

**HONDA**  
MODEL  
**CB550K**

**OWNER'S  
MANUAL**

**'78**



**READ BEFORE YOU RIDE!**

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## IMPORTANT NOTICE

### OPERATOR AND PASSENGER.

This motorcycle is designed and constructed to carry the operator and one passenger. However, do not exceed the vehicle capacity load limit shown on the tire information label.

### ON-ROAD USE

This motorcycle is not equipped with a spark arrestor and is designed and constructed to be used only on the road. Operation in forest covered, brush covered, or grass covered areas may not be legal. Check local laws and regulations before riding in these areas.

### READ OWNER'S MANUAL CAREFULLY.

*All information, illustrations, directions and specifications included in this publication are based on the latest product information available at the time of approval for printing. HONDA MOTOR CO., LTD. reserves the right to make changes at any time without notice and without incurring any obligation whatever.*

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## CONSUMER INFORMATION

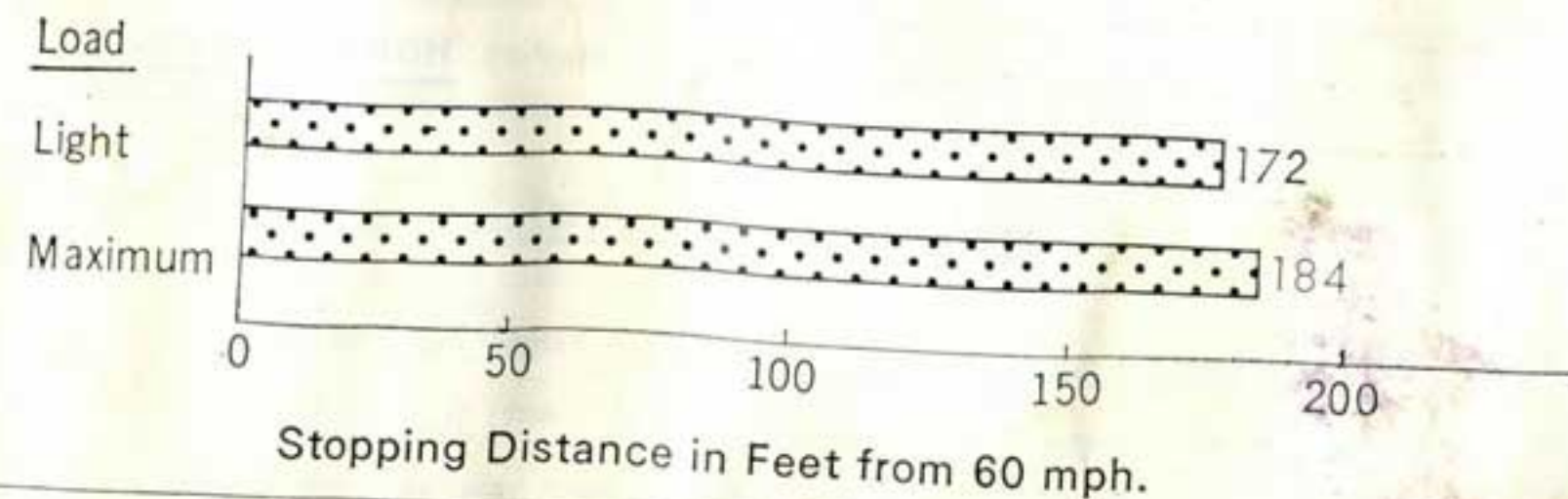
### VEHICLE STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: **HONDA CB550K**

#### Fully Operational Service Brake





## ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page. The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

**NOTICE:** The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

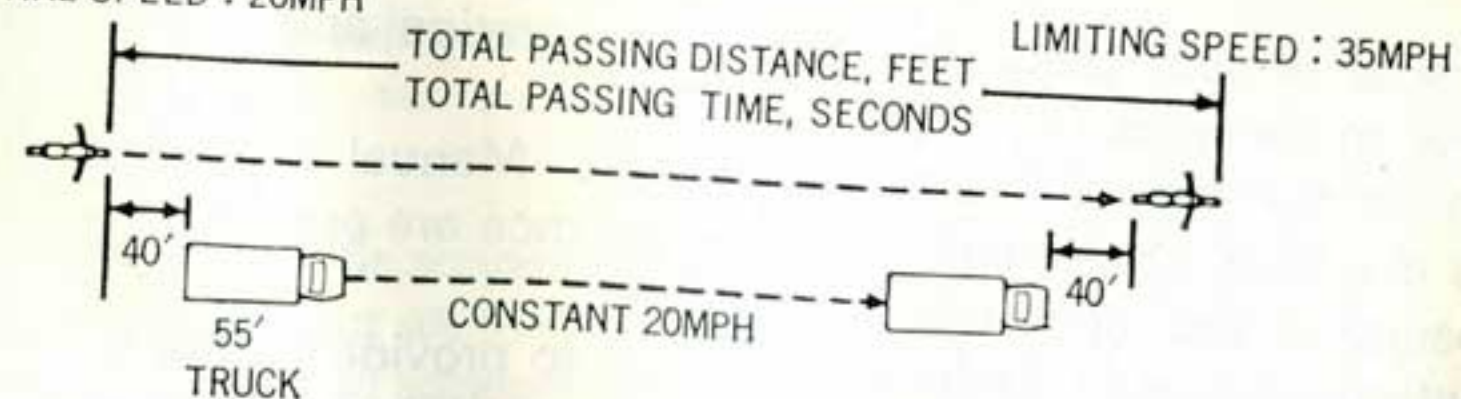
Description of vehicles to which this table applies: **HONDA CB550K**

### SUMMARY TABLE:

Low-speed pass.....	<u>362</u> Feet; <u>7.5</u> Seconds
High-speed pass.....	<u>981</u> Feet; <u>9.8</u> Seconds

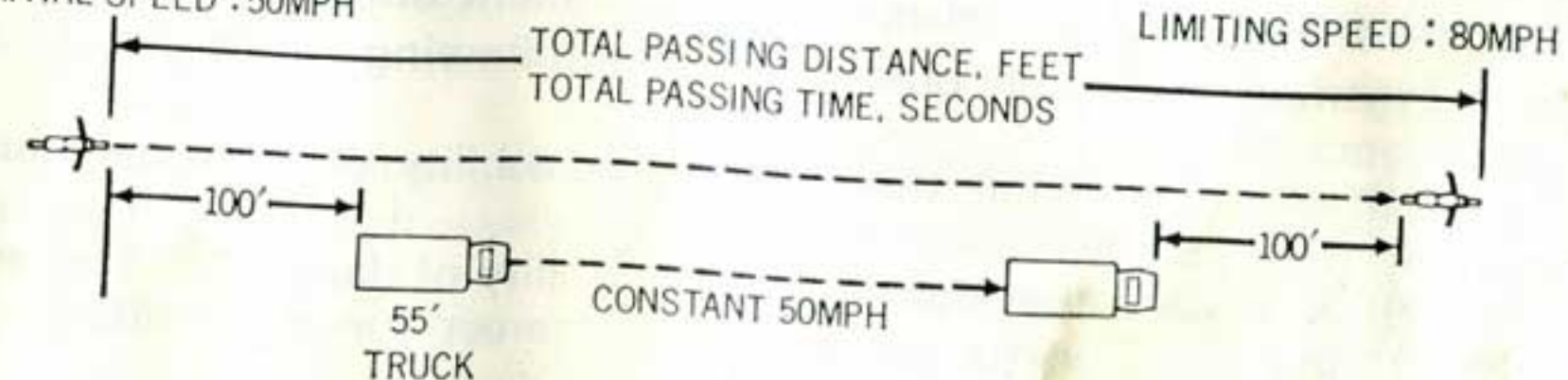
### LOW-SPEED

INITIAL SPEED : 20MPH



### HIGH-SPEED

INITIAL SPEED : 50MPH





## PREFACE

This booklet is your guide to the basic operation and maintenance of your new motorcycle.

Please take the time to read the Owner's Manual carefully. As with any fine machine, proper care and maintenance are essential for trouble-free operation and optimum performance.

Your authorized Honda dealer will be glad to provide further information or assistance and is equipped to handle your future service needs.

Thank you for selecting a Honda. We wish you many miles of continued riding pleasure in the years ahead.

Keep this Owner's Manual in the compartment under the seat.

In this manual statements preceded by the following words are of special significance:

"WARNING" means that there is the possibility of personal injury to yourself and others.

"CAUTION" means that there is the possibility of damage to the vehicle.

"NOTE" indicates points of particular interest for more efficient and convenient operation.

We recommend that you take particular notice of these items when reading this manual.

## MOTORCYCLE TRAFFIC SAFETY

**A motorcycle is only as safe as its operator.** The safe rider will spend much time learning to ride and developing his riding skills in an uncongested area before venturing into traffic.

1. In many motorcycle traffic accidents, the automobile driver does not see the motorcyclist in time to avoid an accident. The motorcyclist can make other motorists more aware of his presence by:
  - Wearing brighter, more visible clothing.
  - Using the headlight anytime while riding.
  - Avoiding the "blind spot" of other vehicles and driving defensively.
2. Many motorcycle accidents occur at intersections, parking lot entrances and exits, and driveways. The motorcyclist must show extra caution at these locations.
3. Excessive speed is a factor in many motorcycle accidents. Obey the speed limits and NEVER travel faster than conditions warrant.
4. Many motorcycle accidents involve inexperienced riders. A new motorcyclist should thoroughly familiarize himself with his motorcycle before attempting to ride on public roads. NEVER lend your motorcycle to an inexperienced rider.
5. Most fatal motorcycle accidents are due to head injuries. The motorcyclist should ALWAYS wear a helmet. He should also wear other protective apparel including eye protection, boots, gloves, and heavy clothing.



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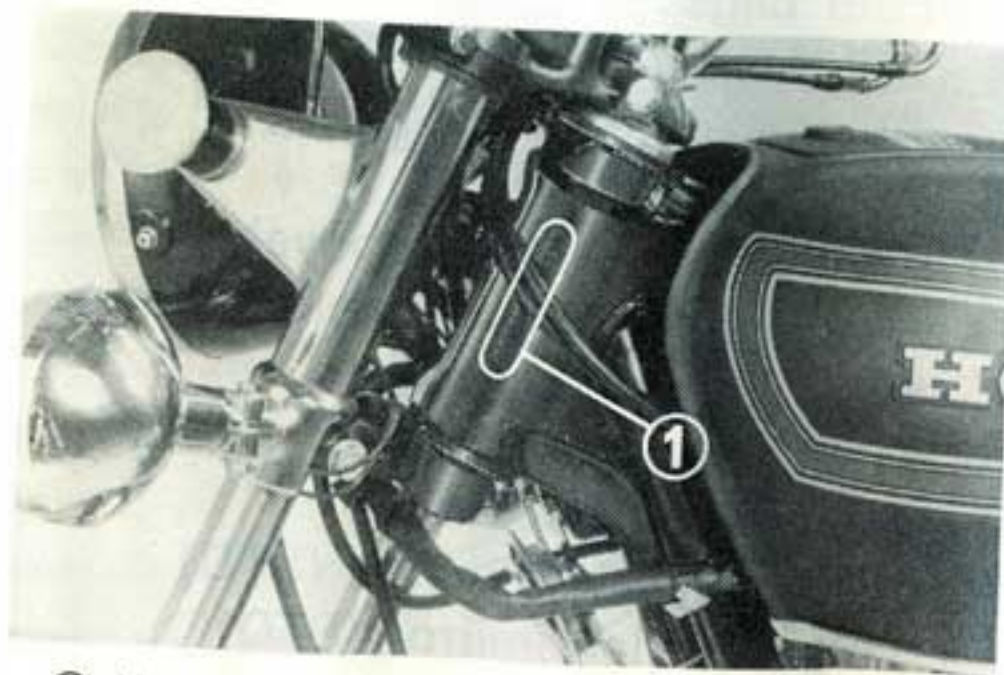


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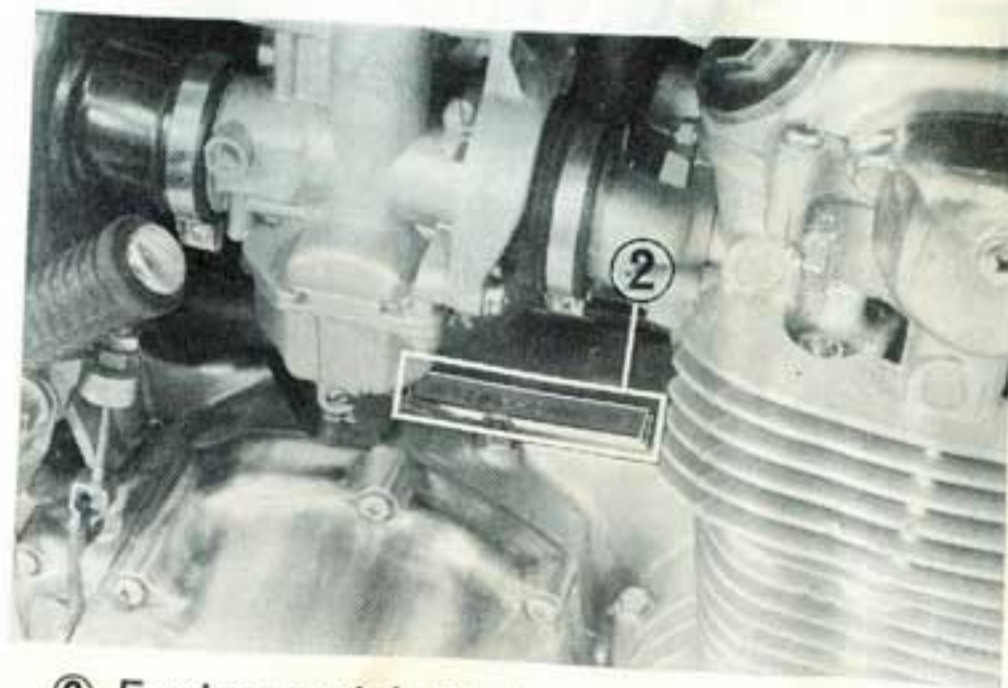
## SERIAL NUMBER LOCATION

The frame serial number ① is stamped on the left side of the steering head, and the engine serial number ② is located on the right side on the top of the crankcase. These numbers are required when

registering the motorcycle. Refer to the frame or engine serial numbers when ordering replacement parts to ensure that you will obtain the correct parts for your model series.



① Frame serial number

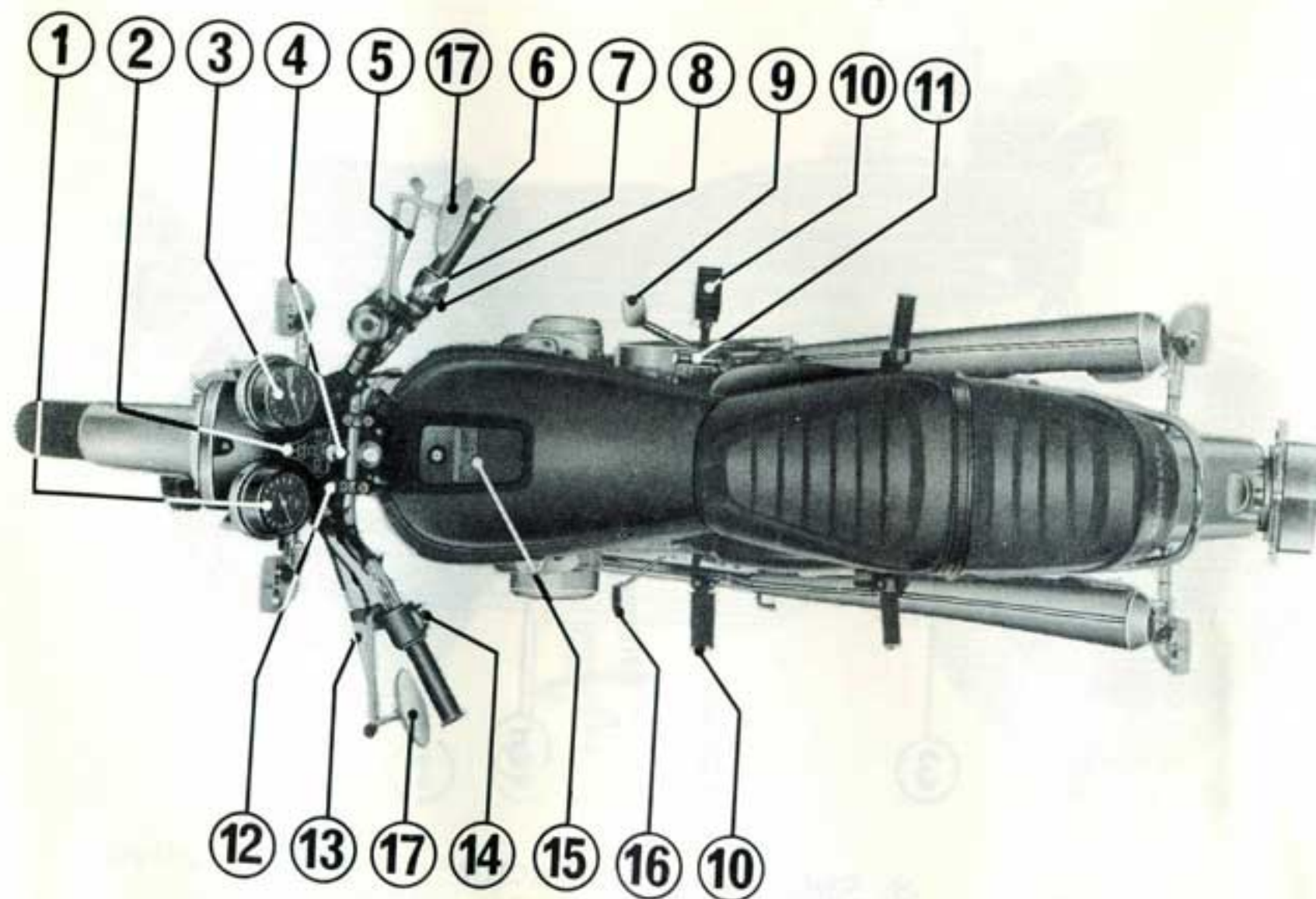


② Engine serial number

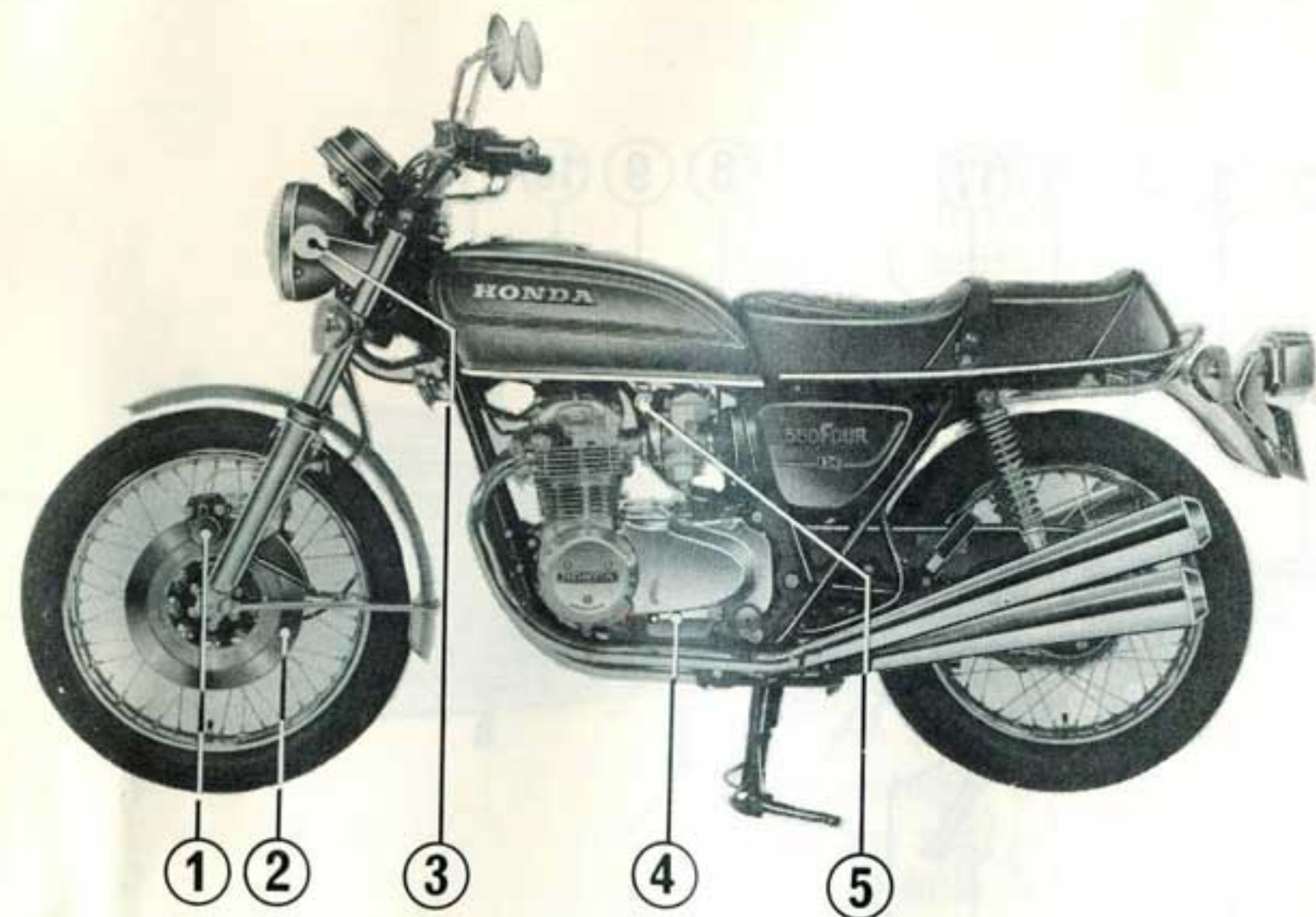


## CONTROL LOCATION

- ① Speedometer
- ② Indicator panel
- ③ Tachometer
- ④ Ignition switch
- ⑤ Front brake lever
- ⑥ Throttle grip
- ⑦ Engine stop switch
- ⑧ Starter button
- ⑨ Rear brake pedal
- ⑩ Foot pegs
- ⑪ Kick starter pedal
- ⑫ Choke knob
- ⑬ Clutch lever
- ⑭ Turn signal switch (above)  
Headlight dimmer switch (below)  
Horn button (below)
- ⑮ Fuel filler door
- ⑯ Gear change pedal
- ⑰ Right rear view mirror (STD)  
Left rear view mirror (STD)







