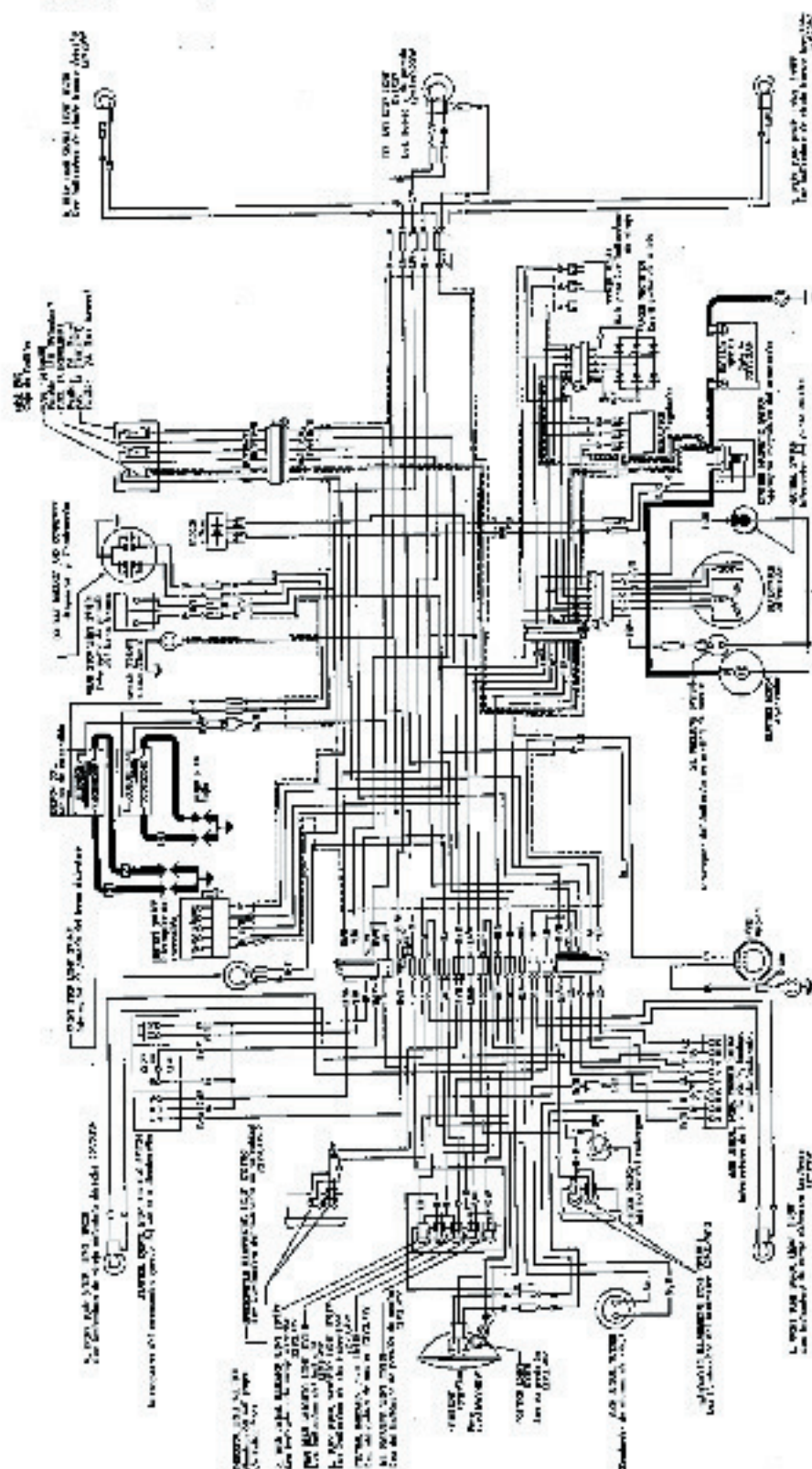


CB550K8 '77 (General Type and Australia Type)



