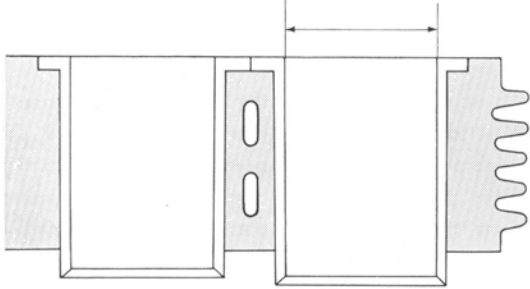
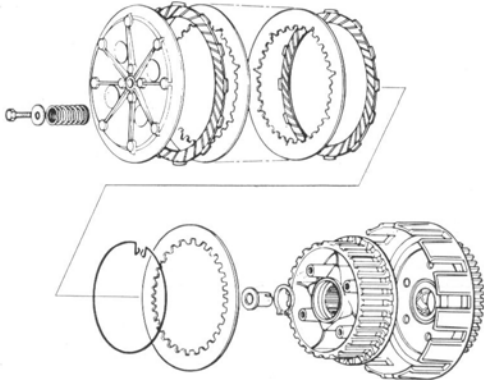
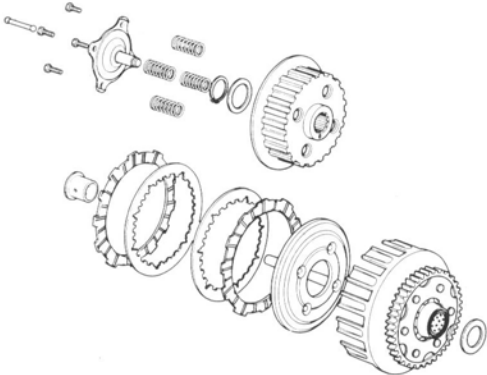


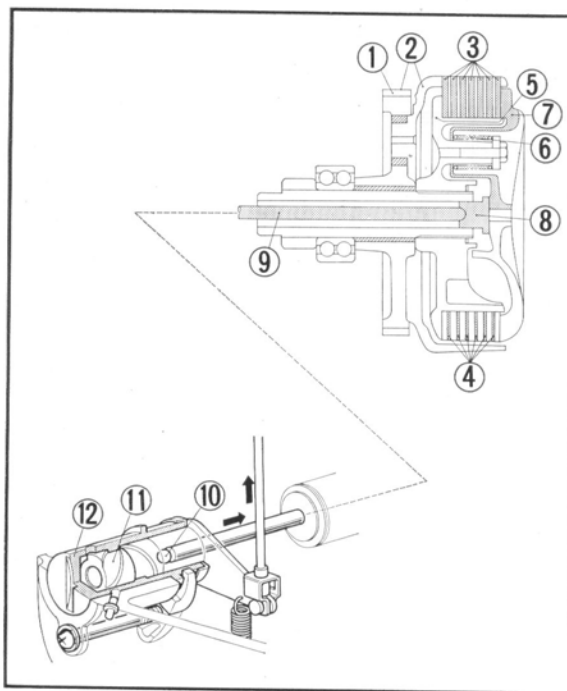
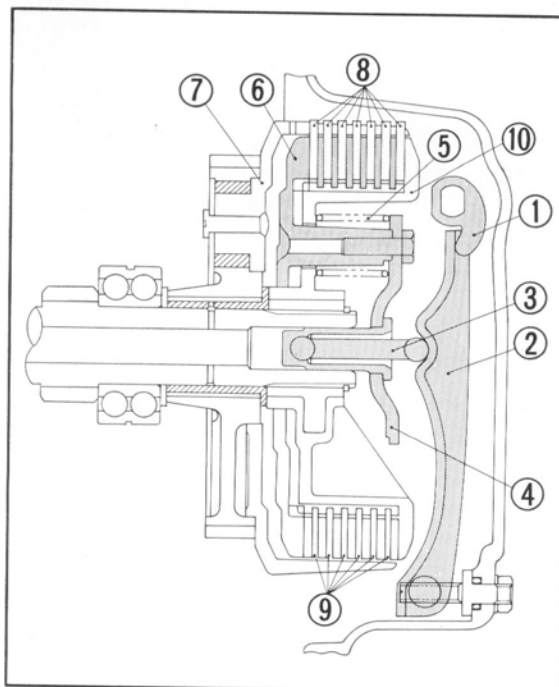
9. COMPARISON OF CB550 TO CB500