- ① Front brake caliper
- ② Front brake disc
- ③ Side marker reflector
- ④ Gear change pedal
- ⑤ Fuel valve



- ① Seat lock
- ② Engine oil filler cap
- ③ Kick starter pedal
- ④ Rear brake pedal

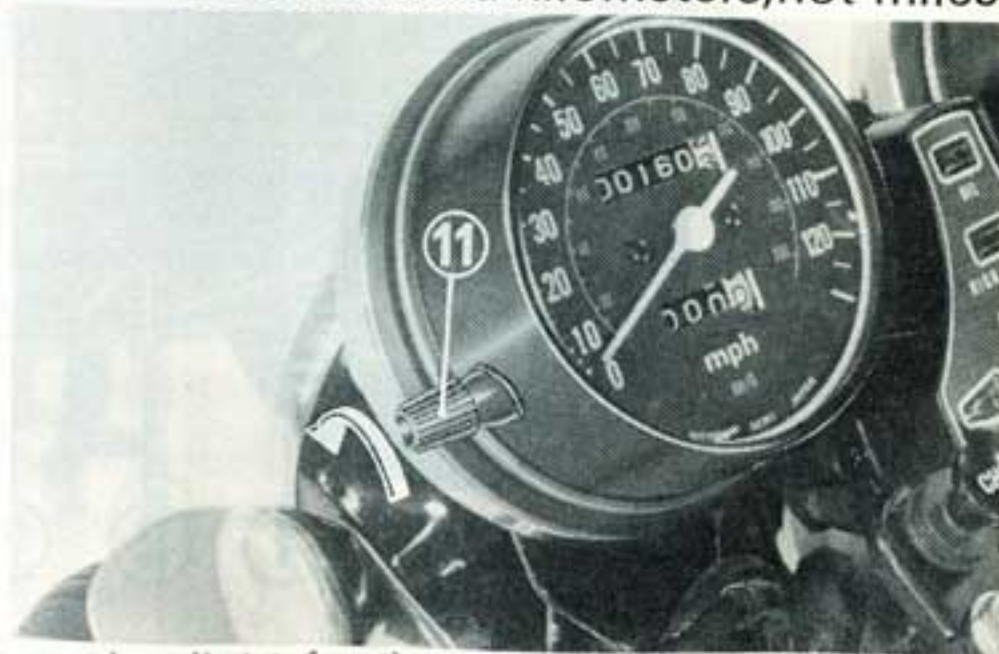
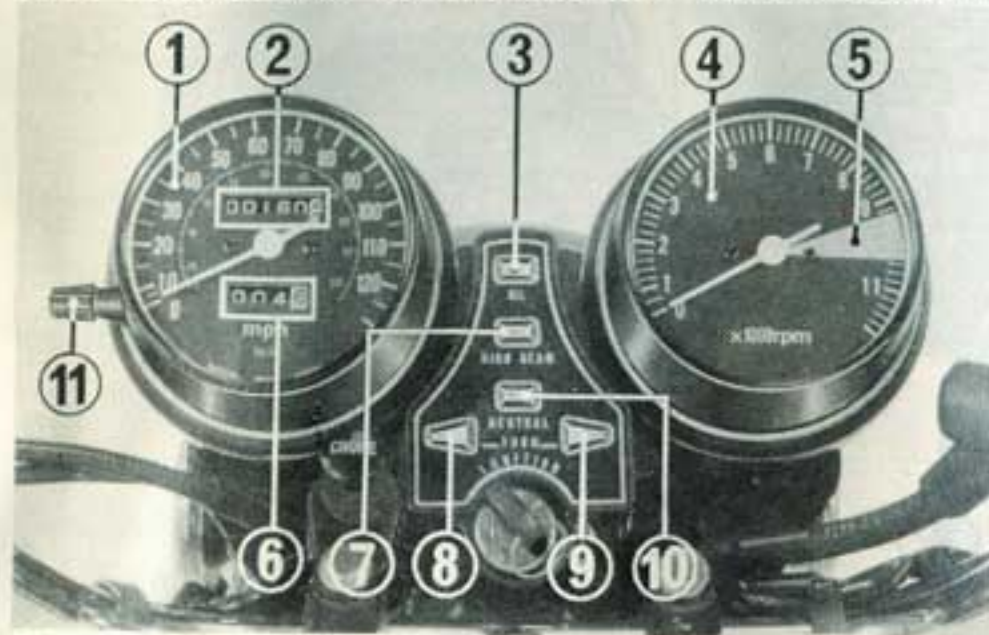


# OPERATING INSTRUCTIONS

## INSTRUMENTS AND INDICATOR LAMPS

The instruments are mounted above the headlight case and the indicator lamps are located in the indicator panel built between the instruments. Their functions and operating methods are described in

the tables on the following pages.  
 U. S. A. model : Odometer and tripmeter read in accumulated miles, not kilometers.  
 Canadian model: Odometer and tripmeter read in accumulated kilometers, not miles.



- ① Speedometer ② Odometer ③ Oil pressure warning light (red) ④ Tachometer ⑤ Tachometer red zone ⑥ Tripmeter ⑦ High beam indicator light ⑧ Left turn signal indicator light ⑨ Right turn signal indicator light ⑩ Neutral indicator light ⑪ Tripmeter reset knob

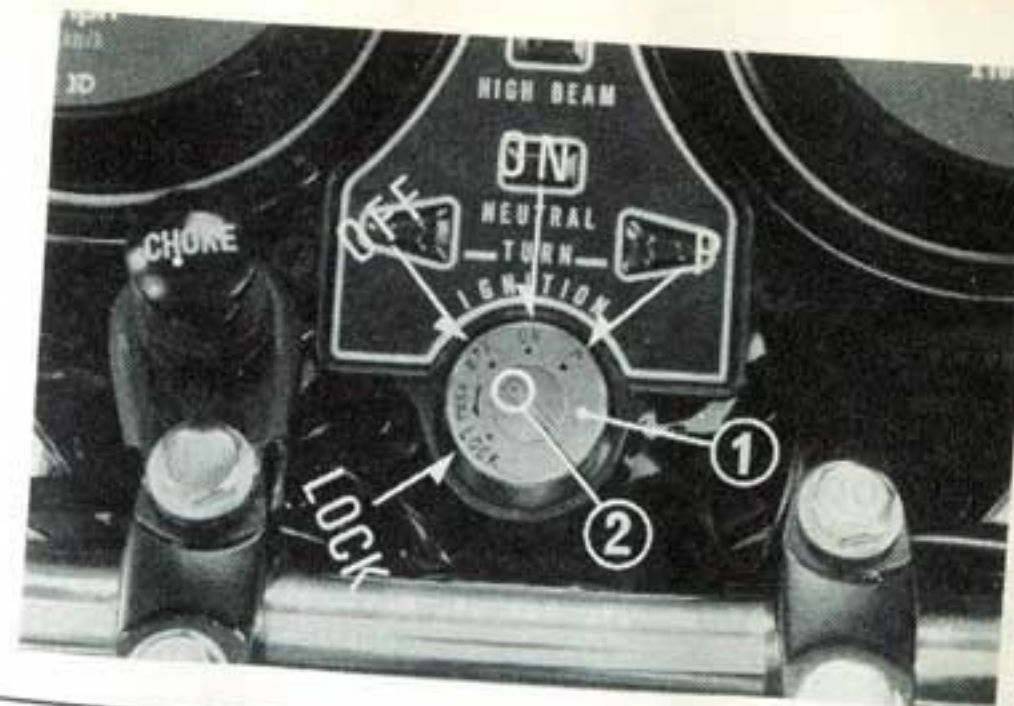
Ref. No.	Description	Function
1.	Speedometer	Indicates driving speed.
2.	Odometer	Indicates total accumulated distance traveled.
3.	Oil pressure warning light (red)	<p>After turning on the ignition switch but before starting the engine, check to make sure the oil pressure warning light is functioning (lamp comes on).</p> <p>The oil pressure warning light comes on when the ignition switch is switched on; it goes off when the engine is started and the prescribed engine oil pressure is reached. Should the light come on while driving, it is an indication of a malfunction in the lubricating system, in which case, the motorcycle must be stopped at once, the engine turned off and the oil level checked. If the check reveals that the engine oil level is within the prescribed limits, the cause of the malfunction will have to be determined and corrected by contacting the nearest HONDA dealer. However, an occasional flickering of the warning light at or near idling speeds when the engine is at operating temperature is of no significance.</p>



Ref. No.	Description	Function
4.	Tachometer	Indicates engine RPM.
5.	Tachometer red zone	During acceleration, engine RPM indicator needle may be allowed to briefly enter the red zone. However, the motorcycle must not be operated in the red zone for any length of time and must NEVER be operated beyond it.
6.	Tripmeter	Indicates distance traveled (meter can be reset for each trip).
7.	High beam indicator light (blue)	Light will be on when the headlight is on high beam.
8.	Left turn signal indicator light (amber)	Left light will flash when left turn signal light is operating.
9.	Right turn signal indicator light (amber)	Right light will flash when right turn signal light is operating.
10.	Neutral indicator light (green)	Light will be on when the transmission is in neutral.
11.	Tripmeter reset knob	Reset the tripmeter to zero (0) by turning the tripmeter reset knob in the direction of the arrow.

## IGNITION SWITCH

The ignition switch ① is located directly below the indicator panel. Functions of the respective switch positions are shown in the chart below.



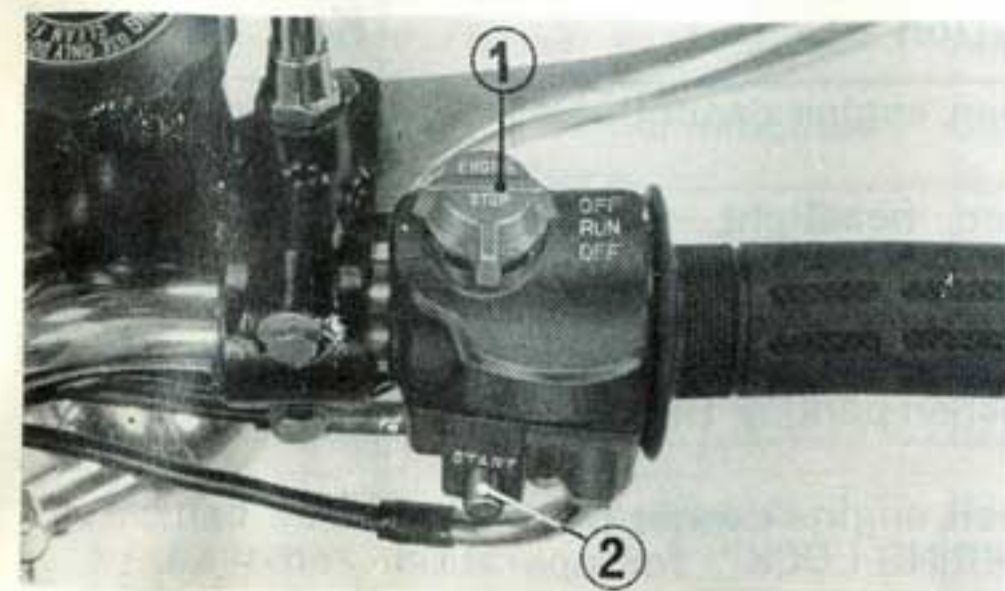
- ① Ignition switch  
② Index mark

Switch Position	Function	Key Removal
OFF	All electrical circuits are open, engine cannot be started.	Key can be removed.
ON	Electrical circuits are closed, headlight, taillight and meter lights will be on and other lights can operate, and the engine can be started.	Key cannot be removed.
P (PARKING)	The taillight will be on but all other circuits are open. The key should be removed when parking the motorcycle.	Key can be removed.
LOCK (STEERING LOCK)	The steering can be locked. All electrical circuits are open, engine cannot be started. Refer to the section "STEERING LOCK" for operation (page 16).	Key can be removed.



## ENGINE STOP SWITCH

The three position engine stop switch ① is located on top of the right handlebar grip switch housing. In the "RUN" position (center) the ignition circuit will be completed and the engine will operate. In the "OFF" position (either side of center) the ignition circuit will be open and the engine will not operate.



① Engine stop switch ② Starter button

This switch is intended primarily as a safety or emergency switch and can normally remain in the "RUN" position.

### NOTE:

If your motorcycle is stopped with the ignition switch on and the engine stop switch off, the headlight and taillight will still be on, resulting in battery discharge.

## STARTER BUTTON

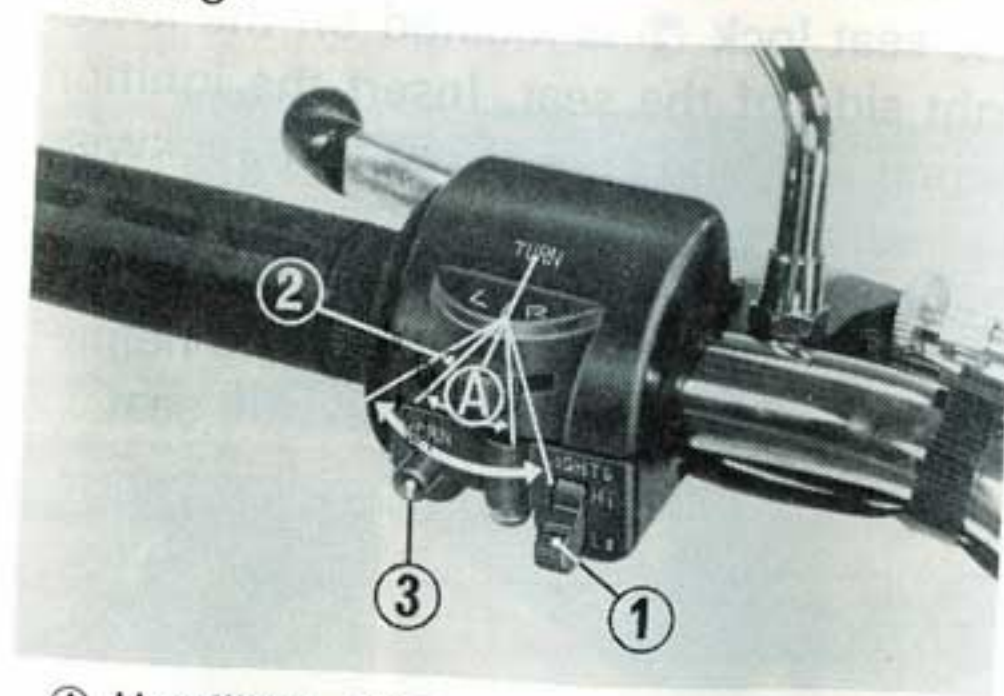
The starter button ② is located directly below the engine stop switch ①. When the starter button is pressed the starter motor will crank the engine. As long as the starter button is pressed for cranking the engine, the headlight will automatically go out, but the taillight stays on.

Refer to pages 27-29 for the correct starting procedure.

## HEADLIGHT DIMMER SWITCH

The headlight, taillight, two running lights (combined with the front turn signal lights) and the instrument lights will be on when the ignition switch is turned to the "ON" position.

The headlight dimmer switch ① is located on the left handlebar grip switch housing.



① Headlight dimmer switch  
② Turn signal switch ③ Horn button

When the headlight dimmer switch is moved to the "Hi" position, the high beam is on. When the headlight dimmer switch is moved to the "Lo" position, the low beam is on.

## TURN SIGNAL SWITCH

The turn signal switch ② is located on the left handlebar grip switch housing. It can be operated without taking the hand off the handlebar grip. To signal a left turn move the switch to the "L" position. To signal a right turn move the switch to the "R" position. When the switch is moved within range A in figure, turn signal light flashes. When the switch is moved beyond the range, the light flashes and the warning buzzer sounds. This buzzer is provided to tell the rider that the light is still flashing after a turn is made.

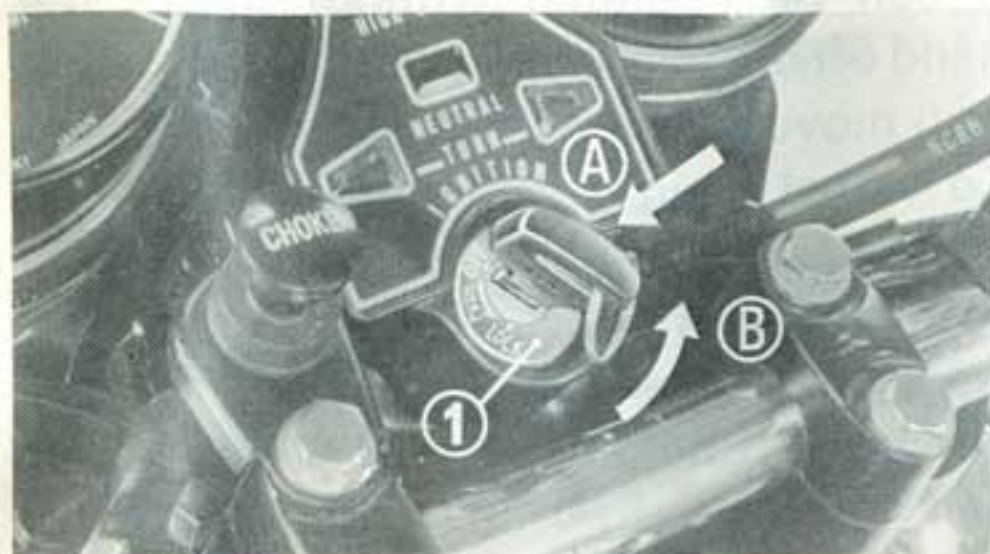


## STEERING LOCK

The steering is locked when the ignition switch ① is in the "LOCK" position. Turn the handlebar all the way to the steering stop, either left or right. With the key at the "OFF" position, turn it counterclockwise to the "LOCK" position while pushing in and remove the key. To unlock, turn the key clockwise. This locks the steering to help prevent theft.

### WARNING:

Do not attempt to turn the key to the "LOCK" position while the motorcycle is in motion.



① Ignition switch  
A Push in B Turn to "Lock"

## HORN BUTTON

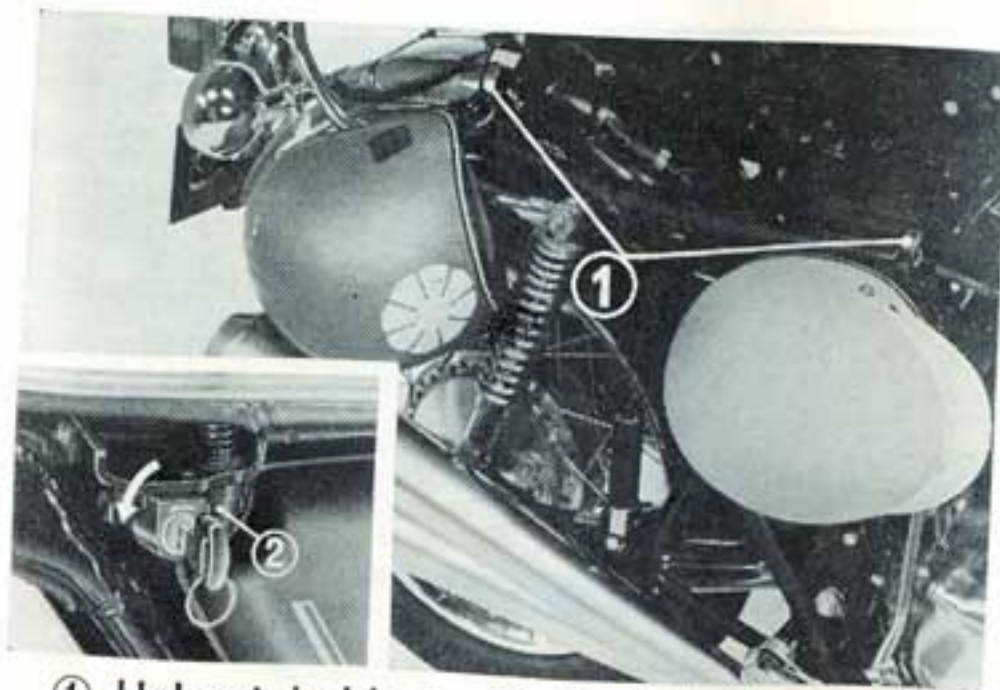
The horn button switch ③ (page 15) is located directly below the turn signal switch ②. When the horn button switch is pressed the horn will operate.