記号	説明	品名	規格
1	バッテリー	12V 18Ah	
2	充電機	12V 18Ah	
3	点火スイッチ	12V 18Ah	
4	点火コイル	12V 18Ah	
5	点火プラグ	12V 18Ah	
6	ヘッドライト	12V 18Ah	
7	ホーン	12V 18Ah	
8	スターターモーター	12V 18Ah	
9	リレー	12V 18Ah	
10	スイッチ	12V 18Ah	

0030Z-404-6800

記号	説明	品名	規格
11	バッテリー	12V 18Ah	
12	充電機	12V 18Ah	
13	点火スイッチ	12V 18Ah	
14	点火コイル	12V 18Ah	
15	点火プラグ	12V 18Ah	
16	ヘッドライト	12V 18Ah	
17	ホーン	12V 18Ah	
18	スターターモーター	12V 18Ah	
19	リレー	12V 18Ah	
20	スイッチ	12V 18Ah	

記号	説明	品名	規格
21	バッテリー	12V 18Ah	
22	充電機	12V 18Ah	
23	点火スイッチ	12V 18Ah	
24	点火コイル	12V 18Ah	
25	点火プラグ	12V 18Ah	
26	ヘッドライト	12V 18Ah	
27	ホーン	12V 18Ah	
28	スターターモーター	12V 18Ah	
29	リレー	12V 18Ah	
30	スイッチ	12V 18Ah	

記号	説明	品名	規格
31	バッテリー	12V 18Ah	
32	充電機	12V 18Ah	
33	点火スイッチ	12V 18Ah	
34	点火コイル	12V 18Ah	
35	点火プラグ	12V 18Ah	
36	ヘッドライト	12V 18Ah	
37	ホーン	12V 18Ah	
38	スターターモーター	12V 18Ah	
39	リレー	12V 18Ah	
40	スイッチ	12V 18Ah	

20. SUPPLEMENT TO CB550F2 (77)

Engine No. CB550E—1135380 and subsequent

Frame No. CB550F—2100001 and subsequent

1. CLUTCH

The clutch plate B③ differs in construction from the five other clutch plates B②. Install the clutch plate B③ at the fourth position as counted from the clutch center ①.

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 w/ 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.

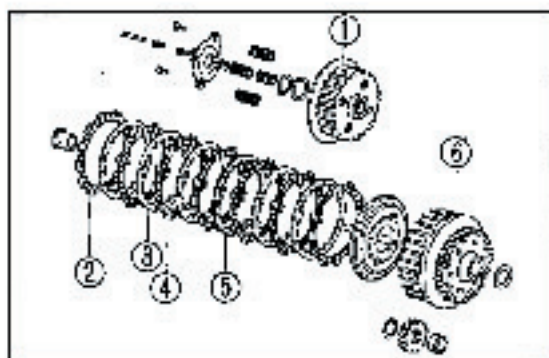


Fig. F2-1 ① Clutch center
② Clutch friction disk B
③ Clutch plate B
④ Clutch friction disk
⑤ Clutch plate B comp.
⑥ Clutch outer comp.



Fig. F2-2 ① Arrow



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

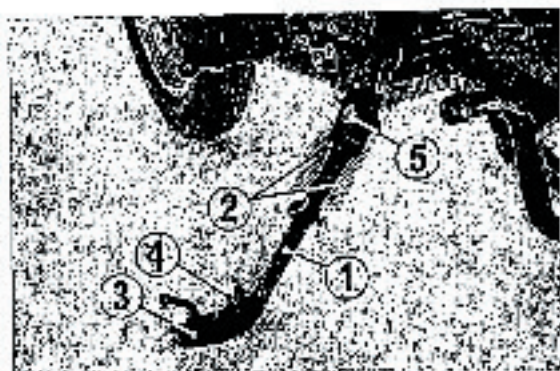


Fig. P2-4 ① Side stand bar ④ 6mm bolt
② Spring ⑤ Side stand pivot bolt
③ Rubber pad



