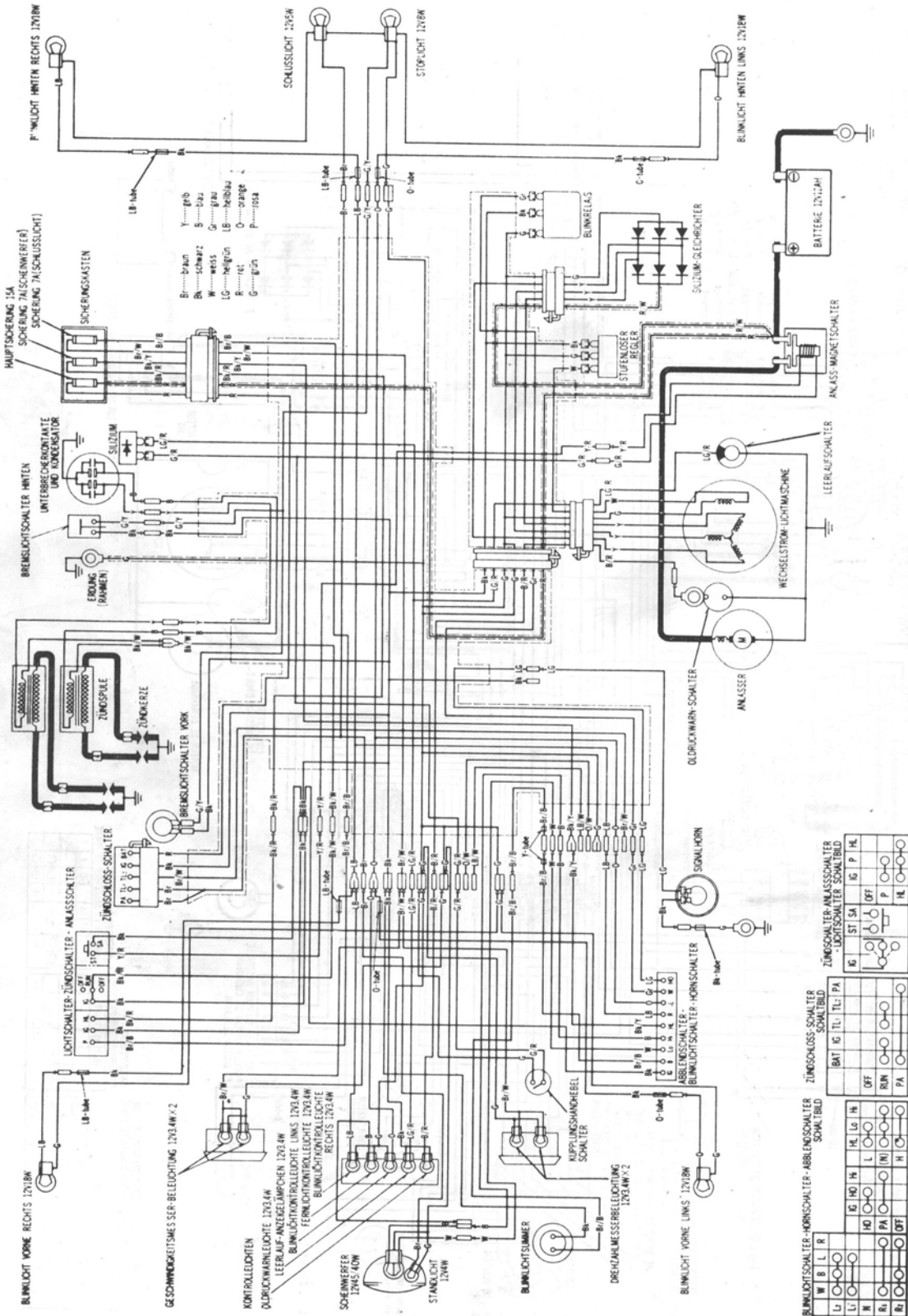
IG	ST	SA	IG	P	H
ON	ON	ON	ON	ON	ON
OFF	OFF	OFF	OFF	OFF	OFF

The schematic diagram shows a switch mechanism with a central lever and multiple contacts. The contacts are labeled with the letters IG, ST, SA, IG, P, and H, corresponding to the columns in the table above. The lever is shown in two positions, ON and OFF, with arrows indicating the direction of movement.

(FRENCH TYPE)



(GERMANY TYPE)



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