## SEAT LOCK AND HELMET HOLDER

The seat lock ② is located on the lower right side of the seat. Insert the ignition switch key and turn it counterclockwise 90° to unlock and open the seat. The helmet holders ① are located under the seat. Open the seat, hang the helmet "D" ring on a hook and lock the seat.

### WARNING:

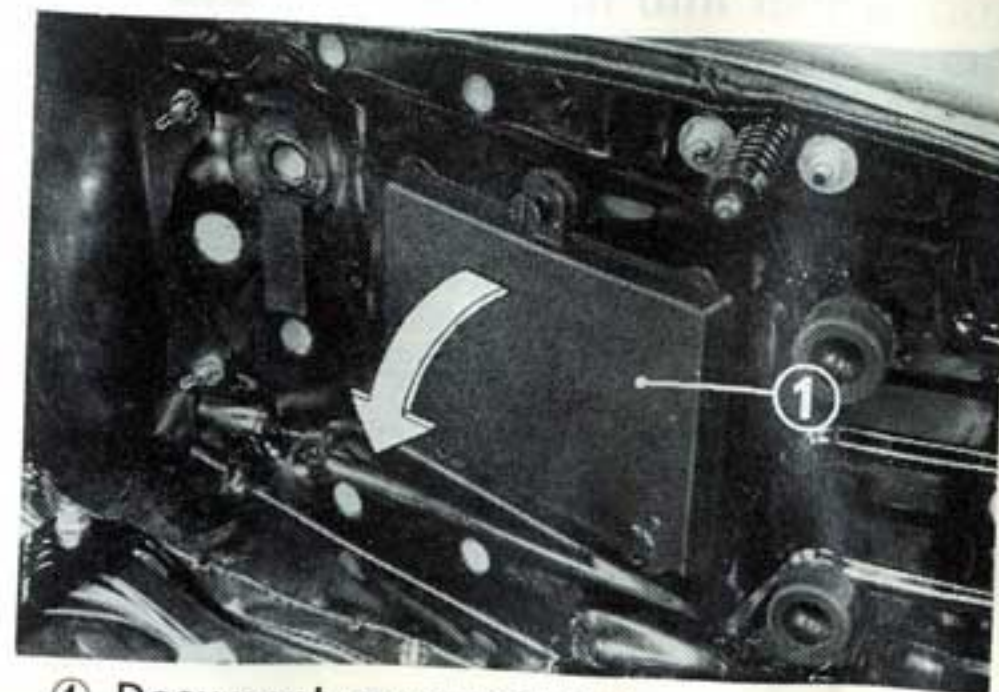
- \* The seat is a double lock type. Make sure that the seat is locked by pushing it down.
- \* The helmet holder is designed for helmet security while parking. Do not operate the motorcycle with a helmet attached to the holder as the helmet may interfere with the rear wheel, causing damage to the helmet and possible stoppage of the wheel.



① Helmet holders ② Seat lock

## DOCUMENT COMPARTMENT

The document compartment ① is located under the seat. Put the owner's manual and other documents in the vinyl sack and place them in the document compartment. When washing your motorcycle, be careful not to direct a stream of water at the bottom of the seat.



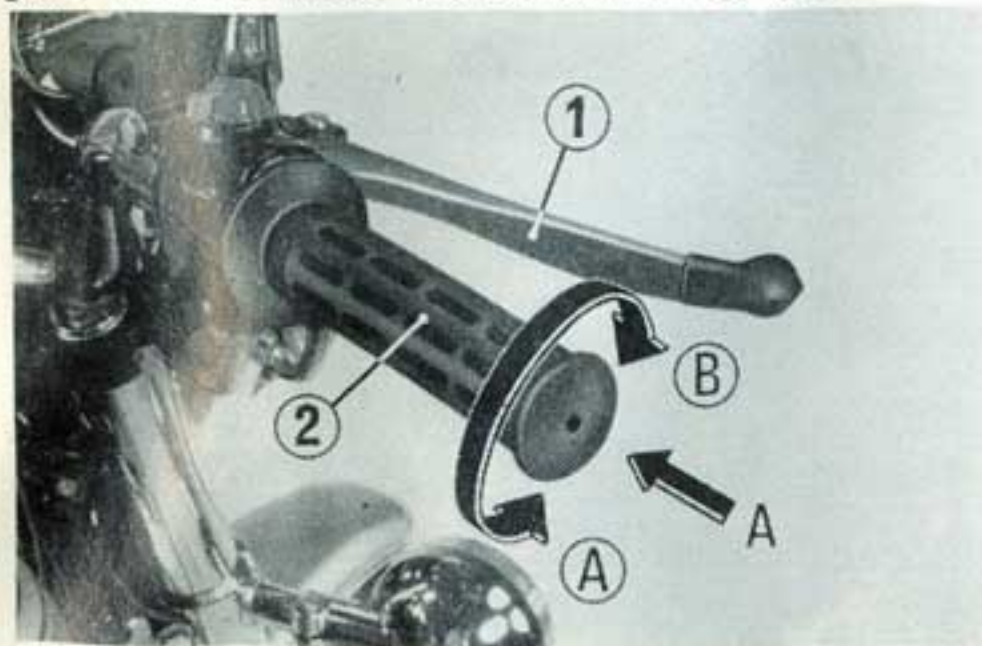
① Document compartment



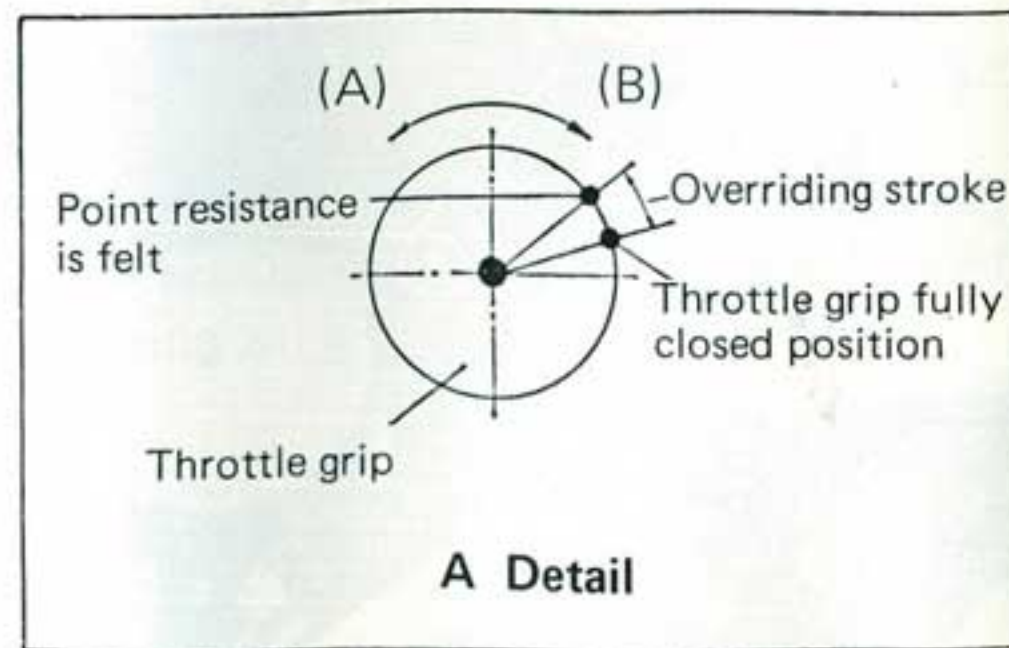
## THROTTLE GRIP

Throttle control is at the right handlebar grip ②. Twisting the throttle grip inward ① opens the throttle and increases the engine rpm; twisting the grip outward ② will close the throttle. When the throttle grip is closed, a resistance will be felt. At this point the engine speed should drop to idling (1000 rpm); if not, twist grip further into the overriding, stroke. If

the engine does not drop to the idle speed, the throttle control should be adjusted by referring to the section on THROTTLE CABLE ADJUSTMENT on page 55.

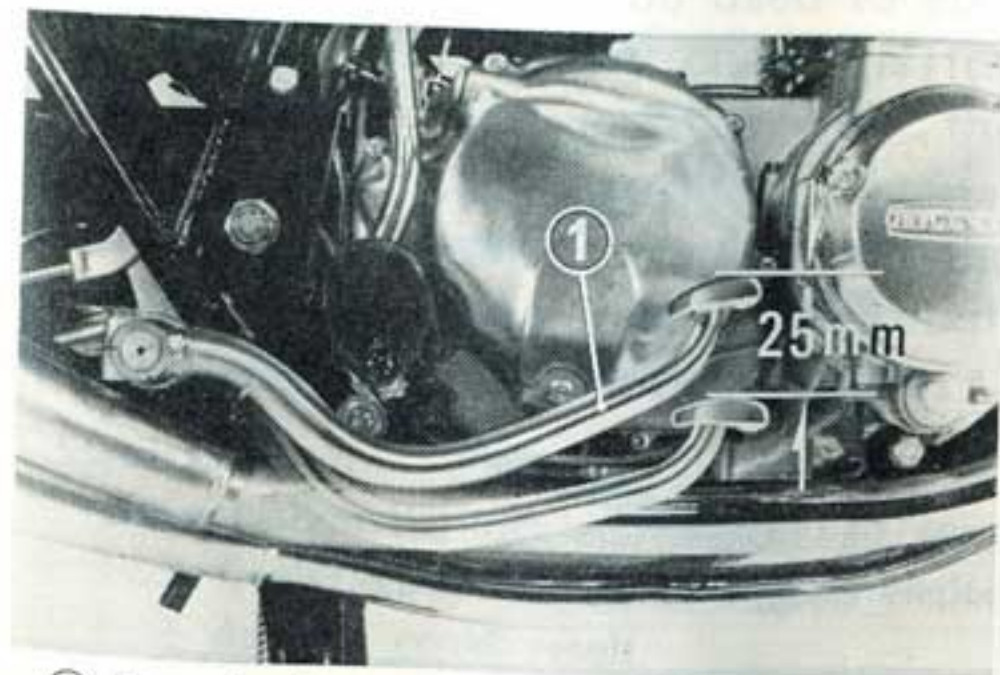


① Front brake lever ② Throttle grip



## REAR BRAKE PEDAL

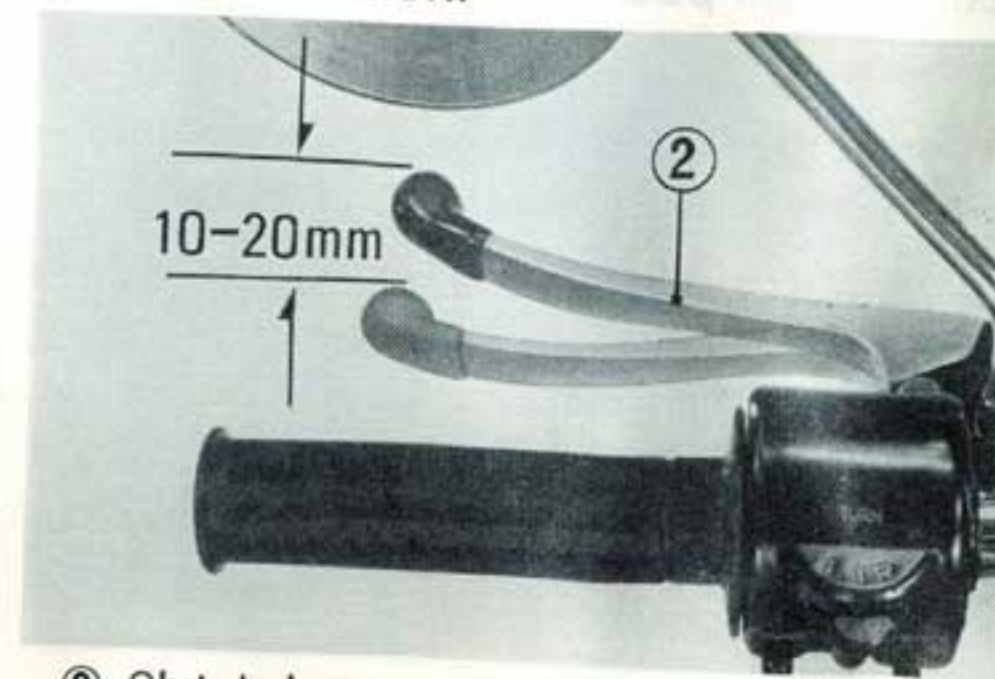
The rear brake pedal ① is located at the right foot peg. Application of the rear brake is affected by pressing the pedal with a force proportional to the braking effort required. If pedal free travel is excessive, see page 69 for inspection and servicing. Normal free travel is approximately 25 mm (1 in.).



① Rear brake pedal

## CLUTCH LEVER

The clutch lever ② is located at the left handlebar grip. Squeezing the lever towards the handlebar grip disengages the clutch. Gradually releasing the lever will result in smooth clutch engagement. The clutch lever should have 10~20 mm (0.4~0.8 in.) free play measured at the lever end. See page 57 for adjustment information.



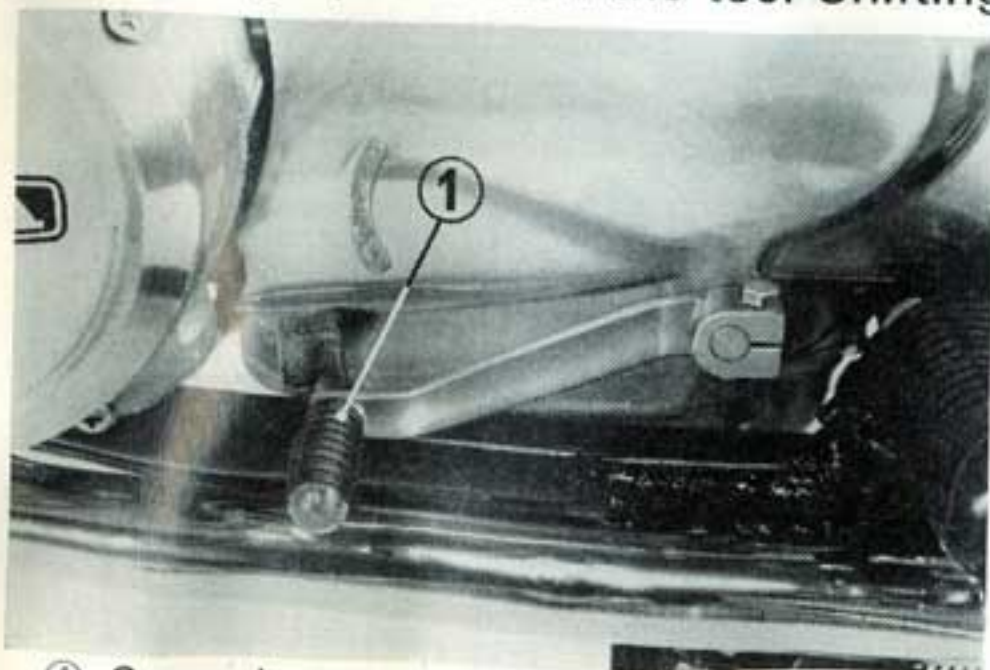
② Clutch lever



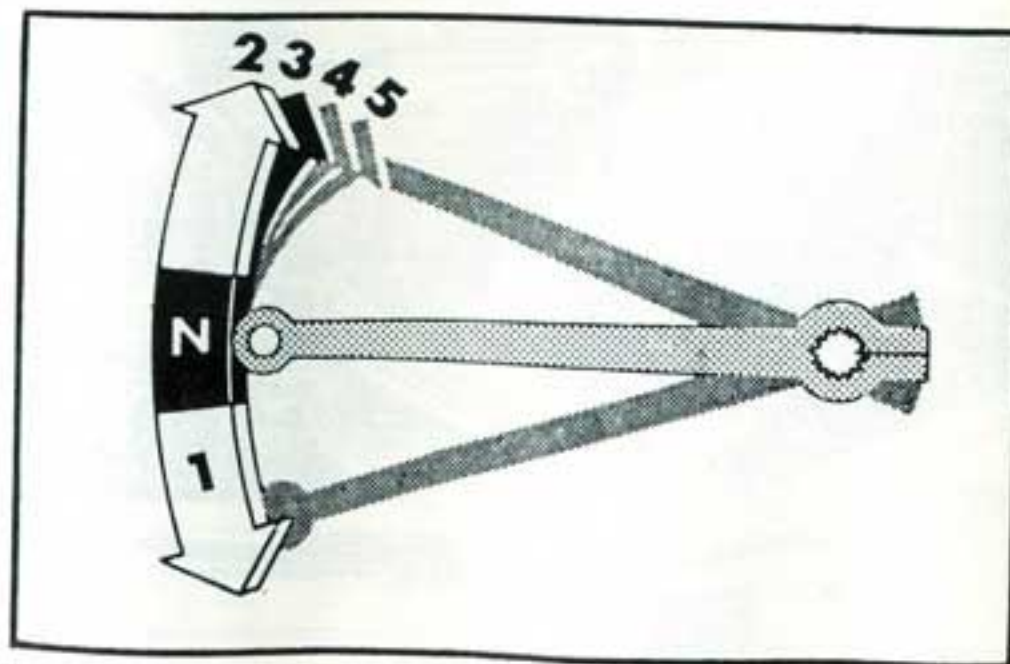
## GEAR CHANGE PEDAL

The gear change pedal ①, located near the left foot peg, is a progressive shift, positive stop type, which means one full stroke of the gear change pedal will shift only one gear position. The shifting sequence is arranged as shown in the figure. Shifting from the neutral position into low gear (1st) is performed by pressing the gear change pedal with the toe. Shifting

to 2nd, 3rd, 4th and top gear (5th) is performed by progressively raising the pedal. Shifting down to the lower gears is performed by progressively pressing the pedal. The transmission neutral position is located between 1st and 2nd gear.



① Gear change pedal



SHIFTING SEQUENCE

## CAUTION:

During gear changes the clutch must be disengaged and the throttle momentarily closed to avoid excessive stress on the engine and drive train components.

## KICK STARTER PEDAL

The kick starter pedal located at the right side of the engine can be used to start the engine if the battery charge is too low to crank the engine with the electric starter. Operate the kick starter pedal with the right foot, starting from the top of the stroke and following through with a rapid and continuous motion.

## CAUTION:

Do not allow the kick starter pedal to snap back freely against the pedal stop as engine case damage could result.

## CHOKE KNOB

The choke knob ① is located at the handlebar upper holder. When the choke knob is pushed in ④ (normal driving position), the chokes are fully open. When the choke knob is pulled out ③ the chokes are fully closed (Cold Engine Starting Position).



① Choke knob



## FUEL AND OIL

### FUEL TANK

The fuel tank capacity is 16ℓ (4.2 U. S. gallons) including the 4ℓ (1.0 U. S. gallons) in the reserve supply. To open the filler door ①, insert the ignition



- ① Fuel filler door
- ② Fuel filler cap

key and turn it clockwise, and then turn the filler cap ② counterclockwise. Use low-lead or regular gasoline with a Research Octane number of 91 or higher or a Pump Octane number of 86 or higher.

#### NOTE:

Pump Octane is the octane formula specified by the Cost of Living Council.

When refueling, take care to exclude dirt, water, or other contaminants from the fuel tank.

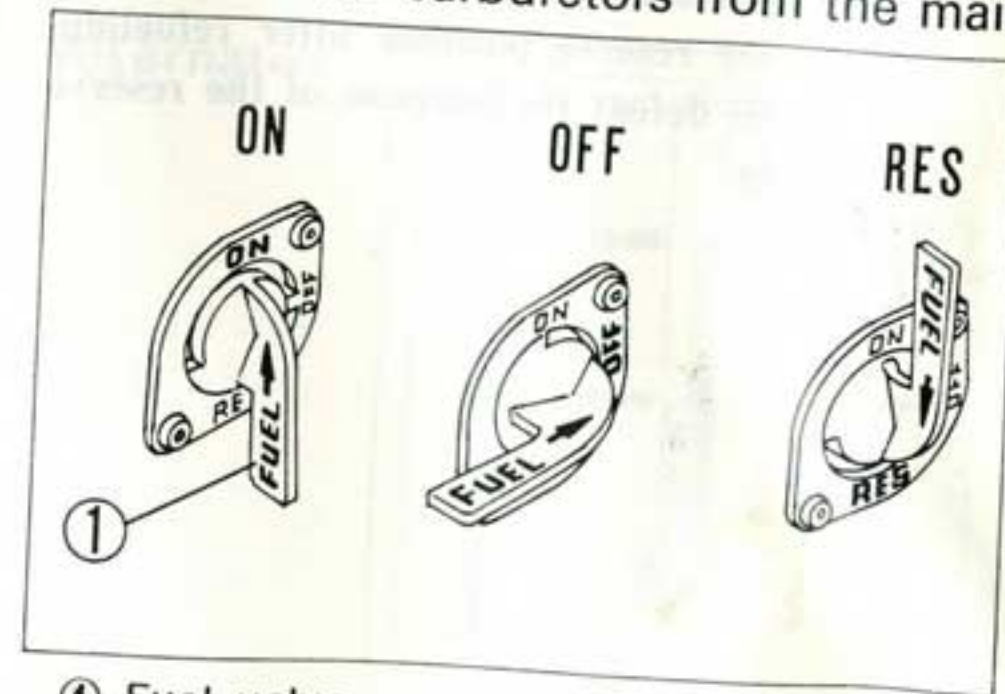
#### WARNING:

\* Gasoline is extremely flammable and is explosive under certain conditions. Refuel in a well ventilated area with the engine stopped. Do not smoke or allow open flames or sparks in the area where the motorcycle is refueled or where gasoline is stored.