Fig. P2-5 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 6mm 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
PULL	○	○	○
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	YL1	YL2	PA
Wire color	Red	Black	Brown	Brown/White	Brown
OFF					
ON	○	○	○	○	○
PA	○		○		○



Fig. P2-6 ① Main switch ② Brown lead
③ Brown lead ④ Red lead
⑤ 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 (C—C) 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 ₁	○	○	○	
L ₂	○		○	
N				
R ₁	○			○
R ₂	○	○		○

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

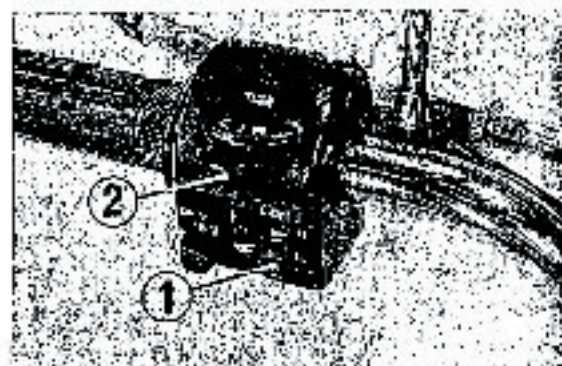


Fig. F2-7 ① Turn signal control switch
② Dimmer switch



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

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. F2-9 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	RLN
Wire color	Black	Black/white
OFF		
RLN	○	—○
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.