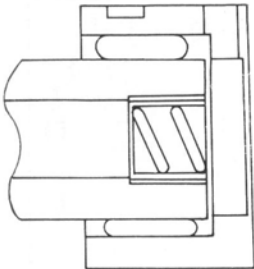
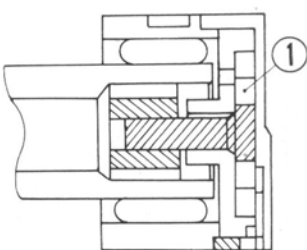
(Engine)

Part or item	Model CB500	Model CB550	Modified part
Cylinder bore	 <p style="text-align: center;">Fig. 331</p> <p>Diameter : 56.0 mm (2.205 in.) (Piston displacement : 498cc or 30.4cu. in.)</p>		<ul style="list-style-type: none"> • Cylinder • Pistons • Piston rings • Upper crankcase • Cylinder gasket • Cylinder head gasket
Clutch	 <p style="text-align: center;">Fig. 332 (Exploded, from left)</p>  <p style="text-align: center;">Fig. 333 (Exploded, from right)</p>		<ul style="list-style-type: none"> • Clutch outer • Clutch center • Clutch pressure plate • Clutch springs • Clutch lifter rod • Right and left crankcase cover • Friction discs

Clutch operation

Model CB500	Model CB550
<p>Refer to Fig. 13 on page 12.</p> <p>The clutch connects and disconnects the engine from the transmission.</p> <p>As shown in Fig. 13, the clutch plates ④ ("drive plates"), which are capable of sliding axially on the clutch center ⑤, are "sandwiched" between the friction discs ③ ("driven discs") engaged in the clutch outer ②. In normal engaged condition of the clutch, the pressure plate ⑦, upon which the force of the clutch springs ⑥ is acting, presses the stacks of the discs and plates against the clutch outer. Under this condition, the engine power is transmitted through the primary drive gear ①, clutch outer, friction discs, plates and clutch center to the transmission main shaft. As the clutch lever is squeezed to disengage the clutch, the clutch lifter ⑪ connected to the clutch cable is rotated and then is forced out the ⑪ connected to the cable through the thread type cam mechanism of the lifter cam and the clutch adjuster cam. This force of the clutch ball is transmitted through the #10 steel ball ⑩, clutch lifter rod ⑨ and clutch lifter joints piece ⑧ to the clutch pressure plate to cause the clutch springs to be compressed, producing clearance between the friction discs and plates. Now the face pressure on the friction surfaces of the power transmitting parts is reduced to zero, resulting in disengagement of the clutch.</p>	<p>Refer to Fig. 14 on page 12.</p> <p>As shown in the figure, the clutch plates ⑨, which are capable of sliding axially on the clutch center ⑥, are sandwiched between the friction discs ⑧ engaged in the clutch outer ⑦. In normal engaged condition of the clutch, the pressure plate ⑩, upon which the force of the clutch springs ⑤ is acting, presses the stacks of the discs and plates against the clutch outer. Under this condition, the engine power is transmitted through the primary drive gear, clutch outer, friction discs, plates and clutch center to the transmission mainshaft. As the clutch lever is squeezed to disengage the clutch, the clutch arm connected to the clutch cable operates and the clutch lifter cam ① rotates to cause the clutch adjusting lever ② to be forced against the clutch lifter rod ③. This force is transmitted through the clutch lifter plate ④ to the clutch center, producing clearance between the friction discs and plates. Now the face pressure on the friction surfaces of the power transmitting parts is reduced to zero, resulting in disengagement of the clutch.</p>

Construction of CB500 clutch system**Fig. 334****Construction of CB550 clutch system****Fig. 335**

Part or item	Model CB500	Model CB550	Modified part
Countershaft lubrication	 <p>Fig. 336 By splashing</p>	 <p>Fig. 337 By pump pressure ① Trochoid pump</p> <ul style="list-style-type: none"> • The oil strainer assembly is provided with the transmission oil pipe. The oil comes up to the right side of the countershaft through the oil passage in the right side of the lower crankcase and is fed to the countershaft assembly by means of the trochoid pump. (See Fig. 17.) 	<ul style="list-style-type: none"> • Countershaft • Trochoid pump bearing (Added)