- \* Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the filler cap is closed securely.
- \* Gasoline is harmful or FATAL if swallowed. Avoid repeated or prolonged contact with skin or breathing of vapor. If gasoline is swallowed, do not induce vomiting. Call a physician immediately. **KEEP OUT OF REACH OF CHILDREN.**
- \* If the filler cap is replaced, use only a genuine Honda replacement part or its equivalent. Failure to use the proper part may cause a serious malfunction.

### FUEL VALVE

The fuel valve ① is located at the left underside of the fuel tank. When the fuel valve is in the "OFF" position, fuel cannot flow from the fuel tank to the carburetors. The fuel valve should be set in the "OFF" position when the motorcycle is parked. Turning the fuel valve to the "ON" position allows fuel to flow to the carburetors from the main



① Fuel valve



fuel supply. Turning the fuel valve to the "RES" position allows fuel to flow from the reserve supply. When the main fuel supply is exhausted, the fuel valve should be turned to the "RES" position to allow you to proceed to the nearest service station.

**NOTE:**

Do not operate the machine with the fuel valve in the reserve position after refueling, or you will defeat the purpose of the reserve fuel supply.

**ENGINE OIL RECOMMENDATION**  
USE HONDA 4-STROKE OIL OR EQUIVALENT.

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE.

Motor oils intended for Service SE will show this designation on the container. The regular use of special oil additives is unnecessary and will only increase operating expenses.

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 38.

**NOTE:**

Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent and low quality oils are specifically not recommended.

**Viscosity**

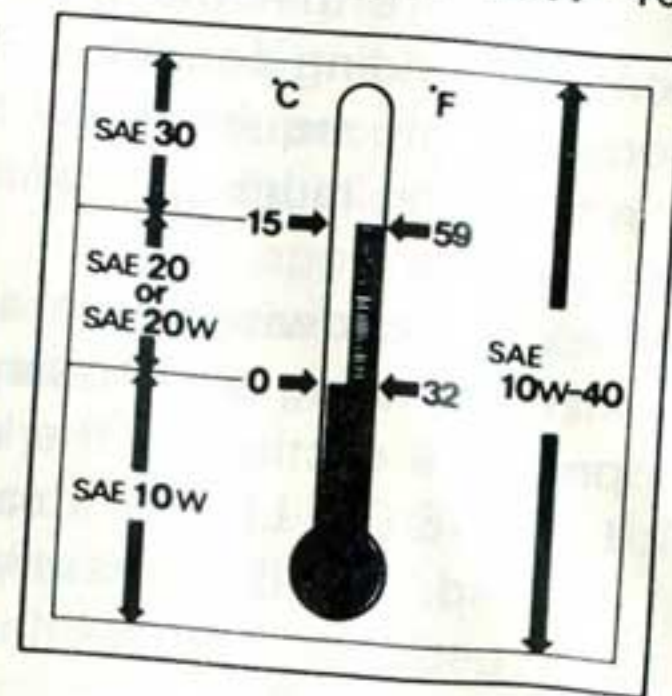
Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the changes in average atmospheric temperature require it.

**Recommended viscosity:**

General, all temperatures

SAE 10W-40

**Alternate:**





## PRE-RIDING INSPECTION

### WARNING:

Take care not to let water enter the muffler or the brake system when washing the motorcycle. Water in the muffler may cause poor starting and wet brakes may reduce brake efficiency.

Prior to starting your motorcycle, perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition. This inspection will only require a few minutes and can save you much time and expense in the long run.

Check the following items, and if adjustment or servicing is necessary, refer to the appropriate section in the manual.

1. ENGINE OIL LEVEL—Measure oil level and add oil if necessary (page 42).
2. FUEL—Check fuel level and fill tank if low (page 22).

3. BRAKES—Check operation of front and rear brakes. Adjust free play if necessary (Pages 64–71).
4. TIRES—Adjust to correct pressure and check for tire damage (pages 74–75).
5. DRIVE CHAIN—Check condition of chain and measure chain slack. Adjust if drive chain slack is incorrect. Lubricate if drive chain appears dry. Replace if drive chain is badly worn or damaged (Pages 59–63).
6. THROTTLE—Check throttle operation in all steering positions. Adjust if free play is incorrect. Replace or correct cable routing if throttle does not operate freely in all steering positions (page 55).
7. LIGHTING EQUIPMENT—Check headlight and tail/stoplight. Replace any bulb which fails to light (pages 87–91).

## STARTING THE ENGINE

### NOTE:

The electrical system of the CB550K is designed to prevent electric starting if the transmission is in gear, unless the clutch is disengaged. However, it is recommended that the transmission be placed in neutral before attempting to start the engine.

### COLD ENGINE STARTING PROCEDURE

1. Turn the fuel tank valve to the "ON" position.
2. Insert the key into the ignition switch and turn to the "ON" position. Ensure that the transmission is in neutral and that the GREEN neutral indicator light in the indicator panel is lit. Also at this time the RED oil pressure warning light should be lit. If the light fails to come on, the con-

- nection should be checked for an open circuit and the bulb checked and replaced if burned out.
3. Make sure that the engine stop switch is in the "RUN" position.
4. Pull the choke knob out to the fully closed position.
5. Close the throttle grip and press the starter button. If the engine does not start within 5 seconds, release the starter button and allow the starter motor to rest for approximately 10 seconds before pressing the starter button again. If the engine does not start readily with the electric starter, use the kick starter pedal to start the engine (refer to page 21). If the engine fails to start after several repeated attempts, turn off the ignition



switch and push the choke knob in to the fully open position, open the throttle fully and crank the engine using the kick starter pedal. Turn the ignition switch to the "ON" position and follow the starting procedure outlined in steps 1 through 5; however, at this time the use of the choke is not necessary.

6. After the engine starts, operate at 2,000~3,000 rpm until the engine idle is stabilized and the engine responds to the throttle when the choke is open.

**WARNING:**

Exhaust contains poisonous carbon monoxide gas. Avoid inhalation of exhaust gases. Never run the engine in a closed garage or confined area.

**CAUTION:**

The oil pressure warning lamp should go off within a few seconds after the engine is started. If the lamp remains lighted, turn off the engine immediately. Check and correct the oil level as necessary. If the oil level is adequate, do not operate the motorcycle until the lubrication system has been examined by a qualified mechanic.

**STARTING IN EXTREMELY COLD WEATHER**

Prime the engine before starting by cranking several times with the kick starter pedal. The ignition switch or handlebar engine stop switch should be turned off. The choke should be fully closed and the throttle opened. Follow the procedure for COLD ENGINE STARTING.

**WARM ENGINE STARTING PROCEDURE**

When the engine is to be re-started while it is still warm, proceed with the COLD ENGINE STARTING PROCEDURE; however, the use of the choke is not necessary.

**BREAK-IN PROCEDURE**

A careful break-in procedure during the initial mileage period will measurably extend the service life of the engine. During this crucial period the motorcycle must not be driven at full power over extended distances nor should it be driven too slowly. The general rules are as follows:

1. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 5,000 rpm (60% speed in the respective gears).
2. Increase the maximum continuous engine speed by 2,000 rpm between odometer readings of 1,000 km (600 miles) and 1,600 km (1,000 miles). Drive briskly, vary speeds frequently,



and use full throttle for short spurts only. Do not exceed 7,000 rpm.

3. Bear in mind never to lug the engine with heavy throttle at low engine speeds. This rule is applicable not only during break-in but at all times.
4. Upon reaching an odometer reading of 1,600 km (1,000 miles), you can subject the motorcycle to full throttle operation; however, do not exceed 9,300 rpm at any time (observe RED ZONE limit on tachometer).

**CAUTION:**

Do not exceed 7,000 rpm when running the engine without a load.

## RIDING THE MOTORCYCLE

**WARNING:**

Exhaust pipes and mufflers become very hot during operation and remain sufficiently hot to inflict burns if touched, even after shutting off the engine. Wear clothing which will completely cover the legs while riding and avoid any contact with unshielded portions of the exhaust system.

**NOTE:**

- \* Be sure that all required equipment as specified by local laws and regulations is installed on the motorcycle and operable, before riding on public streets and highways.
- \* Do not wear loose clothing which may catch on control levers, kick starter, foot pegs, drive chain, wheels and tires.

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the

clutch lever and press the gear change pedal to shift into low gear (1st).

**WARNING:**

Ensure that the side stand is retracted before riding the motorcycle. Failure to retract the stand may interfere with an attempted left turn and cause serious control problems.

3. Slowly release the clutch lever and at the same time gradually increase the engine speed by opening the throttle. Coordination of the throttle and clutch will assure a smooth, positive start of the motorcycle.
4. When the motorcycle attains a speed of approximately 16 kph (10 mph), close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal.

5. This sequence is repeated to progressively shift to 3rd, 4th and top gear (5th).

**CAUTION:**

- \* When changing gears, the clutch must be disengaged and the throttle momentarily closed to avoid over-revving the engine and over-stressing the drive train components.
- \* To avoid battery discharge, do not coast for a long distance with the transmission in neutral.
- \* The battery will charge when the engine speed is over 3,200 rpm. Do not allow the engine to idle for long periods. When the battery is low, operate the motorcycle at engine speeds of above 3,200 rpm for a while.

When decelerating the motorcycle coordination of the throttle and the front and rear brakes is most important.



1. The smooth gradual application of both the front and rear brakes together with the required throttle coordination will, under most conditions, assure positive speed reduction and stability. As the motorcycle speeds are reduced, it is common practice to downshift the transmission progressively into the gear appropriate for the speed of the motorcycle. This assures maximum control through better braking effectiveness and acceleration when necessary.

2. For maximum deceleration and braking, simultaneously close the throttle, disengage the clutch and apply both the front and rear brakes, as the motorcycle comes to a stop. This maneuver requires smooth coordination of the controls and to maintain

skill it should be practiced frequently. Independent application of either the front or rear brake is possible, but if only one brake is applied strongly enough to lock the respective wheel, braking effectiveness is greatly reduced and control of the motorcycle is difficult.

**WARNING:**

- \* When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. For your safety, exercise extreme caution when braking, accelerating, or turning.
- \* When descending a long, steep grade, downshift and use engine compression together with intermittent applications of both brakes to slow the motorcycle down. Avoid continuous use of the brakes which may result in overheating and reduction of braking efficiency.

**CAUTION:**

Do not coast with the engine off, and do not tow the motorcycle unless the drive chain has been removed. Even with the gears in neutral, the transmission is only properly lubricated when the engine is running. Inadequate lubrication may damage the transmission.

**PARKING**

When parking the motorcycle, push in and turn the ignition switch to the "Lock" position and remove the key. Turn the fuel valve to the "OFF" position. When parking at night near traffic, the ignition switch can be turned to the "PARKING" position and the key removed (see page 13). This will turn on the taillight and make the motorcycle more visible to traffic.

**WARNING:**

Park the motorcycle on firm, level ground. Failure to do so could result in damage to the machine.



## SAFE RIDING SUGGESTIONS

1. Always make a pre-riding inspection prior to riding your motorcycle (See page 26).
2. Never ride a motorcycle without a helmet and it is recommended that the motorcyclist wears boots, gloves eye protection, and bright clothing to further enhance rider safety.
3. Handlebar fairings and luggage racks or saddle bags may adversely affect the handling characteristics of the motorcycle. Extra care must be taken in loading and riding motorcycles with this equipment.  
Do not exceed the vehicle load limit shown on the tire information label.
4. Place both hands on the handlebars and your feet on the foot pegs while riding. Encourage a passenger to hold onto to the driver or the motorcycle with both hands and to use the passenger foot pegs.
5. Obey all federal and local regulations. Use the headlight anytime while riding to make the motorcycle more visible to other motorists.
6. It is recommended that you become familiar with your new HONDA CB 550K by riding in an uncongested area before riding on the public roadways.
7. Be sure to signal when making a turn or changing lanes
8. Do not ride on the roadway shoulder. Remember a motorcyclist should always preserve nature and respect property.

### WARNING: Loading Accessories

The addition of accessories and cargo to this motorcycle can create an unsafe condition by changing the motorcycle's stability and handling characteristics, and decreasing the safe operating speed. The factory cannot test each accessory and all possible combinations to make specific recommendations. The operator must be personally responsible for his safety and the safety of others involved. Be aware that extreme care must be taken when selecting and installing accessories, adding cargo, and riding a motorcycle equipped with accessories and cargo. These general guidelines are given to aid the operator in deciding whether or how to equip his motorcycle.

1. Keep cargo weight concentrated low and close to the motorcycle to minimize the change in the motorcycle's center of gravity. Distribute the weight equally on both sides of the machine. Total cargo weight should not exceed 27.2 kg (60 lbs.).

2. Luggage racks are primarily for lightweight items. Overloading the rack will adversely affect the handling. Bulky items located too far behind the rider will cause aerodynamic disturbance affecting stability. Luggage racks must not be mounted to the rear fender.
3. Visually check to determine that the accessory does not reduce the ground clearance or decrease the banking angle.
4. Make sure cargo is secure and will not shift while riding. Recheck security periodically.
5. Additional weight should not be attached to the handlebars or front forks because it increases the steering moment of inertia and can adversely affect the handling characteristics.
6. Accessories which modify the operator's riding position may increase reaction time and affect handling.
7. Additional electrical equipment may overload the motorcycle's electrical system



causing an unsafe condition.

8. Large surfaces such as fairings, windshields, backrests, and luggage are subject to aerodynamic forces which can adversely affect the handling. An improperly designed or improperly mounted fairing or windshield can create aerodynamic lift on the front of the machine. For the same size and shape, frame mounted fairings have less effect on the handling than do handlebar or fork mounted fairings. Handlebar and fork mounted fairings are not recommended.

## MAINTENANCE

### MAINTENANCE SCHEDULE

The mileage intervals shown in the MAINTENANCE SCHEDULE are intended as a guide for establishing regular maintenance and lubrication periods for your Honda. Sustained severe or high speed operation under adverse conditions will necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized Honda dealer. If your motorcycle is overturned or involved in a collision, have your Honda dealer carefully inspect the major components, e.g. frame, suspension and steering parts, for misalignment or

damage to ensure further safe operation.

#### CAUTION :

To maintain the safety and reliability of your HONDA motorcycle do not modify the motorcycle and use genuine HONDA parts or their equivalent when servicing or repairing. The use of other replacement parts which are not of equivalent quality may impair the operation of your motorcycle.

#### WARNING :

To prevent personal injury, always make certain the engine is stopped and the motorcycle is supported securely on a level surface prior to performing any maintenance.



## MAINTENANCE SCHEDULE

Perform Pre-Ride Inspection (Page 26) at each maintenance period.

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓ EVERY	ODOMETER READING [NOTE (2)]					REFER TO
			600 mi. (1,000 km)	3,600 mi. (6,000 km)	7,200 mi. (12,000 km)	10,800 mi. (18,000 km)	14,400 mi. (24,000 km)	
ENGINE OIL	YEAR	R	REPLACE EVERY 1,800 mi. (3,000 km)					Page 40
ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	Page 40
* ENGINE OIL SCREEN					C			Page 43
AIR CLEANER	NOTE (1)		C	R	C	R	C	Page 52
* FUEL LINES			I	I	I	I	I	
SPARK PLUGS			I	R	I	R	I	Page 43
* VALVE CLEARANCE		I	I	I	I	I	I	Page 48
* CONTACT BREAKER POINTS		I	I	I	I	I	I	Page 45
* IGNITION TIMING		I	I	I	I	I	I	Page 46
* CAM CHAIN TENSION		A	A	A	A	A	A	Page 51
* THROTTLE OPERATION		I	I	I	I	I	I	Page 55
* CARBURETORS IDLE SPEED		I	I	I	I	I	I	Page 55
* CARBURETORS CHOKE/FIRST IDLE			I	I	I	I	I	
* CARBURETORS-SYNCHRONIZE		I	I	I	I	I	I	

I : INSPECT, CLEAN, ADJUST, OR REPLACE IF NECESSARY.

C : CLEAN

R : REPLACE

A : ADJUST

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓ EVERY	ODOMETER READING [NOTE (2)]						REFER TO
			600 mi. (1,000 km)	3,600 mi. (6,000 km)	7,200 mi. (12,000 km)	10,800 mi. (18,000 km)	14,400 mi. (24,000 km)	18,000 mi. (30,000 km)	
DRIVE CHAIN		NOTE (3)	INSPECT EVERY 600 mi. (1,000 km)						Page 59
BATTERY ELECTROLYTE		MONTH	I	I	I	I	I	I	Page 83
BRAKE FLUID LEVEL		MONTH	I	I	I	I	I	I	Page 64
* BRAKE FLUID		2 YEARS				R			Page 66
BRAKE SHOE/PAD WEAR				I	I	I	I	I	Page 68, 70
BRAKE FREE PLAY			I	I	I	I	I	I	Page 69
* BRAKE LIGHT SWITCH			I	I	I	I	I	I	Page 88
* HEADLIGHT AIM			I	I	I	I	I	I	Page 87
CLUTCH FREE PLAY			I	I	I	I	I	I	Page 57
SIDE STAND				I	I	I	I	I	Page 81
* SUSPENSION			I	I	I	I	I	I	Page 79, 81
* NUTS, BOLTS, FASTENERS			I	I	I	I	I	I	
** WHEELS/SPOKES			I	I	I	I	I	I	
** STEERING HEAD BEARING			I		I		I		Page 73

\*\* IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

\* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND IS MECHANICALLY QUALIFIED.

NOTES: (1) More frequent service may be required when riding in dusty area.  
(2) For higher odometer readings, repeat at the frequency interval established here.  
(3) Initial service period 200 miles.



## MAINTENANCE OPERATIONS

### ENGINE OIL

#### 1. Changing Oil and Oil Filter Element

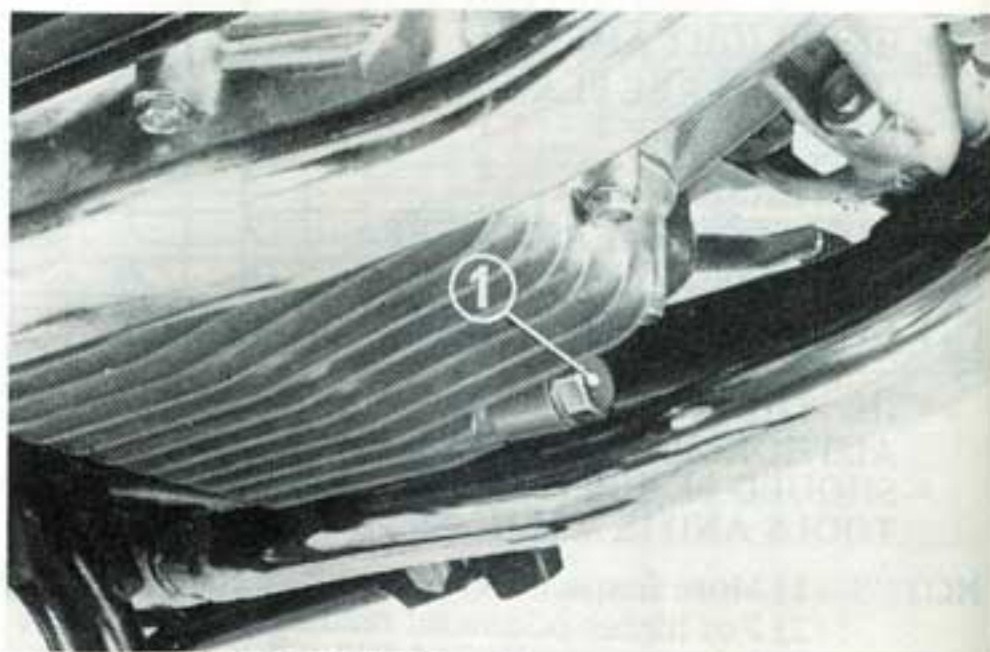
Engine oil is the chief factor affecting the performance and service life of the engine. The oil recommended on page 25 should be used and always maintained at the proper level. The oil and oil filter should be changed according to the schedule shown on page 38. Perform the engine oil change in the following manner.

Drain the oil while the engine is still warm, as this will assure complete and rapid draining.

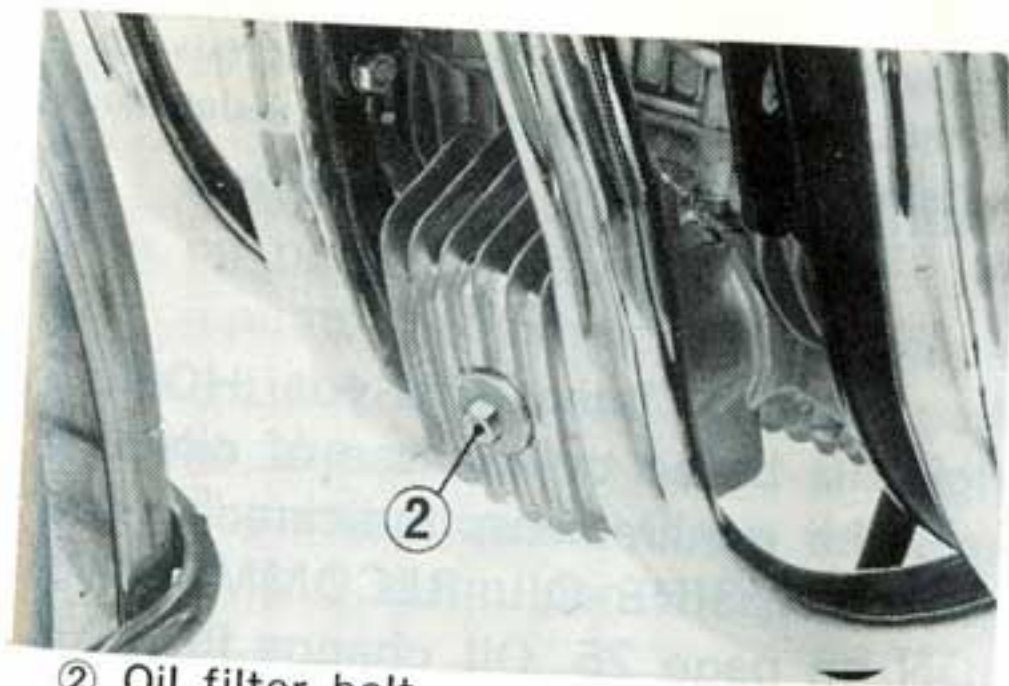
- Place an empty oil drain pan under the crankcase to catch the oil. Remove the drain plug ① with a 17 mm wrench and drain the oil. Also remove the

oil filter bolt ② (page 41) and the filter element.