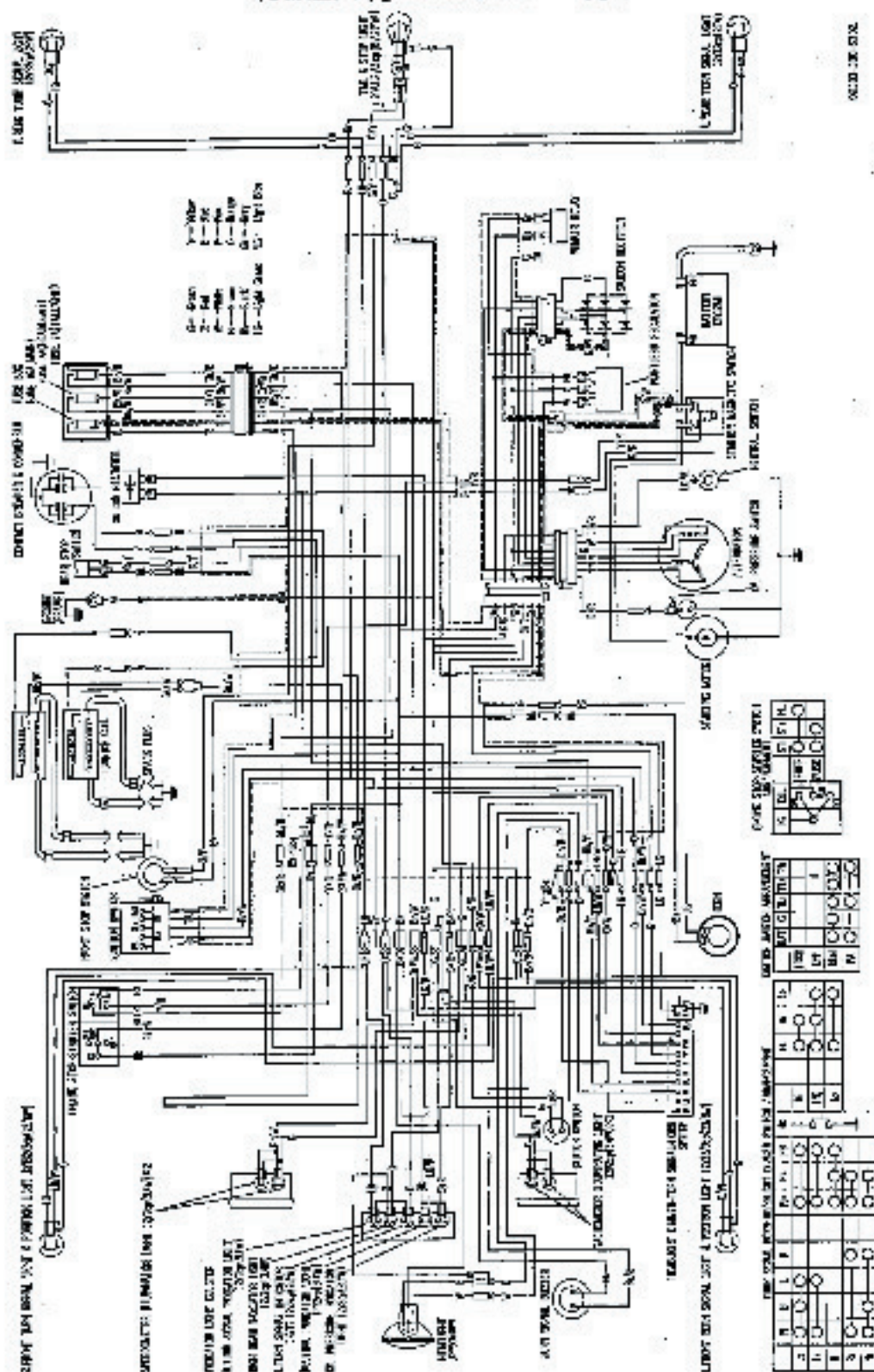
Date of Issue: July 20, 1977

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