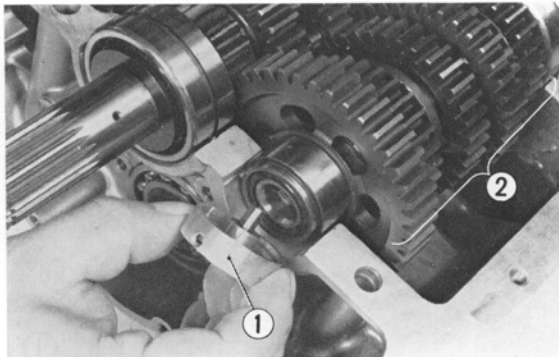


Fig. 338 ① Trochoid pump
② Countershaft assembly

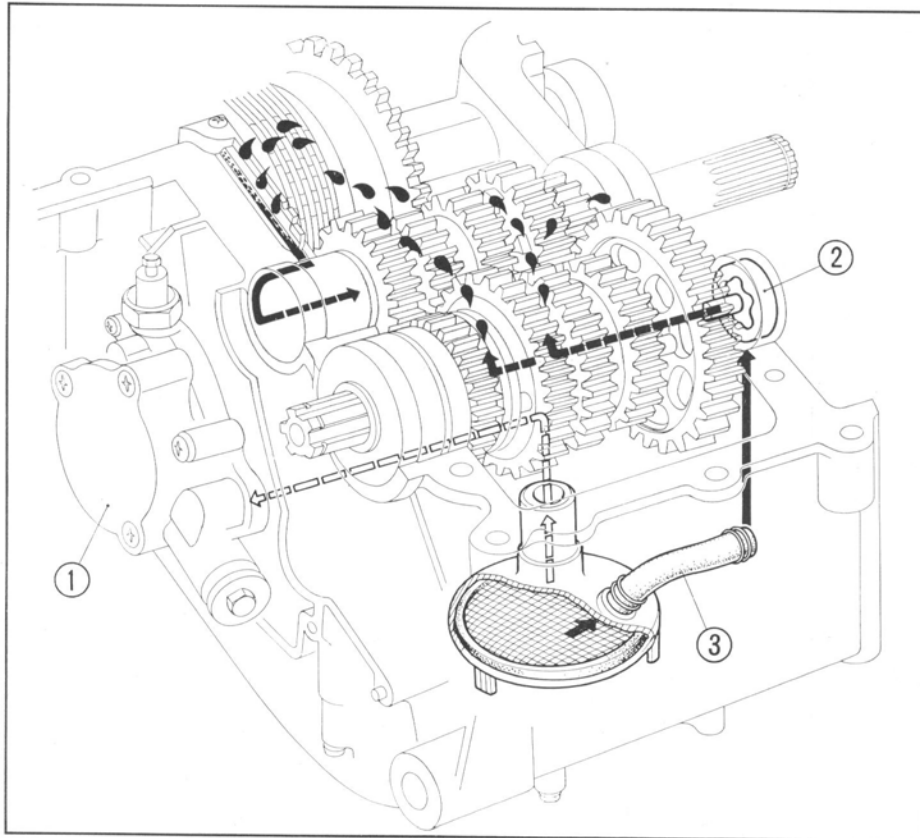
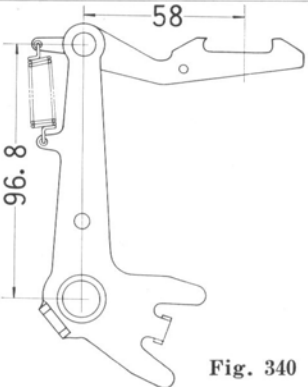
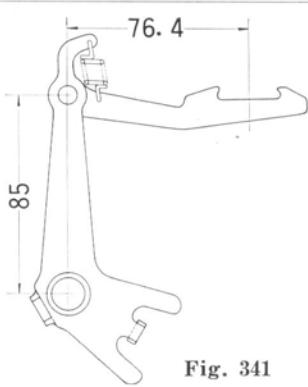
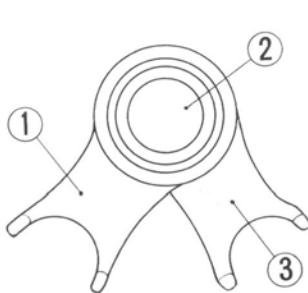
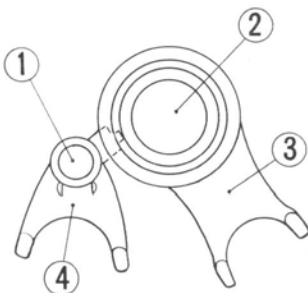