- After the oil has been drained from the crankcase, operate the kick starter pedal several times to drain all residual



① Crankcase drain plug



② Oil filter bolt

oil remaining in the oil system passages.

- When the oil has been completely drained, reinstall the crankcase drain plug, making sure that the drain plug sealing washer is in good condition.
- Install the oil filter element and tighten the filter cover, making sure

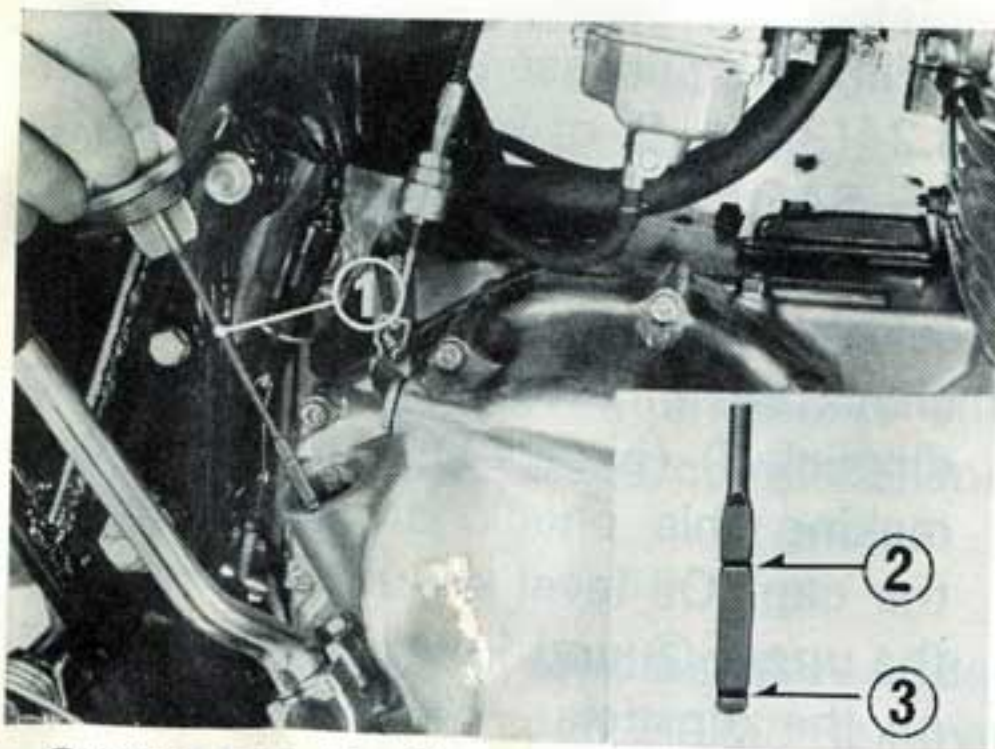
the cover seal is in good condition. At the initial 600 miles service remove and discard the original oil filter element and install a new filter element. Thereafter, it is recommended that a new filter element be installed every 3,600 miles.

- Fill the crankcase with approximately 3.2ℓ (3.4 U. S. qt.) of premium quality, SE, SAE 10W-40 oil or its equivalent. Start the engine and operate for several minutes. Stop the engine and check the oil level with the filler cap dipstick ① (page 42); however, when making this check, do not screw in the cap. Oil level should be between the upper ② and lower ③ level marks on the dipstick. When checking the oil make certain that the motorcycle is in an upright and level position.



## CAUTION

- \* Check the oil level frequently.
- \* If the oil is below the lower level mark on the dipstick, fill to the upper level mark before operating the engine.
- \* When operating the motorcycle in unusually dusty conditions, oil changes must be



① Filler cap dipstick    ② Upper level mark  
③ Lower level mark

performed at more frequent intervals than that which is specified in the maintenance schedule.

The oil change interval for your HONDA engine is based on the use of oils that meet the requirements indicated in the section ENGINE OIL RECOMMENDATION on page 25. Oil change intervals longer than those listed in the MAINTENANCE SCHEDULE will result in a serious reduction of engine life and may affect HONDA obligation under the provisions of the new motorcycle warranty.

## 2. Oil Pressure Check

To test the condition of the oil pump, it is recommended that an oil pressure check be performed periodically. check requires a special oil pressure gauge it

should be done at your HONDA dealer.

## 3. Cleaning Oil Pump Strainer

The oil pump strainer is located under the oil pump inside the crankcase oil pan. Remove the crankcase oil pan by removing the retaining bolts. Dismantle the oil pump strainer. Clean the pump strainer and sump pan thoroughly and reinstall.

This operation must be performed by a qualified mechanic and should be done periodically.

## SPARK PLUGS

Standard spark plugs:

U.S.A. model:

D7EA (NGK) or X22ES-U (ND)

Canadian model:

DR7ES (NGK) or X22ESR-U (ND)

For most riding conditions this spark plug heat range is satisfactory. However, if the motorcycle is going to be operated for extended periods at extremely high speeds and near maximum power in hot climates, the spark plugs should be changed to a colder heat range.

**Servicing of the spark plug is as follows:**

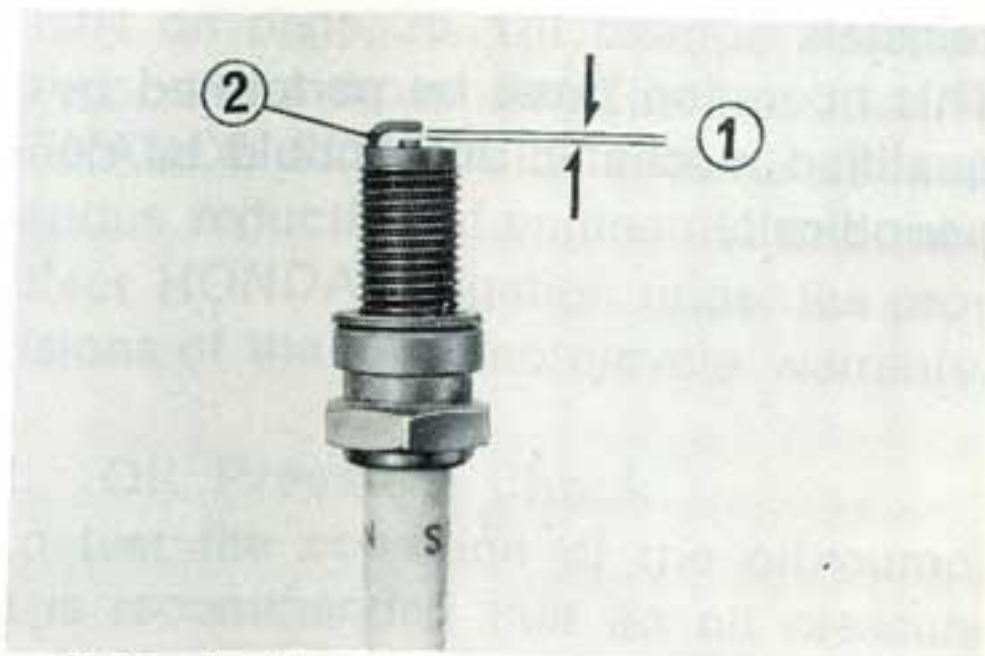
- Detach the spark plug lead and remove the spark plug with the special wrench provided in the tool kit.



- b. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded excessively, replace the spark plug. If the spark plug is carboned or wet fouled, the plug can be cleaned with a spark plug cleaner. When spark plug cleaner is not available, use a stiff wire brush to remove carbon. Wash with solvent and dry.
- c. Adjust the spark plug gap ① to 0.6–0.7 mm (0.024–0.028 in.). The gap can be measured with a feeler gauge. The adjustment is made by bending the negative (grounded) electrode ②.
- d. When installing the spark plug, it should be first screwed in finger tight and then torqued with the wrench 1/2 to 3/4 turns.

**CAUTION:**

- \* Spark plugs must be securely tightened. An improperly tightened plug can become very hot and possibly cause damage to the engine.
- \* Never use a spark plug with a heat range that is not recommended for this motorcycle.
- \* Do not attempt to dry or remove soot from the spark plug by burning the tip.



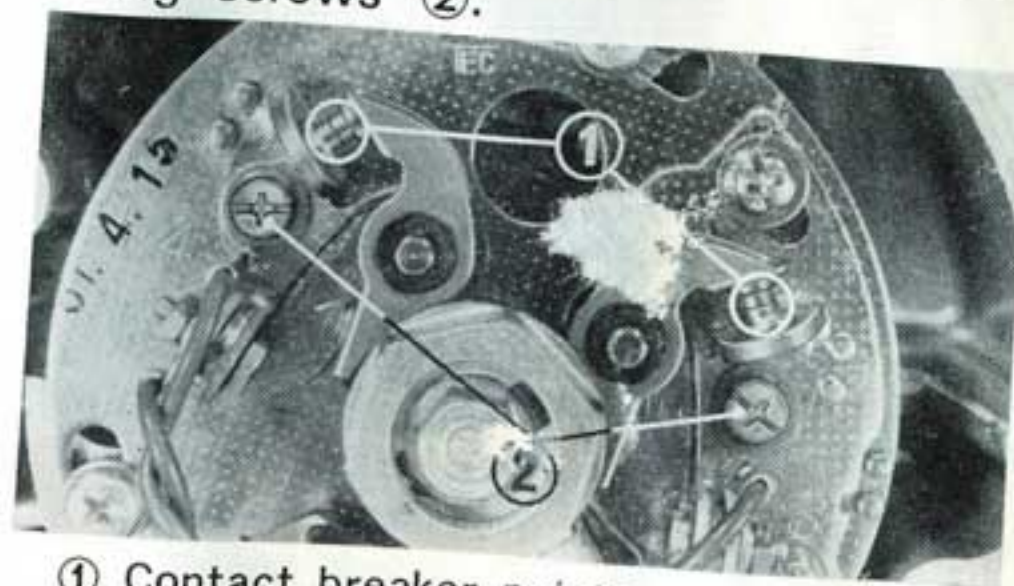
① Spark plug gap  
② Negative electrode

**IGNITION TIMING ADJUSTMENT**

Contact breaker point gap must be adjusted before the ignition timing adjustment is performed. Any change in gap will affect ignition timing.

1. **Contact Breaker Point Gap Adjustment**
  - a. Remove the point cover.
  - b. Open contact points ① with finger or small screwdriver blade and examine for pitting. If pitted or burned, the points should be replaced and the condensers checked. A gray discoloration is normal and can be removed with a point file. Filing should be done carefully. Clean the point contacts after filing with a clean piece of unwaxed paper such as a business card or chemical point cleaner.
- c. Rotate the crankshaft in the clockwise direction to find the position

- where each breaker point gap is at maximum and check with a thickness gauge.
- d. The standard gap is 0.3–0.4 mm (0.012–0.016 in.).
  - e. When adjustment is necessary, loosen the contact breaker plate locking screws ② and move the contact breaker plate to achieve the correct gap. When properly adjusted, retighten the locking screws ②.



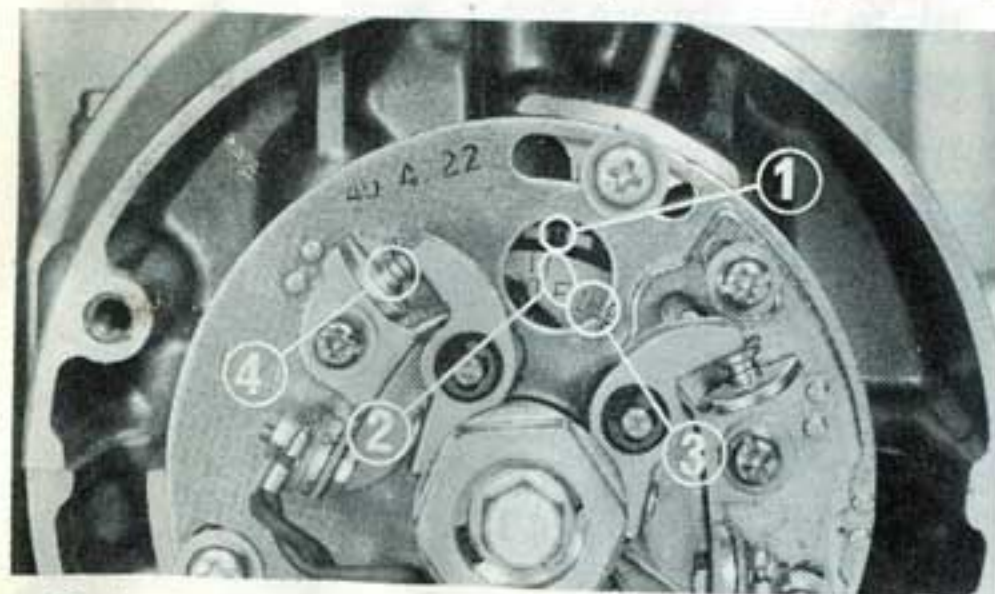
① Contact breaker points  
② Contact breaker plate locking screws



## 2. Ignition Timing Adjustment

Do not perform this operation until point gaps have been adjusted.

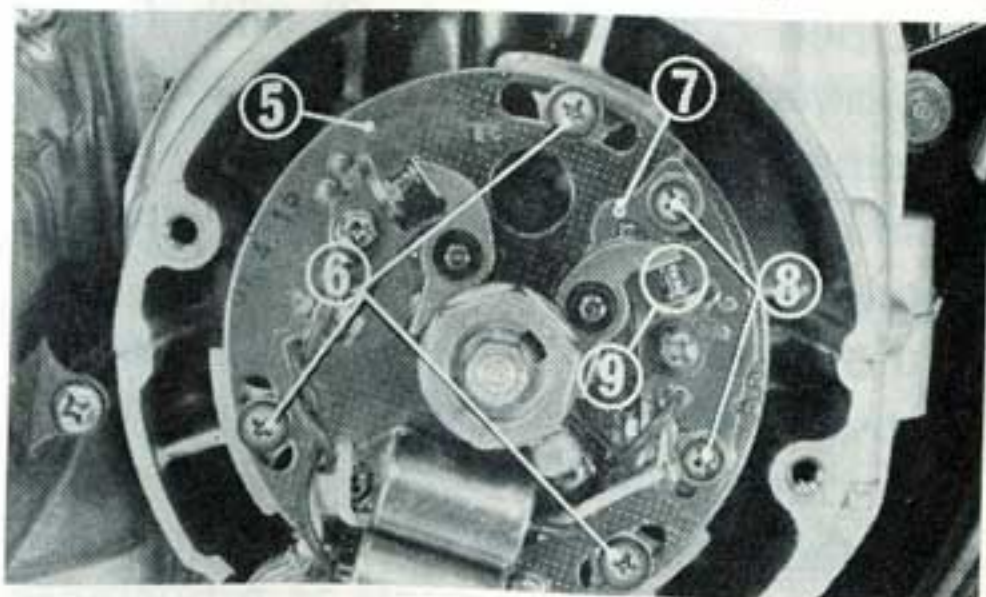
- a. Rotate the crankshaft in the clockwise direction and align the "F" timing mark ② (1.4 cylinder ③) to the timing index mark ①. At this time the contact breaker points ④ should



- ① Index mark    ② "F" mark  
③ Cylinder number  
④ 1.4 cylinder breaker points  
⑤ Contact breaker base plate

just start to open. To determine accurately the exact moment of point opening, a timing light should be connected across the 1.4 cylinder breaker points ④.

- b. If the timing of the breaker point opening is incorrect (too early or too late), adjustment is made by loosening



- ⑥ Base plate locking screws  
⑦ Contact breaker right base plate  
⑧ Right base plate locking screws  
⑨ 2.3 cylinder breaker points

ing the three base plate locking screws ⑥ and carefully rotating the base plate ⑤ until the timing light flickers. Tighten the base plate locking screws.

### NOTE:

Rotating the base plate clockwise will retard ignition timing. Counterclockwise rotation will advance ignition timing. Time the ignition to the "F" mark as advanced or retarded timing may cause engine damage.

- c. Next, connect the timing light to 2.3 cylinder breaker points ⑨. Rotate the crankshaft 180° (1/2 turn) in the clockwise direction and align the "F" (2.3 cylinder) timing mark to the index mark ①. If the timing light flickers or goes off when these marks come into perfect alignment, no adjustment is

necessary. If the moment of point opening is incorrect, loosen the two (2.3 cylinder) right base plate locking screws ⑧ and make the adjustment in the same manner as in step "b".

- d. Recheck the contact breaker point gaps and the ignition timing. This static timing procedure is relatively accurate if done with care, however, for best results a stroboscopic timing light should be used so that both the retarded and advanced engine ignition timing can be checked. Your HONDA dealer has this equipment and can perform this operation for you.

### CAUTION:

This ignition timing adjustment procedure must be made with care as advanced or retarded timing may cause engine damage. For best results, consult your Honda Dealer.



## VALVE TAPPET CLEARANCE ADJUSTMENT

Excessive valve clearance will cause tappet noise, and negative clearance will prevent valves from closing and cause valve damage and power loss. Therefore, valve tappet clearance should be maintained properly. Perform the valve tappet clearance check at the specified intervals.

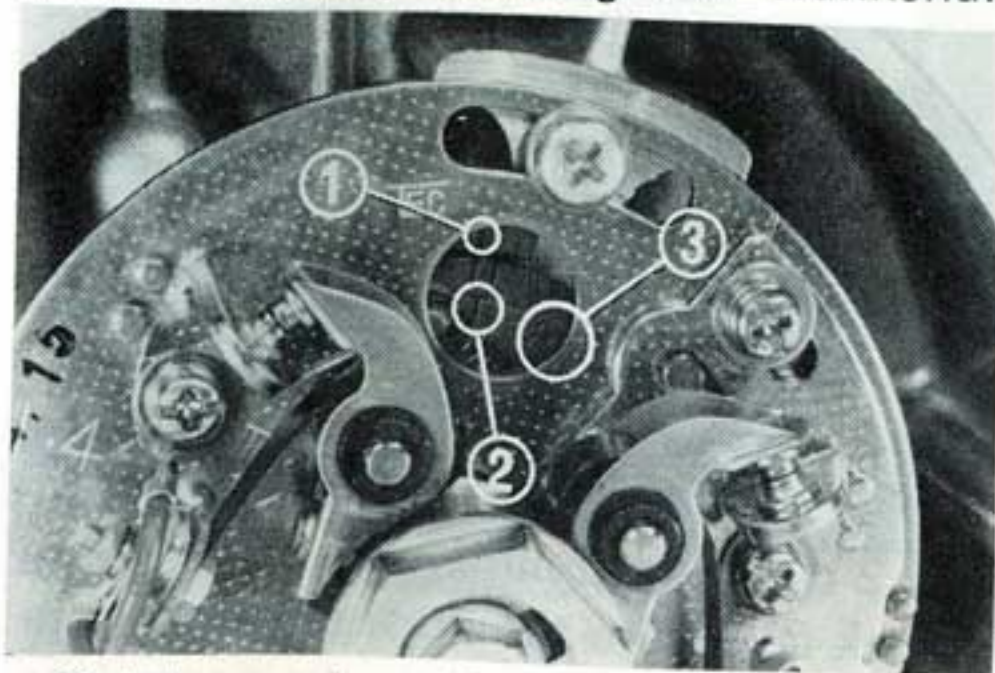
### NOTE:

- \* The cylinders are numbered 1-4 from the left side of the rider's position.
- \* The check or adjustment of the tappet clearance should be performed while the engine is cold. The clearance may tend to increase as the temperature rises.