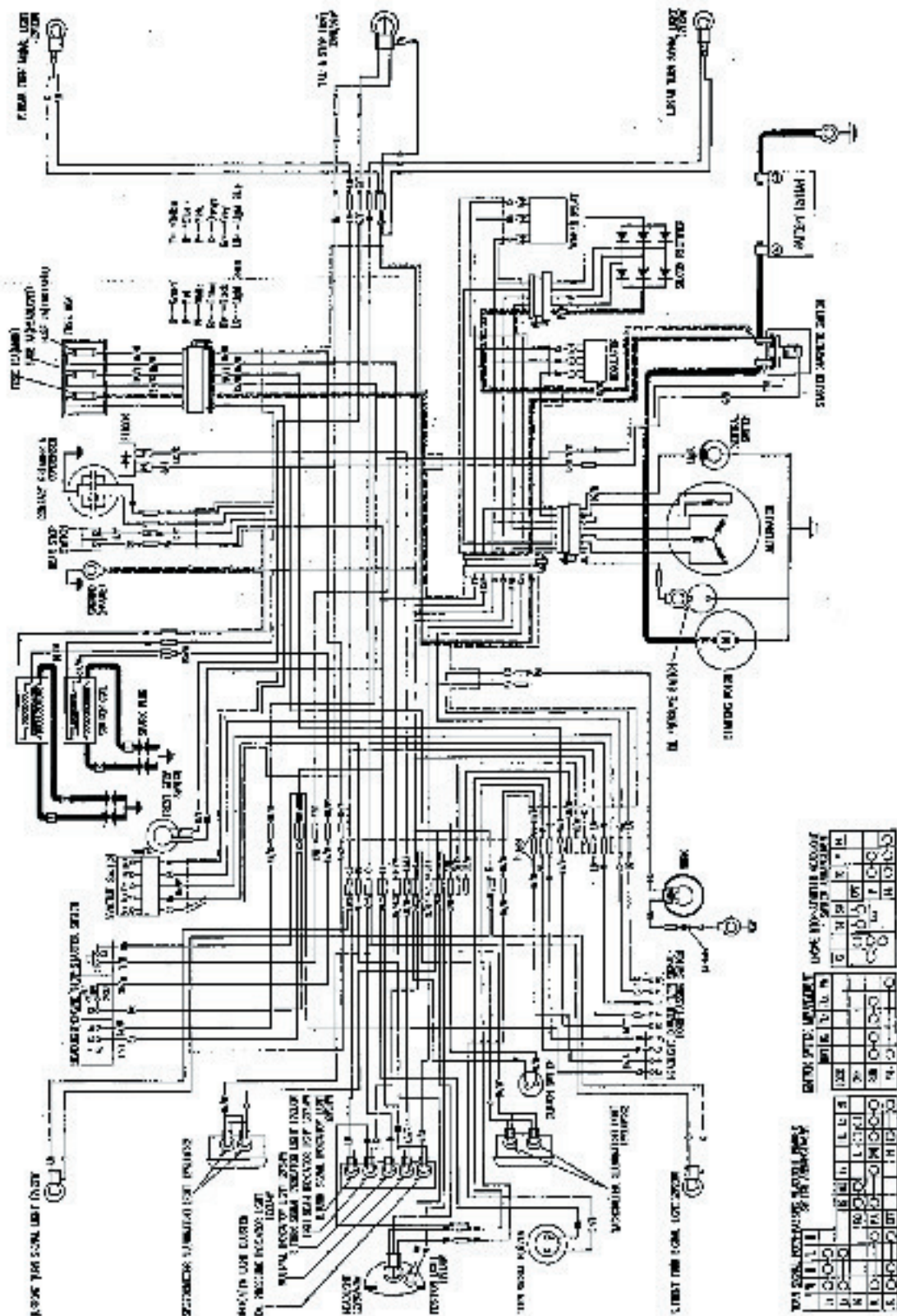
3. SPECIFICATIONS (CB550F2 '77)