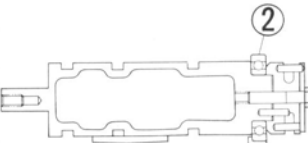


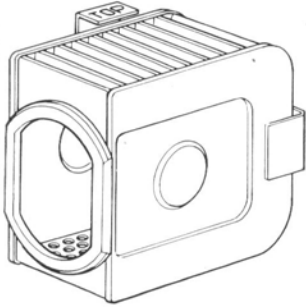
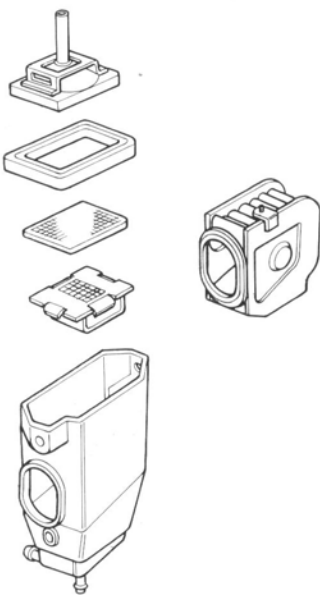
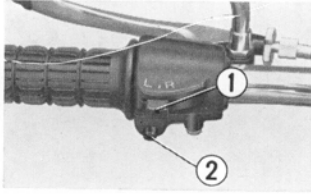
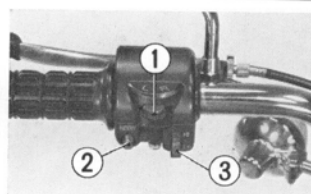
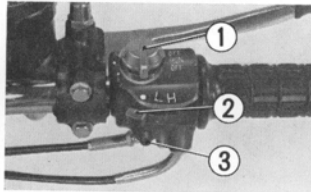
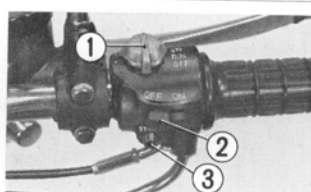
Fig. 339 ① Oil pump
 ② Trochoid pump
 ③ Transmission oil pipe

————— Oil to countershaft
 □□□ Oil to cylinder head and crankshaft through oil pump

Unit: mm

Part or item	Model CB500	Model CB550	Modified part									
Gear shaft spindle	 <p>Fig. 340</p>	 <p>Fig. 341</p>	• Gear shift spindle									
Gear ratio	<table><tr><th>No. of teeth</th><th>Part name</th><th>No. of teeth</th></tr><tr><td>64</td><td>Primary driven gear</td><td>63</td></tr><tr><td>23</td><td>Primary drive gear</td><td>24</td></tr></table>			No. of teeth	Part name	No. of teeth	64	Primary driven gear	63	23	Primary drive gear	24
No. of teeth	Part name	No. of teeth										
64	Primary driven gear	63										
23	Primary drive gear	24										
Gear shift fork shaft (Added)	 <p>Fig. 342</p> <p>① Right and left gear shift forks ② Gear shift drum ③ Center gear shift fork</p> <p>• All forks are installed to the drum.</p>	 <p>Fig. 343</p> <p>① Gear shift fork shaft ② Gear shift drum ③ Center gear shift fork ④ Right and left gear shift forks</p> <p>• The center fork is installed to the drum and the right and left forks to the fork shaft.</p>	<ul style="list-style-type: none">• Right gear shift fork• Left gear shift fork• Center gear shift fork• Gear shift fork shaft (Added)									
Gear shift drum	 <p>Fig. 344</p> <p>① Groove for gear shift drum guide screw</p>	 <p>Fig. 345</p> <p>② Press bearing in here</p> <p>• The groove for the drum guide screw was abolished. Instead the 16005 radial ball bearing was pressed in.</p>	<ul style="list-style-type: none">• Gear shift drum• Upper crankcase									

(Frame)

Part or item	Model CB500	Model CB550	Modified part
Air cleaner	 <p>Fig. 346 Air cleaner element seal case</p>	 <p>Fig. 347</p> <ul style="list-style-type: none"> • In connection with employment of the blow-by gas scavenging device, the air cleaner was changed in shape. 	<ul style="list-style-type: none"> • Air cleaner chamber • Element cover • Element cover seal • Element (wet type) • Plate seal • Air cleaner element (dry type)
Final driven sprocket	Number of teeth : 34	Number of teeth : 37	
Turn signal/horn switch	 <p>Fig. 348</p> <ul style="list-style-type: none"> ① Turn signal switch ② Horn switch 	 <p>Fig. 349</p> <ul style="list-style-type: none"> ① Turn signal switch ② Horn switch ③ Dimmer switch 	<ul style="list-style-type: none"> • The turn signal/horn switch was changed to the turn signal/horn/dimmer switch (common with that of CB750).
Starter/headlight/ignition switch	 <p>Fig. 350</p> <ul style="list-style-type: none"> ① Ignition switch ② Headlight switch ③ Starter switch 	 <p>Fig. 351</p> <ul style="list-style-type: none"> ① Ignition switch ② Headlight switch ③ Starter switch 	<ul style="list-style-type: none"> • The starter/headlight/ignition switch was changed in shape.