- a. Turn fuel valve to the "OFF" position, remove the fuel line from the fuel valve body, raise the seat and pull the rear fuel tank rubber mounting

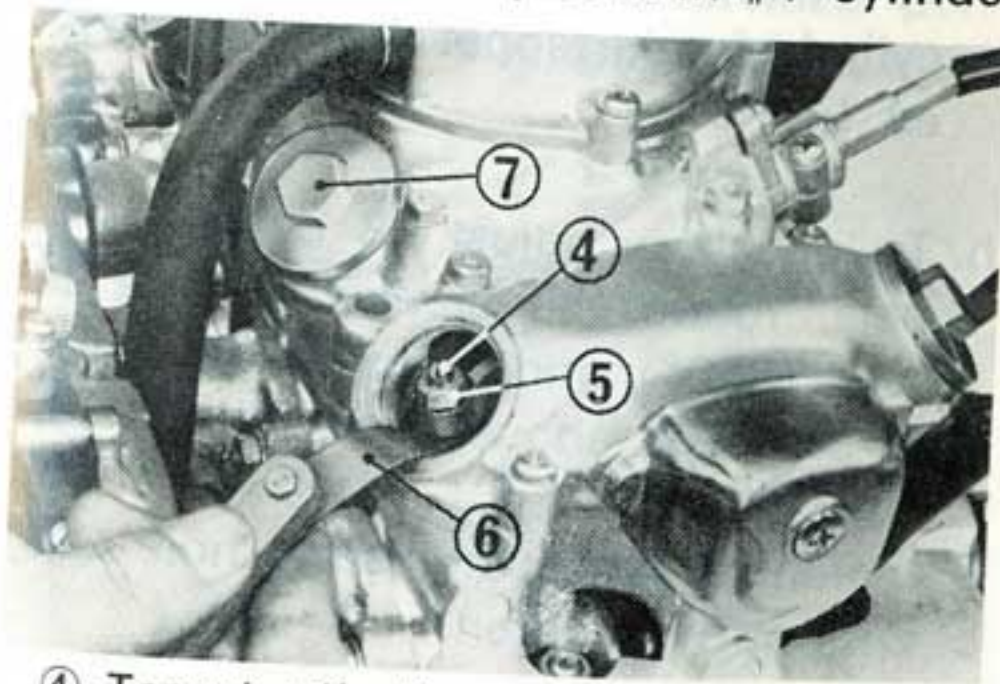
away from the rear tank mount. Raise the back of the fuel tank slightly and pull the tank back until it clears the forward tank mounts. Remove and set the tank aside.

- b. Remove the ignition breaker point cover and the eight tappet adjusting hole caps ⑦. (page 49)
- c. While slowly rotating the crankshaft



① Index mark    ② "T" mark  
③ 1.4 cylinder mark

clockwise with the kick starter pedal, watch the #1 cylinder intake valve tappet. When this tappet goes down all the way and then starts to lift, you must then watch for the alignment of the index mark ① and the "T" mark ②. Check the 1.4 cylinder mark ③. In this position, the piston in #1 cylinder



④ Tappet adjusting screw  
⑤ Lock nut    ⑥ Feeler gauge  
⑦ Hole cap

will be at T. D. C. (top-dead-center) of the compression stroke and the intake and exhaust valves in the cylinder should be fully closed.

- d. Check the clearance of both valves by inserting the feeler gauge ⑥ between the tappet adjusting screw ④ and the valve stem. If the clearance is correct there will be a slight drag or resistance as the gauge is inserted. Adjustment is necessary if the clearance is too small or excessive.

The standard tappet clearance is

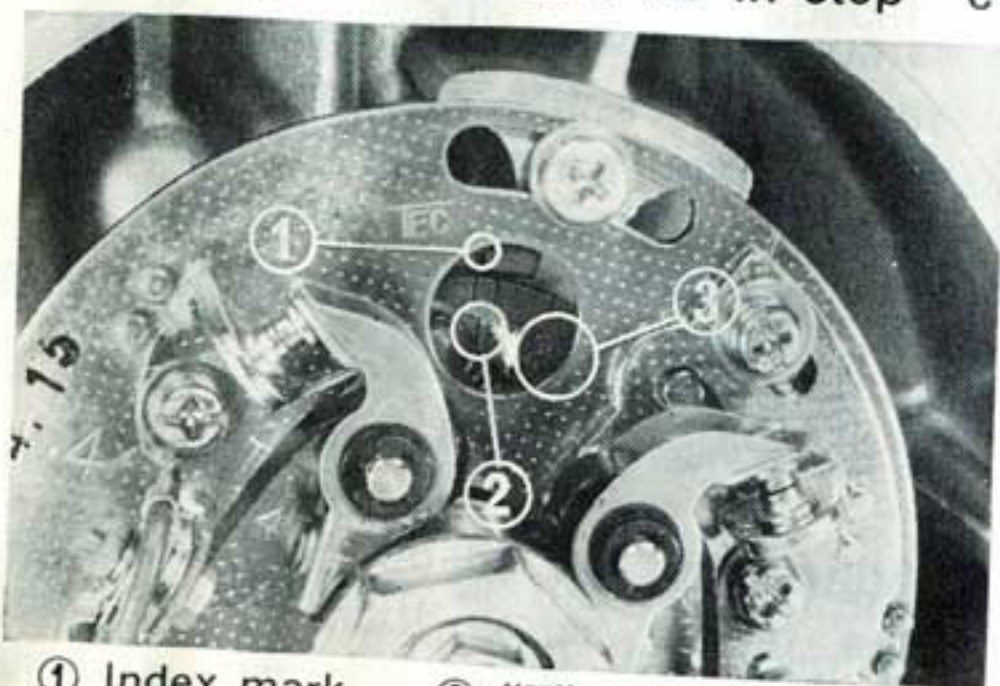
IN	0.05 mm	(0.002 in.)
EX	0.08 mm	(0.003 in.)

- e. Adjustment is made by loosening the tappet screw lock nut ⑤ and turning the adjusting screw ④ until there is a slight drag on the feeler



gauge ⑥. Hold the tappet adjusting screw in this position and tighten the lock nut ⑤. Recheck the clearance with the gauge.

- f. To check or adjust the clearance of #4 cylinder valves rotate the crankshaft clockwise one full turn (360°) and align the marks as in step "c"



① Index mark    ② "T" mark  
③ 2.3 cylinder mark

above, then follow steps "d" and "e".

- g. Valve tappet adjustment for 2.3 cylinder can be performed as in steps "c" through "e", however, the 2.3 cylinder mark ③ must show (not 1.4 mark) when the index mark ① and "T" mark ② are aligned. The #2 cylinder intake tappet should be watched (not #1).
- h. To check or adjust #3 cylinder tappets, rotate the crankshaft one full turn (360°) and align the marks as in step "g" above, then follow steps "d" and "e".
- i. Install all tappet adjusting hole caps. Do not overtighten.

## FUEL VALVE FILTER

The fuel filter is incorporated in the fuel valve which is mounted on the bottom side of the fuel tank at the left side. Accumulation of dirt in the filter will restrict the flow of the fuel and cause the carburetors to malfunction; therefore, the fuel filter should be serviced periodically by your authorized Honda dealer.

## CAM CHAIN ADJUSTMENT

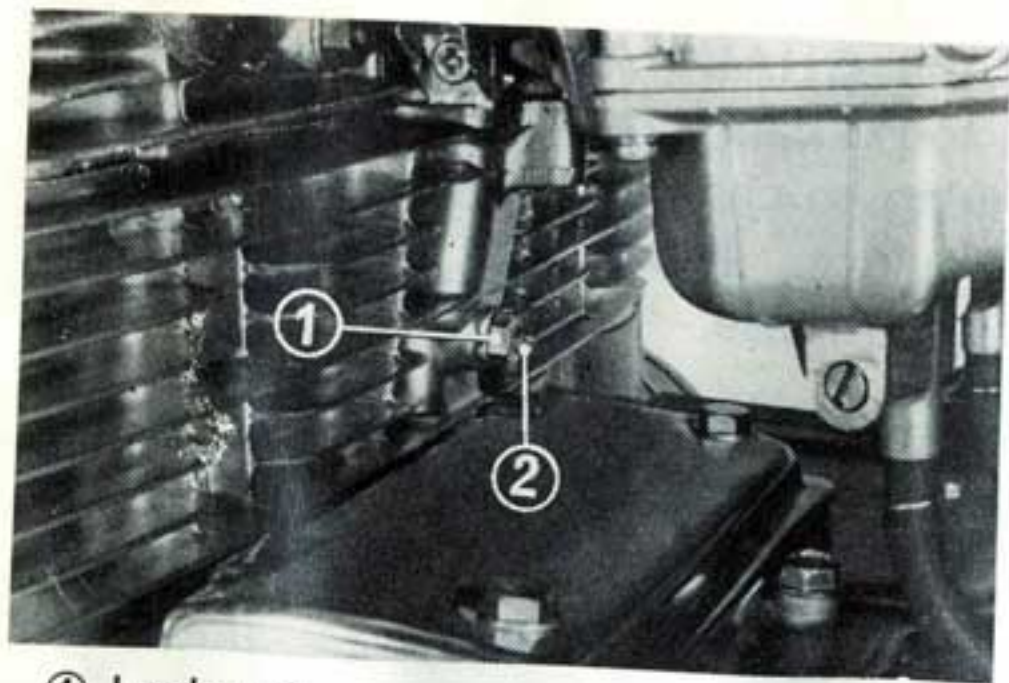
A loose cam chain will cause the valve timing to change, resulting in poor performance. It will also cause excessive engine noise.

- a. Set the crankshaft to T.D.C. (top-dead-center) of the compression stroke with the kick starter pedal.
- b. Adjustment is made by loosening the tensioner lock nut ①. This will automatically release the tensioner screw ②, applying the proper tension to the cam chain.
- c. After completing the adjustment, tighten the lock nut ①.

### NOTE:

Do not apply excessive pressure on the tensioner screw.



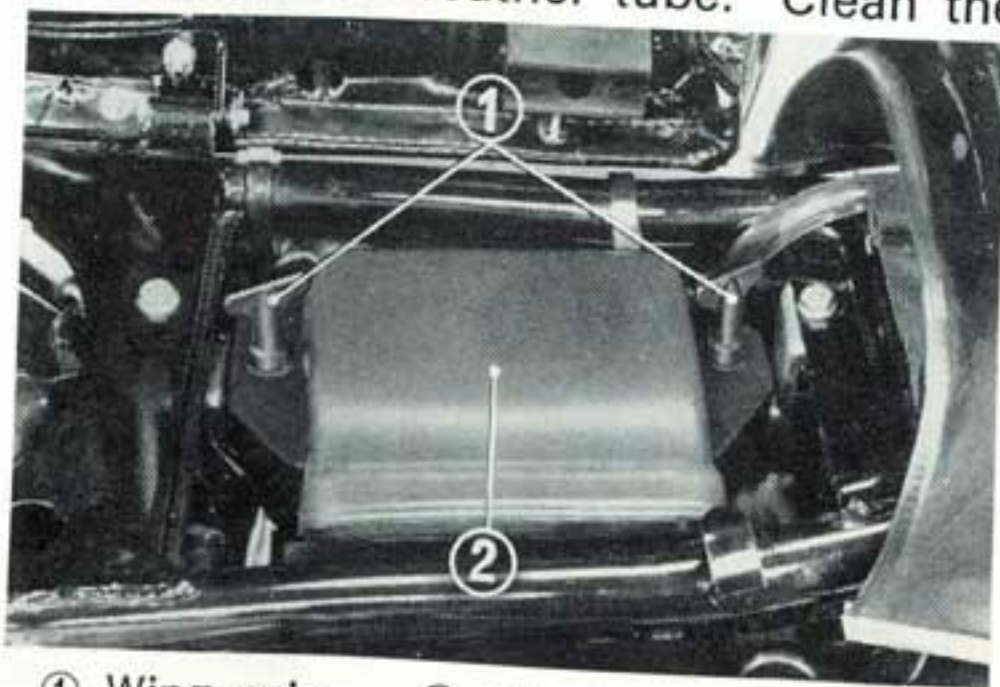


- ① Lock nut
- ② Tensioner screw

## AIR CLEANER

Air cleaner element cleaning and/or replacement depends on motorcycle operating conditions. Your HONDA dealer can help you to determine the frequency of cleaning and replacing the element.

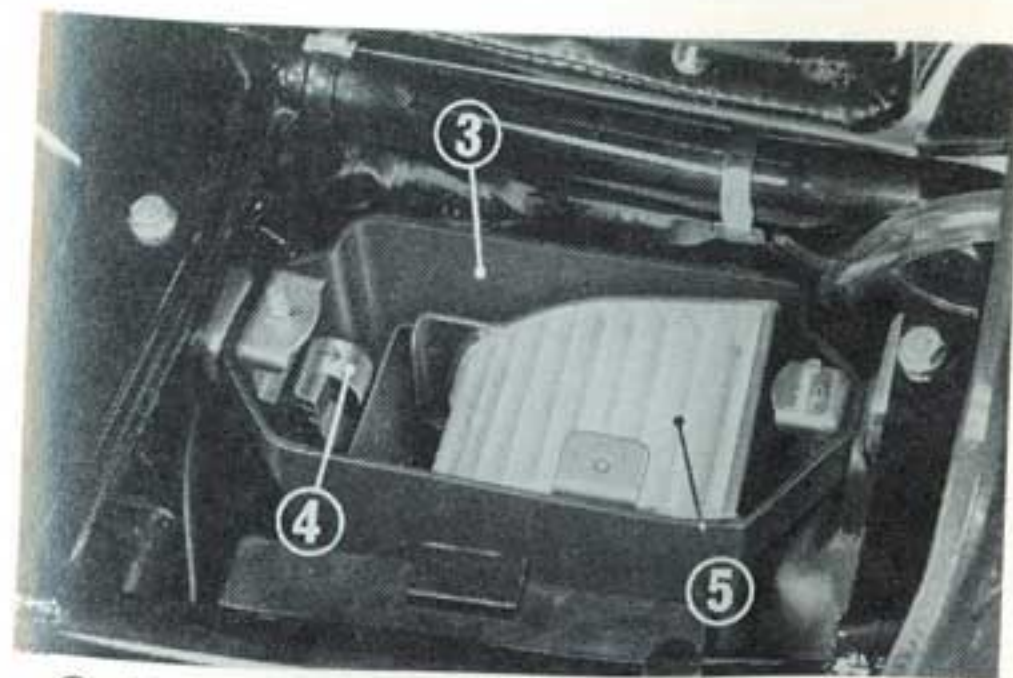
A device is built in the bottom of the air cleaner case ③ to separate oil from the crankcase breather tube. Clean the



- ① Wing nuts
- ② Air cleaner cover

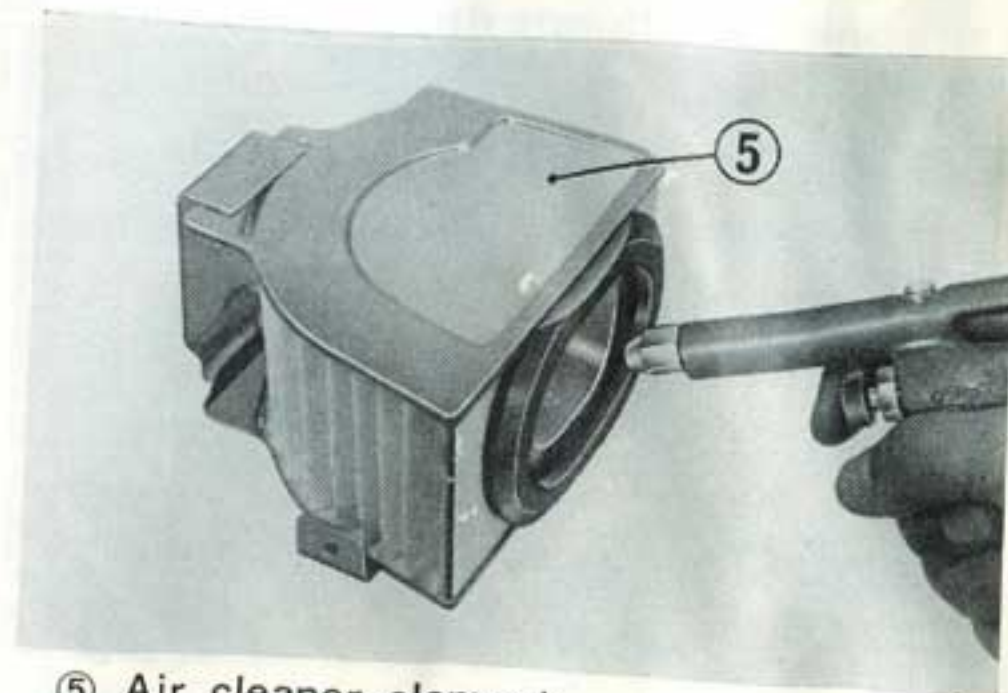
polyurethane element of the device at the same time you clean the air cleaner.

a. Raise the seat and remove the wing nuts ① to remove the air cleaner cover ② (page 52).



- ③ Air cleaner case
- ④ Retaining clip

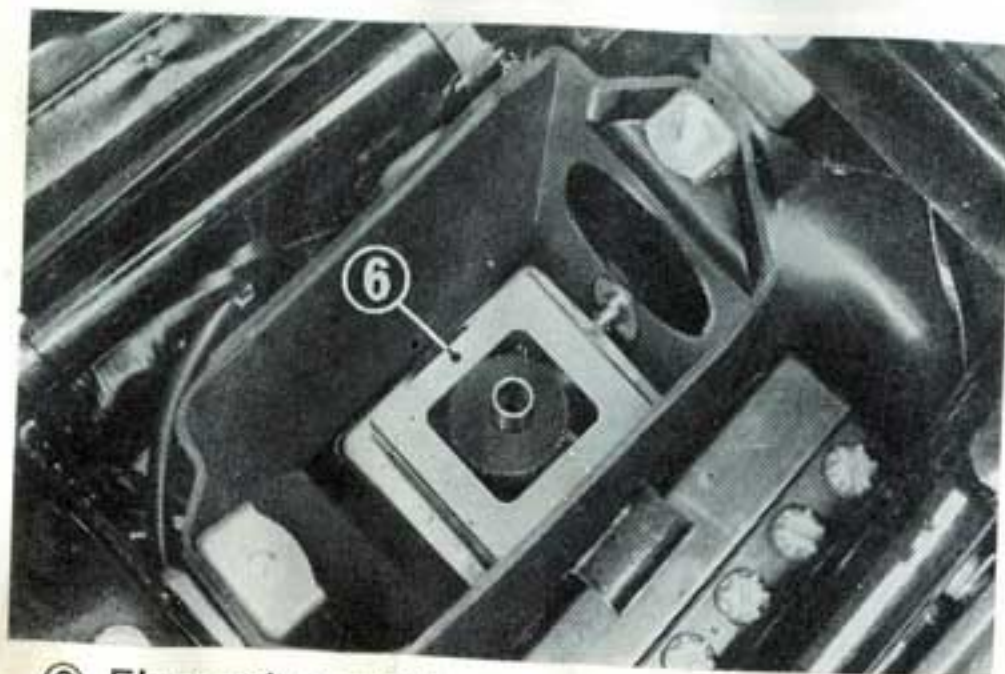
b. Lift out the air cleaner element retaining clip ④. Remove the air cleaner element ⑤ and clean it by tapping lightly to loosen dust. By using a soft brush, the remaining dust can be brushed from the outer element surface or blown away by applying compressed air from the inside of the element as shown in the illustration.



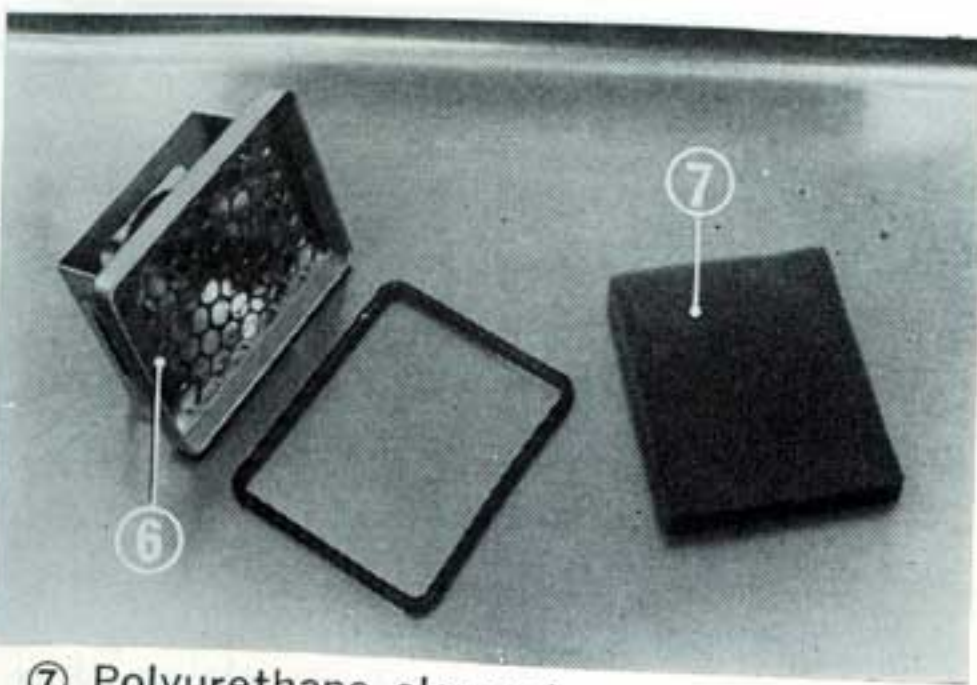
- ⑤ Air cleaner element



- c. Remove the element cover ⑥.
- d. Remove the polyurethane element ⑦ from the element cover and wash it in clean solvent. Squeeze out excess solvent and then dry the element thoroughly.
- e. To install the air cleaner, assemble in the reverse order of disassembly.



⑥ Element cover



⑦ Polyurethane element

**WARNING:**

Gasoline or low flash point solvents are explosive and highly flammable and must not be used to clean the breather element. Fire or explosion could result.