Item	Type	U.S.A. (Canada)	Australia	General	France	U.K.	Europe	Germany
DIMENSION								
Overall Length	mm(in.)	2,100 (82.3)			2,100 (82.3)	2,110 (83.1)	2,110 (84.3)	
Overall Width	mm(in.)				850 (33.5)			
Overall Height	mm(in.)	1,300 (49.2)			1,311 (43.7)			
Wheel Base	mm(in.)				1,406 (55.3)			
Seat Height	mm(in.)	806 (31.7)			800 (31.5)			
Ground Clearance	mm(in.)				160 (6.3)			
Dry Weight		191 kg (421 lb.)			190 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 20 mm (0.8 in.)						
F. Tire Size, Type		22x51B-47R Rib, tire air pressure 2.0 kg/cm ² (28 psi)						
R. Tire Size, Type		275B18-47R Shock, tire air pressure 2.0 kg/cm ² (28 psi)						
F. Brake		Disc brake						
R. Brake		Internal expanding shoe						
Fuel Capacity		15.0 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		52.5×50.6 mm (2.069×1.992 in.)						
Displacement		544 cc						
Compression Ratio		10:1						
Carburetor, Venturi Dia.		4 Piston valve Type, Venturi dia. 22 mm (0.866 in.)						
Valve Train		Cable driven over head camshaft						
Oil Capacity		3.2 lit. (3.4 U.S. qt. 2.8 Imp. qt.)						
Lubrication System		Forced pressure and wet pump						
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.: 0.06 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		3.582						
Gear Ratio I		2.353						
II		1.393						
III		1.289						
IV		1.333						
V		0.930						
Final Reduction		2.175 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 D7FS or ND X22ES (NGK D7FS or ND X2235R-U)						