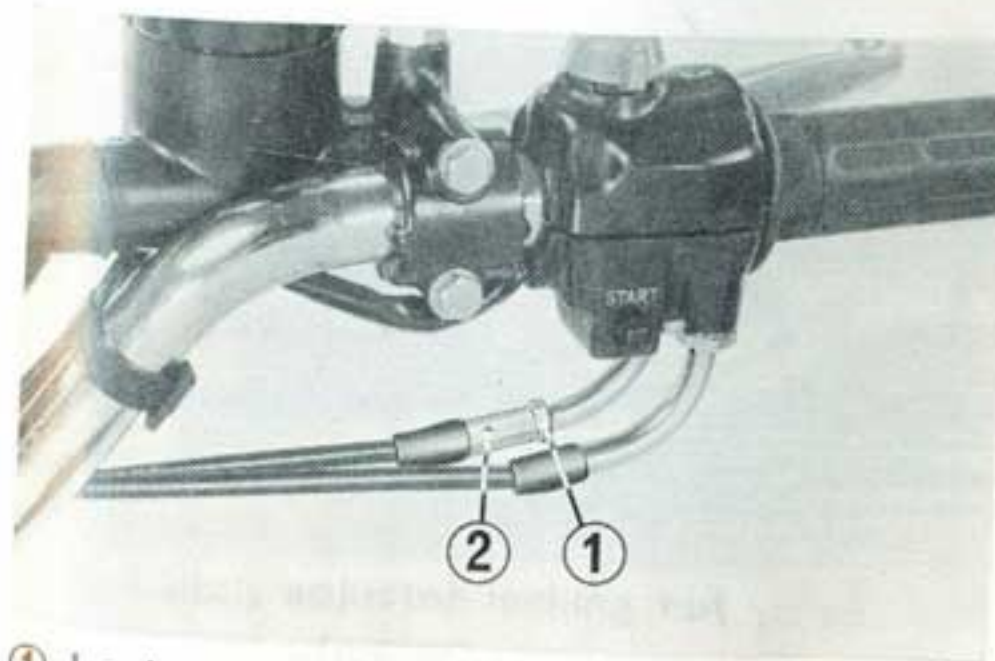
**CAUTION:**

Check the drain pipe for clogging.

### THROTTLE CABLE ADJUSTMENT

Standard throttle grip play is approximately 10–15° of the grip rotation. This play can be attained by adjustment of the grip play adjuster ②.

Loosen the grip play adjuster lock nut ① and turn the adjuster in either direction to obtain the grip free play rotation of 10–15°. Retighten the lock nut.



① Lock nut    ② Grip play adjuster

### CARBURETOR ADJUSTMENT

**NOTE:**

Before making adjustments to the carburetor, be sure the ignition system is functioning properly and the engine has good compression. Do not attempt to compensate for other faults by carburetor adjustment.

Quadruple piston type carburetors are mounted on the cylinder head to provide independent carburetion to the respective cylinders. Both the chokes and the throttles are linked to operate all four carburetors simultaneously.

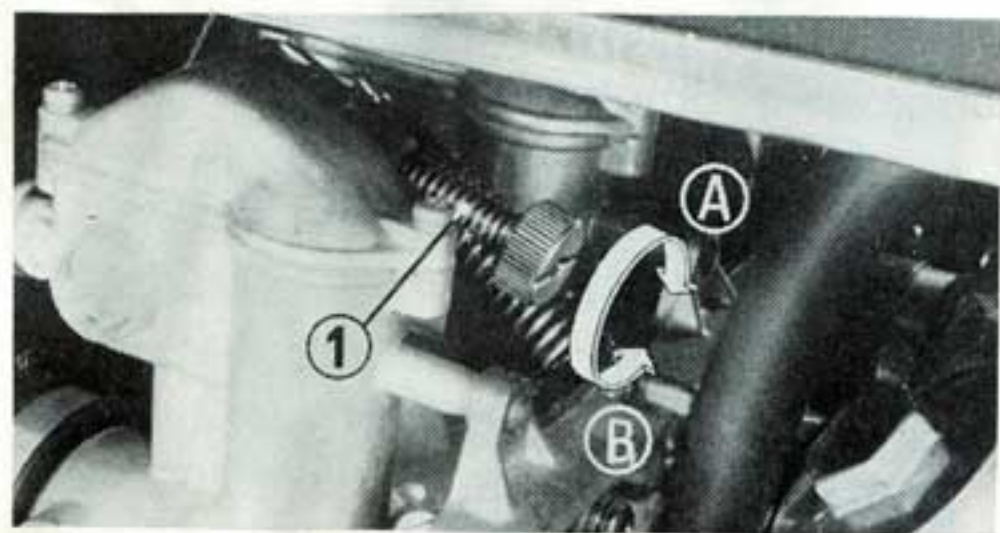
1. Before making the idle adjustment the engine must be at operating temperature. Turn the stop screw ① (page 56) on the throttle linkage, which is accessible from the right side, to obtain the proper idle speed. Turn the screw in the Ⓐ direction to increase the speed.
2. After performing the adjustment a-



bove, if the proper idle speed cannot be obtained or if the exhaust back pressures from the cylinders are not uniform, the carburetors require individual adjustment and synchronization.

**NOTE:**

Carburetor synchronization requires the use of special instruments and should be performed by an authorized Honda dealer.



- ① Stop screw
- Ⓐ Increase the speed
- Ⓑ Decrease the speed

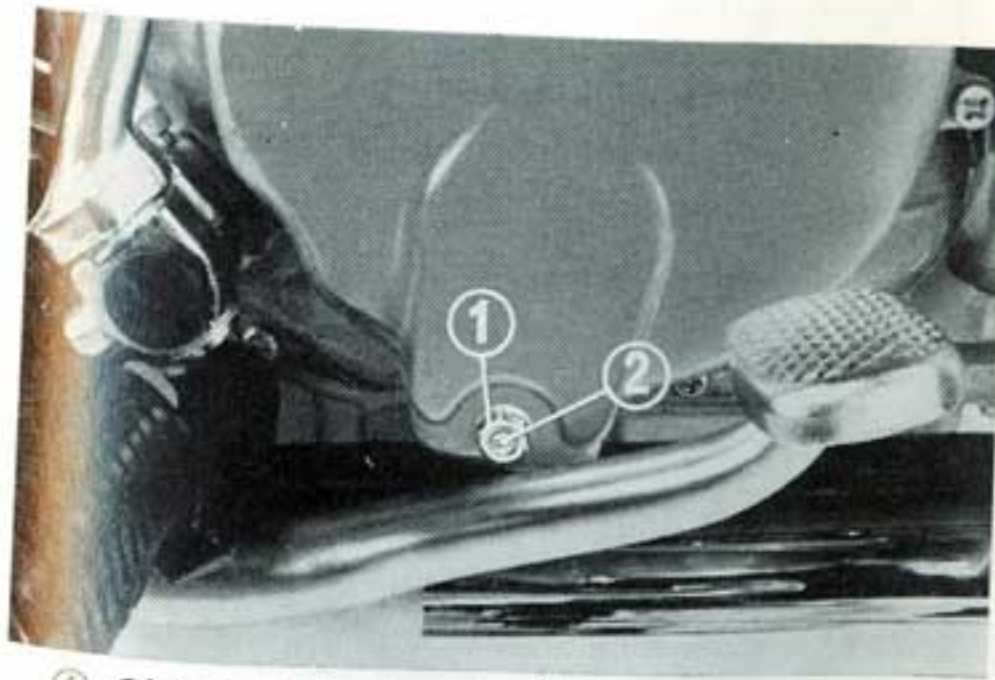
### CLUTCH ADJUSTMENT

The clutch must be adjusted so that the engine can be completely disengaged from the transmission, but not to the point where the clutch will slip when the machine is accelerating.

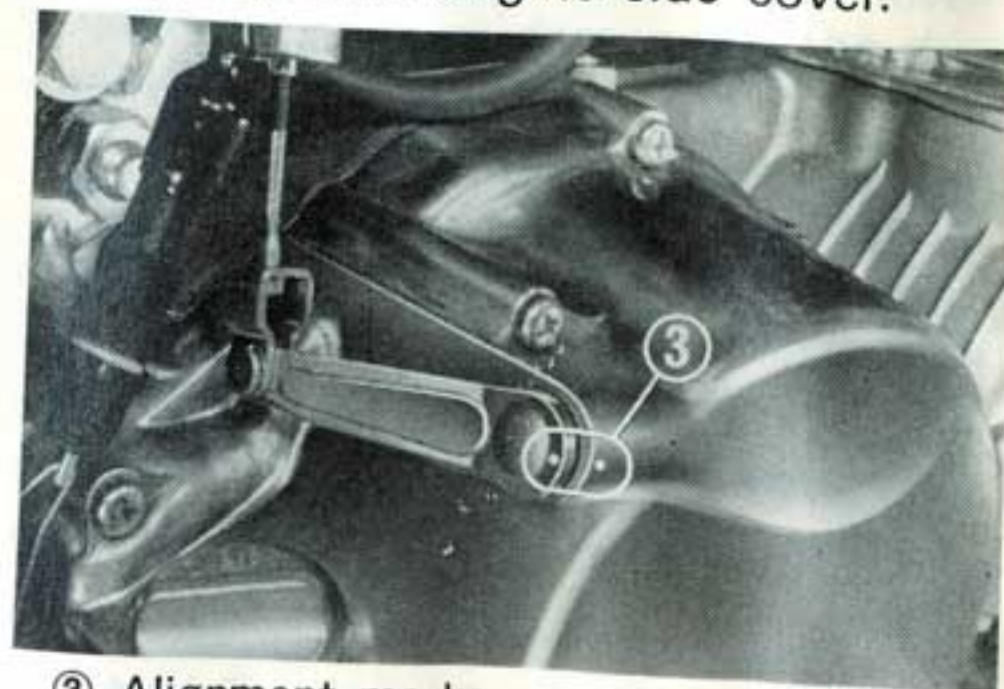
The clutch and clutch cable should be adjusted to provide 10~20mm (0.4~0.8

in.) free play measured at the tip of the clutch lever.

To adjust, perform the following steps:  
a. Clutch adjustment is made by loosening the clutch adjuster locking nut ① and turning the adjuster ② to align the alignment marks ③ on the actuating arm and engine side cover.



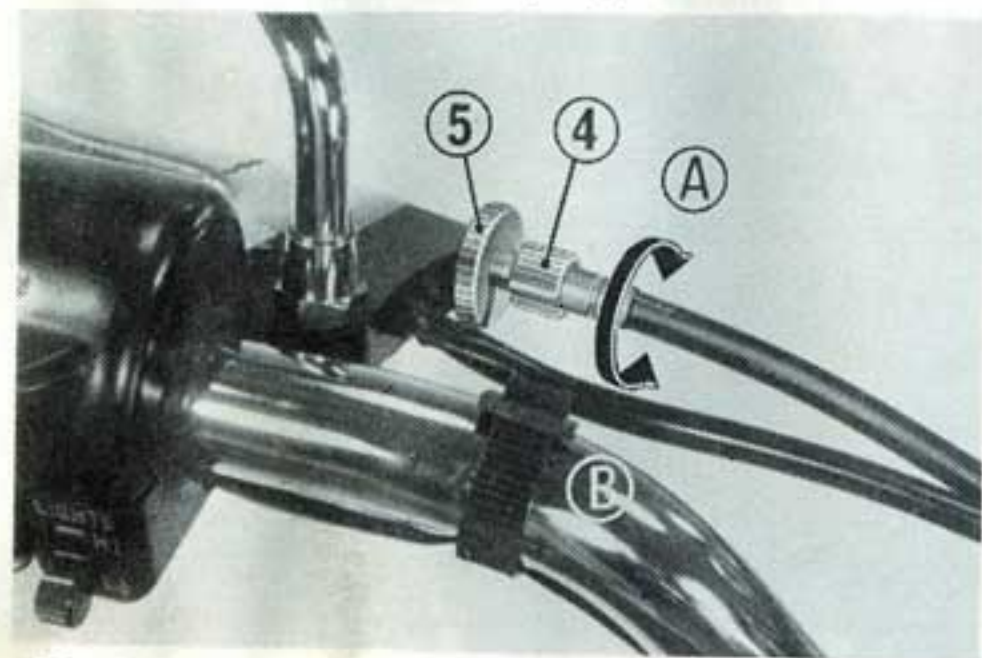
- ① Clutch adjuster locking nut
- ② Clutch adjuster



- ③ Alignment marks



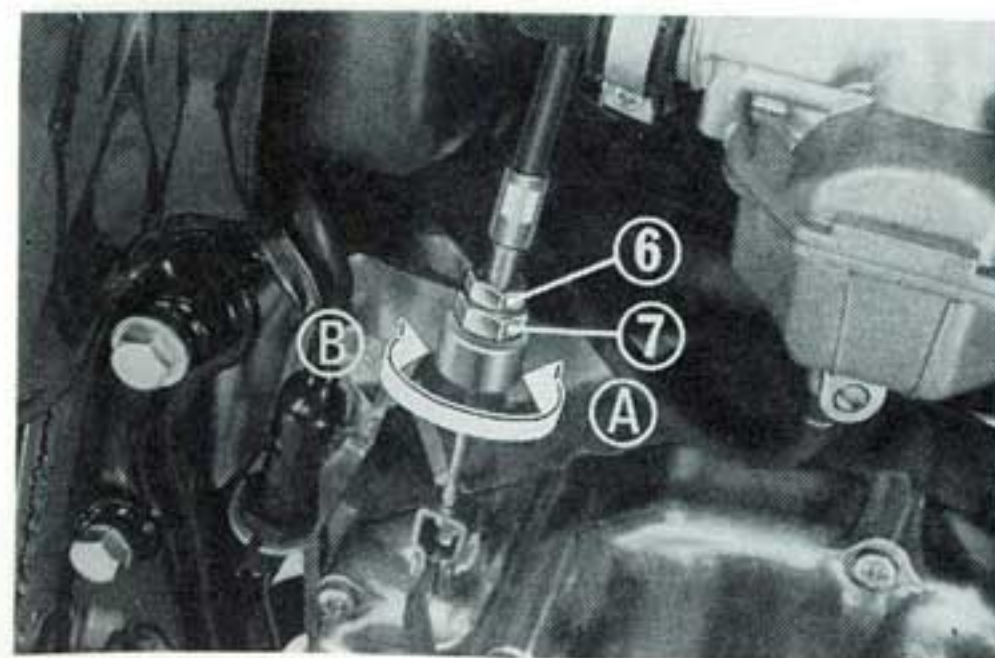
b. Minor adjustment can be made at both adjusters at the upper and lower ends of the clutch cable. Loosen the lock nut ⑤ (⑥ at the lower end) at the clutch lever and turn the cable adjuster bolt ④ (⑦ nut at the lower end). Turning the cable adjuster bolt (nut at the lower end) clockwise ① will increase the play in the clutch



④ Clutch cable adjuster bolt ⑤ Lock nut

lever, turning in the ② direction will decrease the play. Do not forget to tighten the lock nut after completing the adjustment.

c. After the adjustment has been made, check to see that the clutch is not slipping and is properly disengaging.



⑥ Lock nut  
⑦ Clutch cable adjuster nut

Start the engine, pull in the clutch lever and shift into gear. There should be no excessive grinding from the transmission, and the machine should not begin to creep forward. Drive the machine to check for grabbing or slipping.

## DRIVE CHAIN INSPECTION, ADJUSTMENT AND LUBRICATION

The service life of the drive chain is dependent upon proper lubrication and adjustment. Proper maintenance will help to extend the service life and ensure smooth power transmission to the rear wheel. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain must be checked, and serviced as necessary, after the first 200 miles of operation, and at least every 600 miles thereafter. If your CB550K is operated at sustained high speeds, or under conditions of frequent rapid acceleration, the drive chain must be serviced more often.

### 1. Inspection

Place the motorcycle on the center



stand, with the transmission in neutral. Turn the rear wheel slowly, and inspect the drive chain and sprockets for any of the following conditions:

### DRIVE CHAIN

- Damaged Rollers
- Loose Pins
- Dry or Rusted Links
- Kinked or Binding Links
- Excessive Wear
- Improper Adjustment

### SPROCKETS

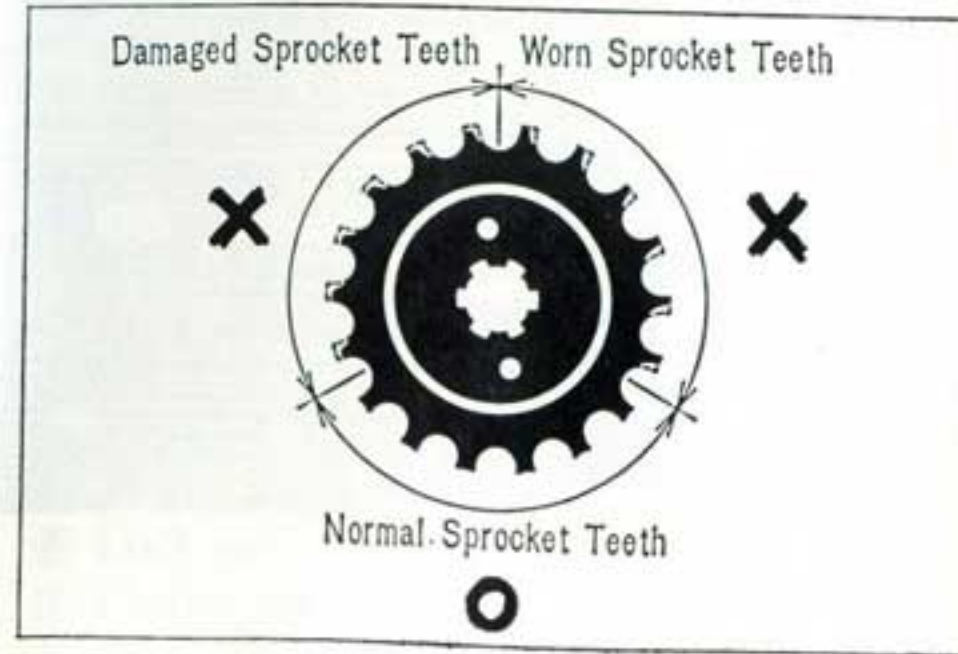
- Excessively Worn Teeth
- Broken or Damaged Teeth

A drive chain with damaged rollers or loose pins must be replaced. A chain which appears dry, or shows signs of rust, requires supplemental lubrication. Kinked or binding links should be

thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.

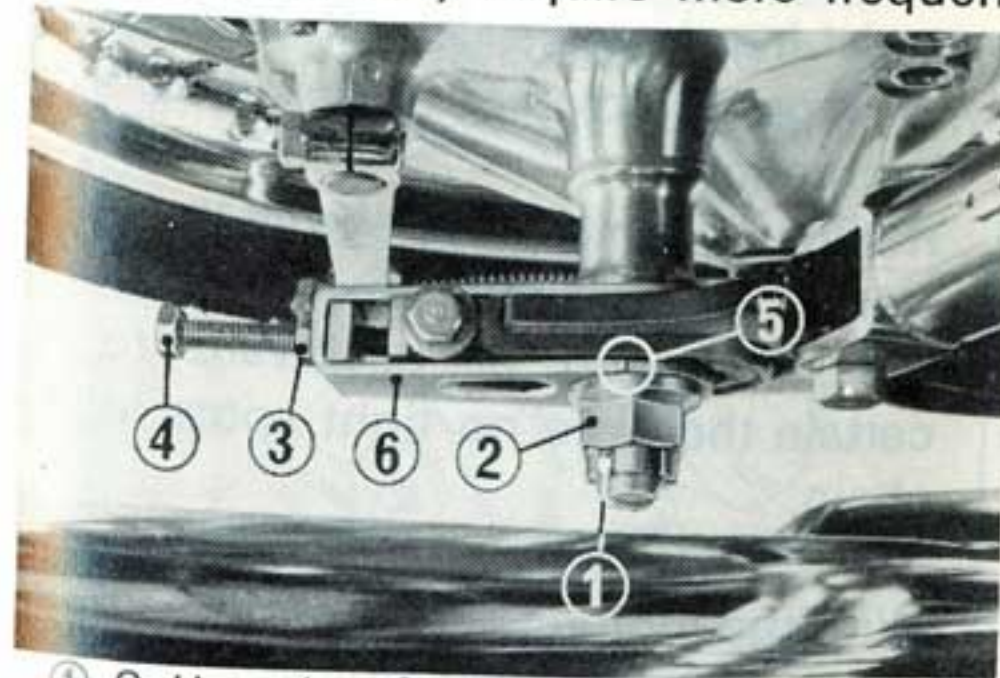
### NOTE:

Never install a new drive chain on badly worn sprockets, or use new sprockets with a badly worn drive chain. Both chain and sprockets must be in good condition, or the new replacement chain or sprockets will wear rapidly.