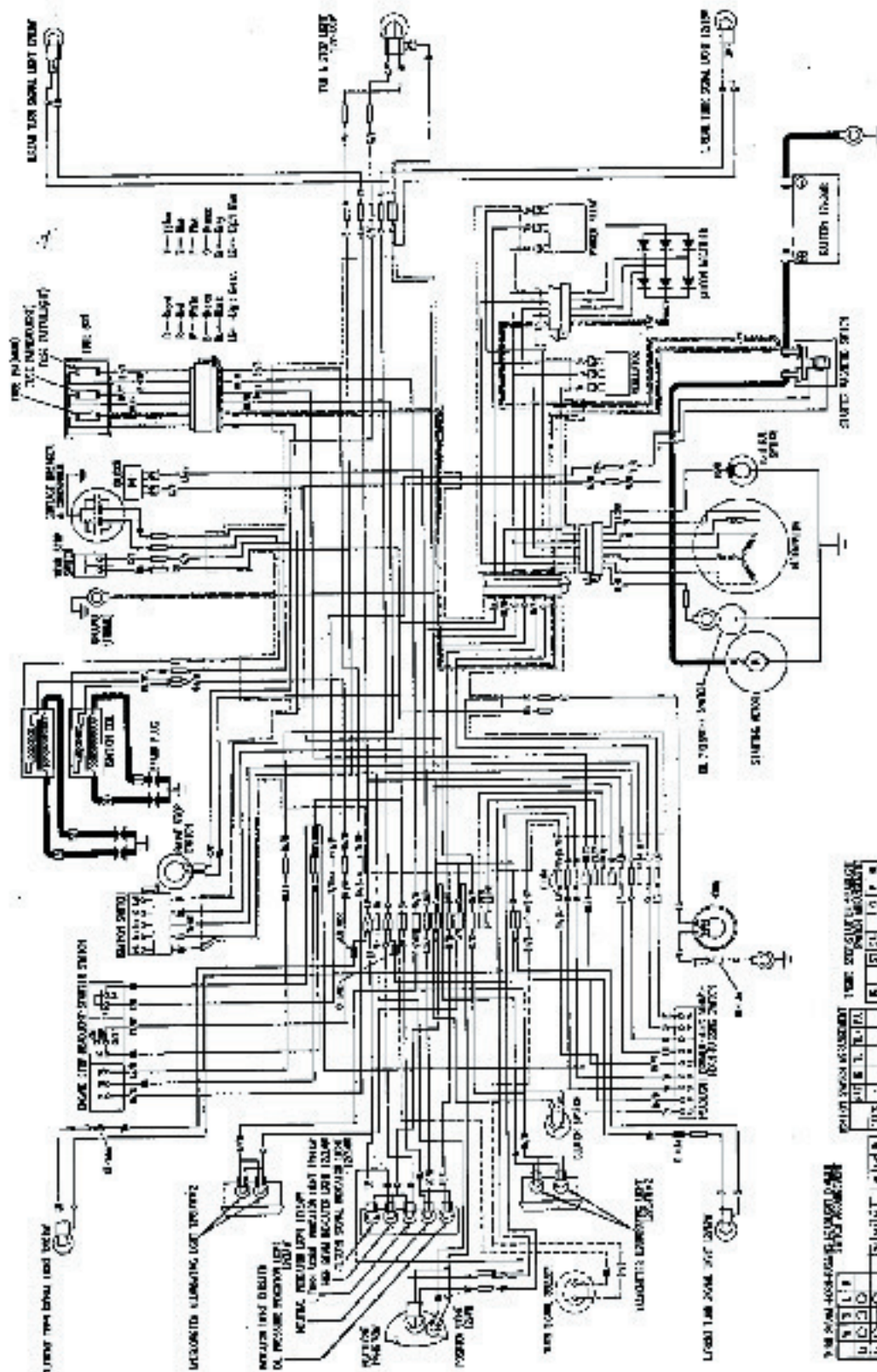
4. WIRING DIAGRAM CB550F2 '77
(U.S.A. Type and Canada Type)



(GENERAL TYPE)



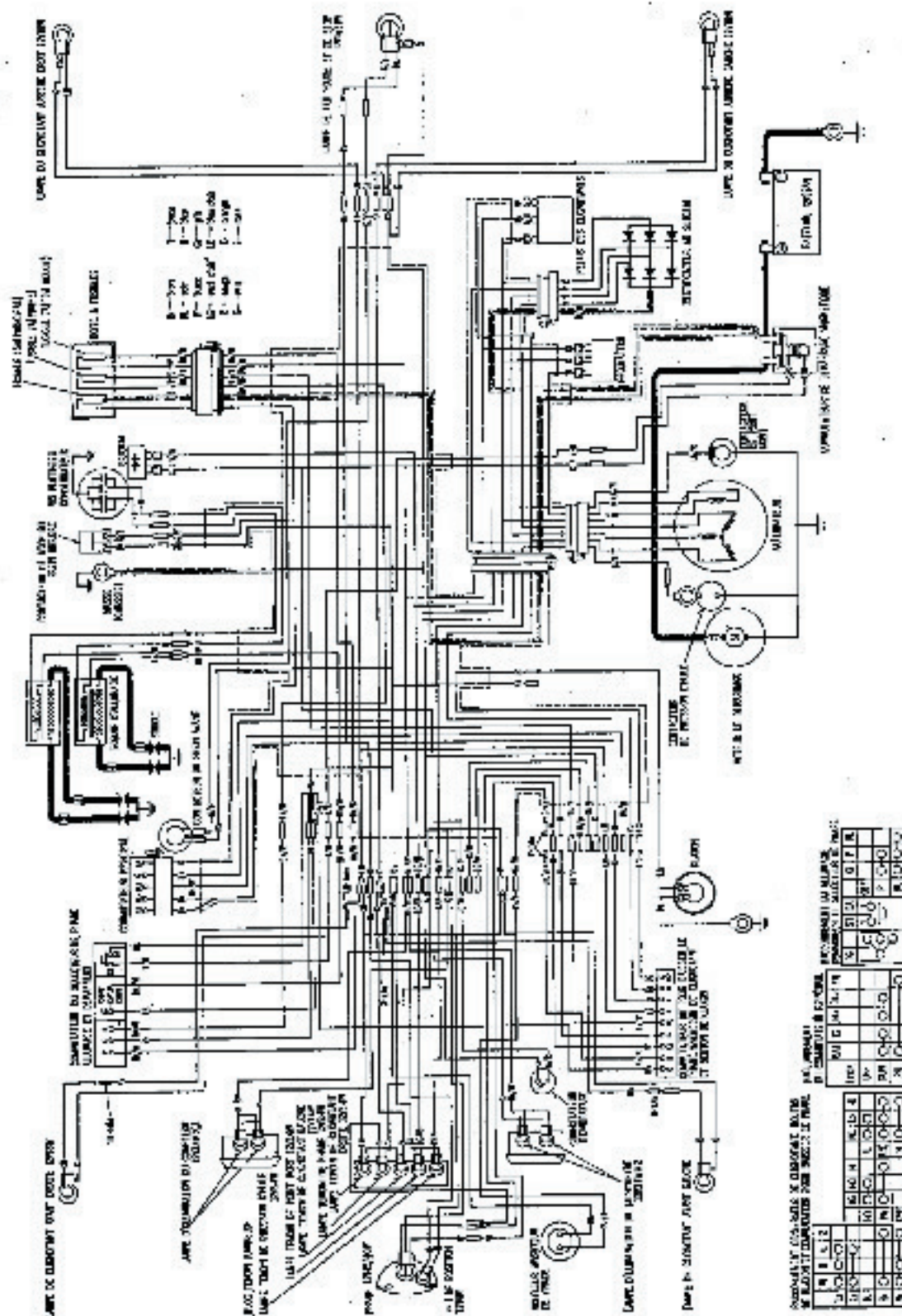
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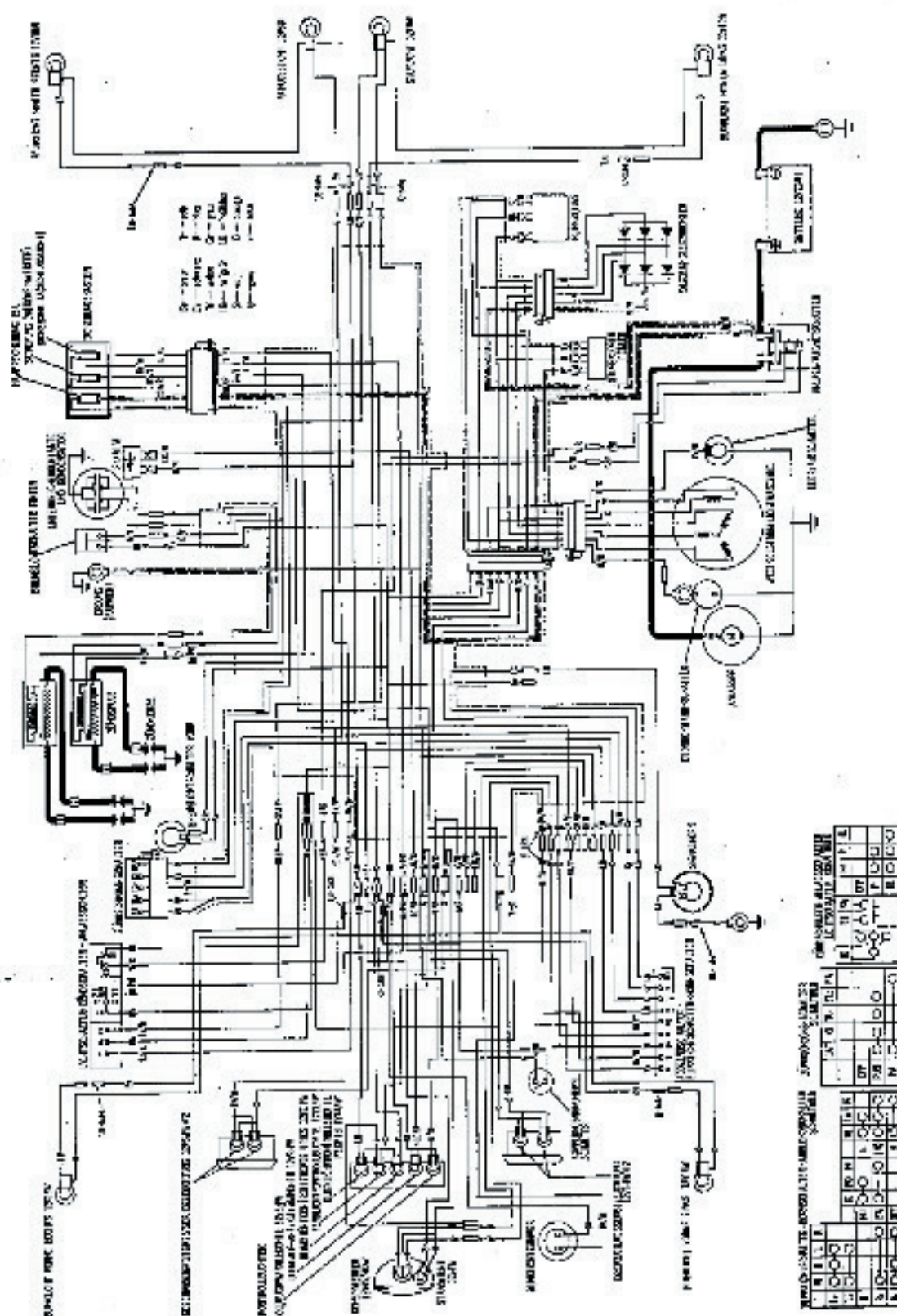
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(FRENCH TYPE)



(GERMANY TYPE)



Date of Issue : July 20, 1977

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