## 2. Drive Chain Adjustment

Drive chain slack should be checked and adjusted as necessary after the first 200 miles of operation and at least every 600 miles thereafter. CB550K motorcycles operated at sustained high speeds, or under conditions of frequent rapid acceleration, may require more frequent

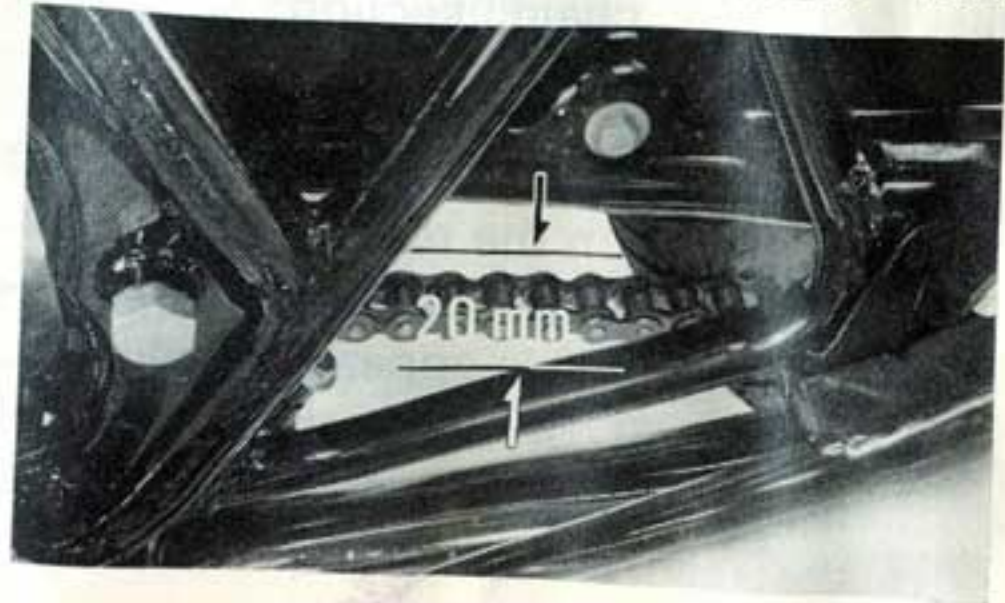


- ① Cotter pin ② Axle nut ③ Lock nut
- ④ Drive chain adjusting bolt
- ⑤ Index mark ⑥ Chain adjuster plate

adjustment.

The procedure for drive chain adjustment is as follows:

- a. Place the motorcycle on its center stand, with the transmission in neutral. The engine should be stopped.
- b. Remove the cotter pin ① from the rear axle nut ②, and loosen the nut.
- c. Loosen lock nuts ③ on both adjusting bolts ④.
- d. Turn both adjusting bolts an equal number of turns until the correct drive chain tension is obtained. Turn





adjusting bolts clockwise to tighten the chain, or counterclockwise to provide more slack.

Adjust to provide approximately 20 mm (3/4 in.) of chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain. Slack must not be less than 20 mm (3/4 in.) at a point midway between the sprockets, regardless of the chain section at which the measurement is taken.

e. Check rear axle alignment with the index marks on the rear swinging arm. Both left and right marks should correspond. If the axle appears misaligned, turn the left or right adjusting bolt until marks correspond on both sides of the rear swinging arm.

- f. Tighten both adjusting bolt lock nuts.
- g. Tighten the axle nut and install a new cotter pin.

**CAUTION:**

Always replace used cotter pins with new ones.

- h. Check rear brake pedal free travel. When the rear wheel is repositioned to adjust drive chain slack, brake pedal free travel is also affected. Refer to page 69 for rear brake adjustment instructions.
- i. Remove the motorcycle from its center stand. While sitting on the machine, roll it forward or backward to be certain there are no tight spots in the chain.

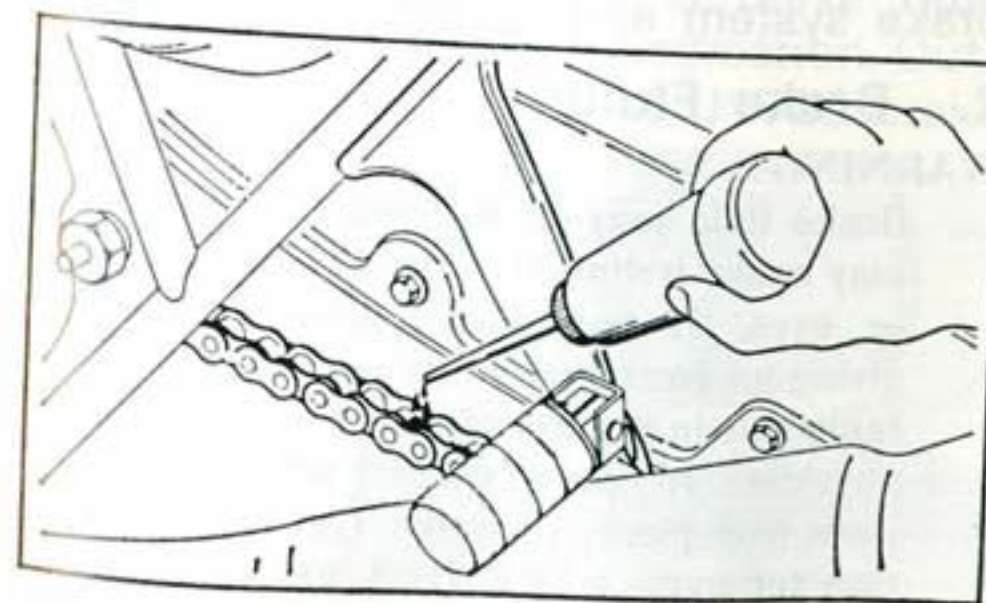
With the motorcycle on its wheels and laden with the rider's weight, the rear swinging arm moves toward a horizontal position, and drive chain slack

decreases. Drive chain slack should not be less than 13 mm (1/2 in.) with the motorcycle on its wheels and laden.

### 3. Drive Chain Lubrication

Normally rear drive chain lubrication is performed without removing the chain, at the time of chain adjustment.

More frequent inspection and servicing is required under severe operating conditions.



- a. The CB550K is equipped with the endless type drive chain that requires periodic inspection. If dirty or rusted, clean with a brush and solvent, wipe and dry with a clean rag. Inspect the chain for wear (sloppy joints), stiffness and binding at the joints, and broken or separated rollers. Apply a liberal amount of good engine oil or chain lubricant.

If damaged or worn, the chain should be replaced. Replacement of the drive chain requires a special tool, therefore your HONDA dealer should be consulted.

- b. Adjust drive chain as described in steps "a-i", page 61~62.



## BRAKE INSPECTION AND ADJUSTMENT

Brakes are items of personal safety and should always be maintained in proper adjustment.

### 1. Front Brake

The CB 550K front brake is a hydraulically operated caliper/disc type. This type brake will provide reliable operation and excellent braking qualities at much higher operating temperatures than the conventional drum type brake.

When pressure is applied to the brake lever, brake fluid transmits the pressure to the brake piston in the caliper, pressing the friction pads against the disc. Brake fluid is a medium for transmitting pressure and plays a vital role in the brake system. Therefore, when scheduled brake maintenance is performed, it is imperative that the front brake system is inspected to ensure that there is no fluid leakage. As the friction pads wear, ad-

ditional fluid is taken into the system from the fluid reservoir to compensate for the friction pad wear. Because of this feature, the disc brake is self adjusting and the brake control lever free travel will remain constant once the free travel has been established, providing the hydraulic system is free of air.

If the control lever free travel becomes excessive and the friction pads are not worn beyond the recommended limit (page 68), there is probably air in the brake system and it must be bled.

### 2. Brake Fluid

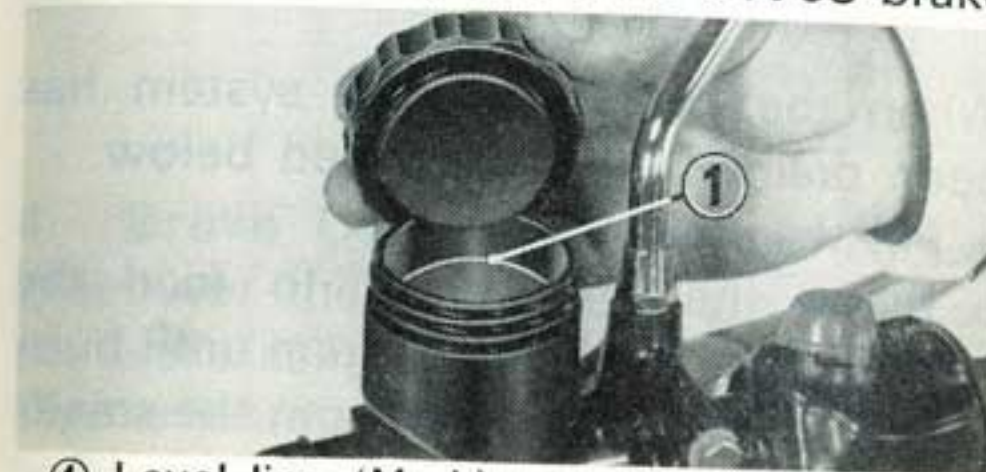
#### WARNING:

Brake fluid may be harmful if swallowed. It may cause irritation. Avoid contact with skin or eyes. If swallowed induce vomiting by giving an emetic such as two tablespoonfuls of table salt in a glass of warm water and call a physician. In case of contact with skin or eyes, flush with plenty of water. Get medical attention for eyes. **KEEP OUT OF REACH OF CHILDREN.**

#### CAUTION:

Before removing the reservoir cap always clean around it.

The brake fluid level in the reservoir should be checked at regular intervals as in the MAINTENANCE SCHEDULE (pages 38-39). Remove the reservoir cap, washer and diaphragm, and whenever the level is lower than the level mark ① engraved inside the reservoir, fill the reservoir to the level mark. Use only brake fluid which is designated **DOT 3** on the container. **DOT 3** brake fluid meets the **SAE J1703** specification. Outside the U. S. A., use **SAE J1703** brake



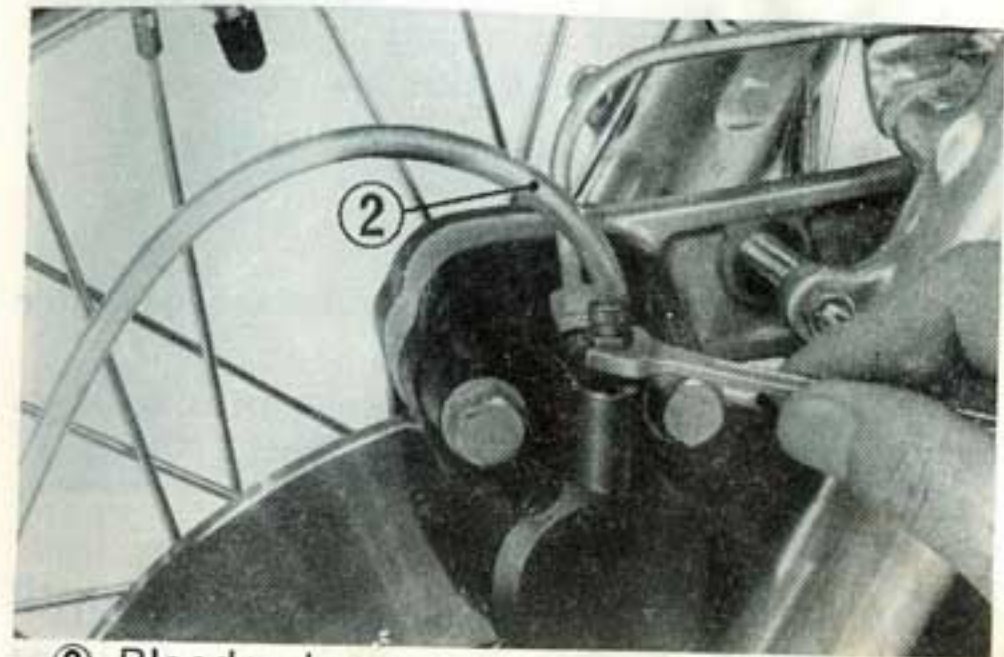
① Level line (Mark)

fluid. Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

### 3. Bleeding The Brake System

The brakes must be bled with great care subsequent to work performed on the brake system, when the lever becomes soft or spongy, or when lever travel is excessive. The procedure is best performed by two mechanics.

a. Remove the dust cap from the bleed-



② Bleeder hose



- er valve and attach the bleeder hose ②.
- Place the free end of the bleeder hose into a glass container which has some hydraulic brake fluid in it so that the end of the hose can be submerged.
  - Fill the reservoir using only the recommended brake fluid. Screw the cap partially on the reservoir to prevent entry of dust.
  - Squeeze the brake lever all the way in, open the bleeder valve 1/2 turns and close the bleeder valve.
  - Release the brake lever slowly.

**NOTE:**

- \* Leave the brake lever for a few seconds after releasing the brake lever.
- \* Do not release the brake lever until the bleeder valve has been closed again.

Repeat the steps "d" and "e" until bubbles cease to appear in the fluid at

- the end of the hose.
- Do not allow the fluid reservoir to become empty during the bleeding operation as this will allow air to enter the system again. Fill the reservoir as often as necessary while bleeding.
  - Remove the bleeder hose, tighten the bleeder valve and install the bleeder valve dust cap.
  - Check for absence of leaks in the brake lines while holding pressure against the brake lever. Fill the reservoir when bleeding is completed.

When the hydraulic brake system has been drained, fill as outlined below.

- Fill the fluid reservoir.
- Pump the brake lever to feed the fluid into the brake system until bubbles cease to appear from the smaller hole in the reservoir.

- Bleed the brake system by following the steps "d" and "e" described above.

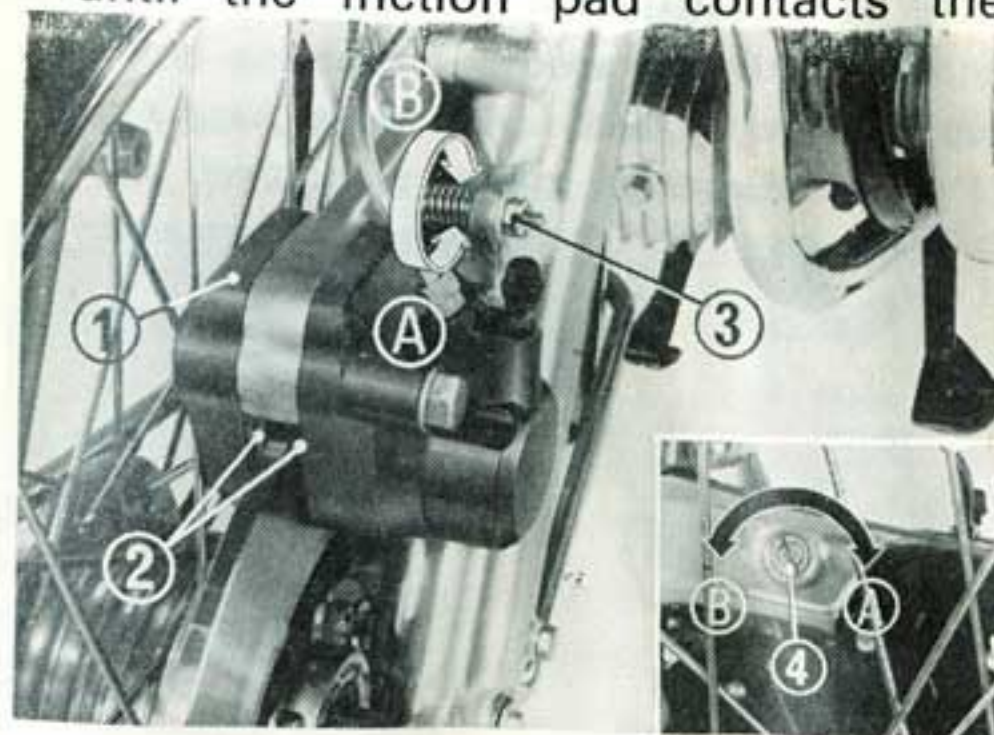
**CAUTION:**

- \* Use only DOT 3 brake fluid from a sealed container.
- \* Do not mix brake fluid brands and never re-use the contaminated fluid which has been pumped out during brake bleeding, because this will impair the efficiency of the brake system.
- \* Brake fluid must be handled with care because it will damage paint and instrument lenses.

**4. Brake Caliper Adjustment**

Whenever the brake pads are replaced the brake caliper ① must be adjusted. This adjustment is made, so that there is a small clearance between the fixed

- friction pad ② and the brake disc.
- Raise the front wheel off the ground.
  - Loosen the caliper stopper bolt lock nut ③.
  - Using a suitable screwdriver, turn the stopper bolt ④ in direction A until the friction pad contacts the



① Brake caliper ② Brake pads.  
③ Stopper bolt lock nut ④ Stopper bolt

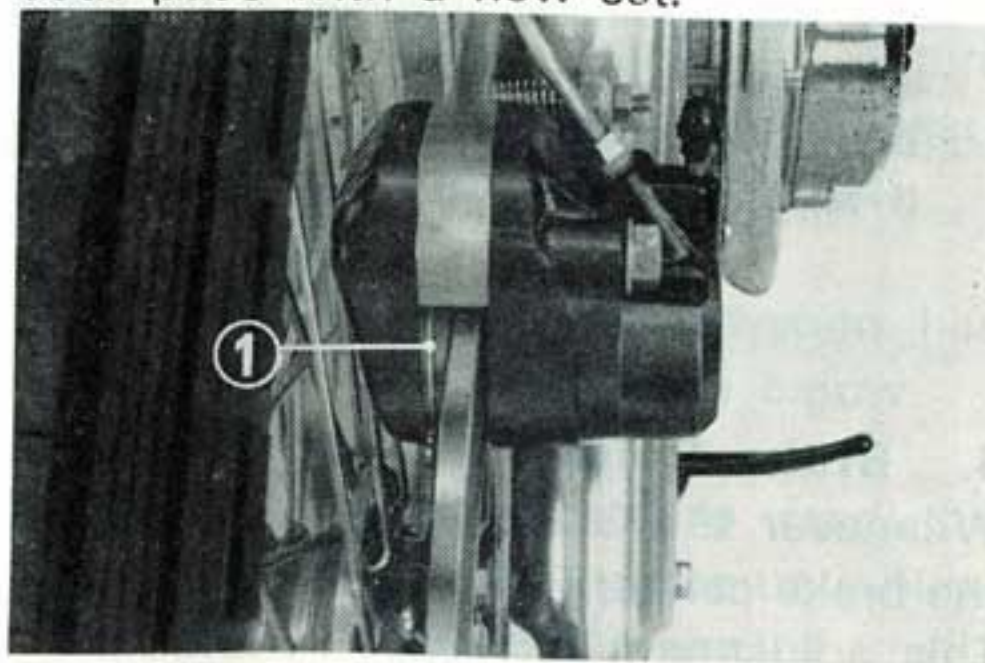


brake disc. When the wheel is rotated, a slight drag will be noticed.

- d. While rotating the front wheel, turn the stopper bolt in direction Ⓑ until the front wheel rotates freely.
- e. Turn the stopper bolt in direction Ⓑ 1/2 turn further and tighten the lock nut.

### 5. Brake Pads

Brake pad wear will depend upon the severity of usage, type of driving, and condition of the roads. It may be expected that the pads will wear faster on dirty and wet roads. Visually inspect the pads during all regular service intervals to determine the pad wear. If the pad wears to the red line ①, replace both pads with a new set.



① Red line

### NOTE:

Use only HONDA genuine replacement friction pads offered by authorized HONDA Dealers. When brake service is necessary, consult your HONDA Dealer.

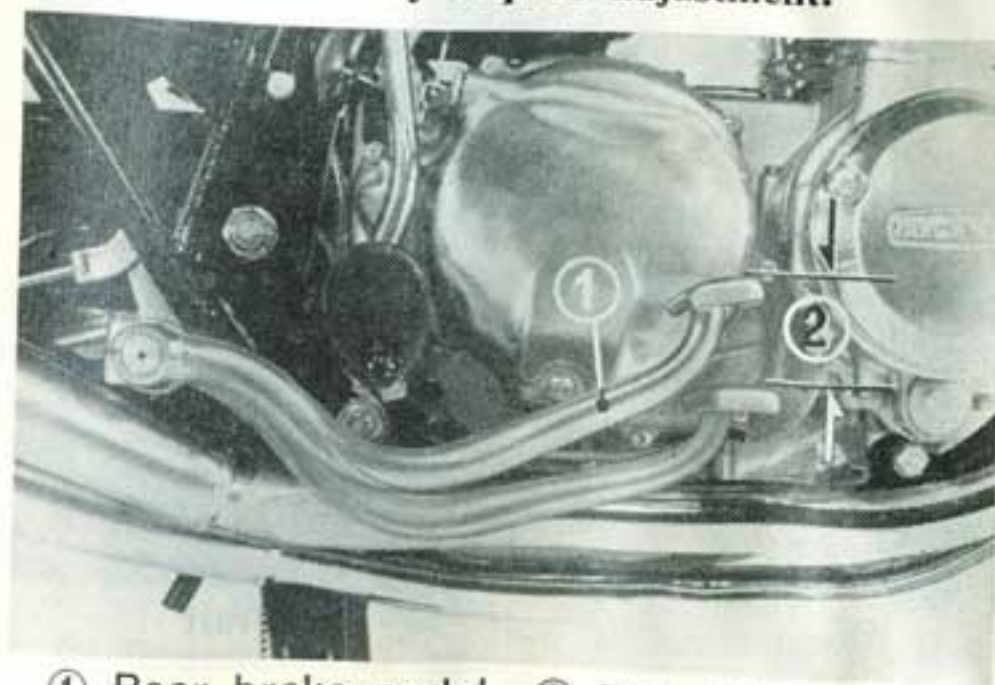
### 6. Rear Brake Adjustment

The rear brake is of an internally expanding type. To check the rear brake pedal ① free travel, raise the rear wheel off the ground by placing the motorcycle on the center stand. Rotate the wheel by hand and note the distance the pedal tip travels ② before the brake takes hold. Normal free travel is approximately 25 mm (1 in.). If adjustment is necessary, make the adjustment by turning the adjusting nut ⑤ (page 70). Turn clockwise for less free travel, counterclockwise for greater free travel. The stopper bolt ③ is provided to make an adjustment of the pedal height before the free travel ad-

justment. To turn this bolt, loosen the lock nut. After adjusting, tighten the lock nut.

### NOTES:

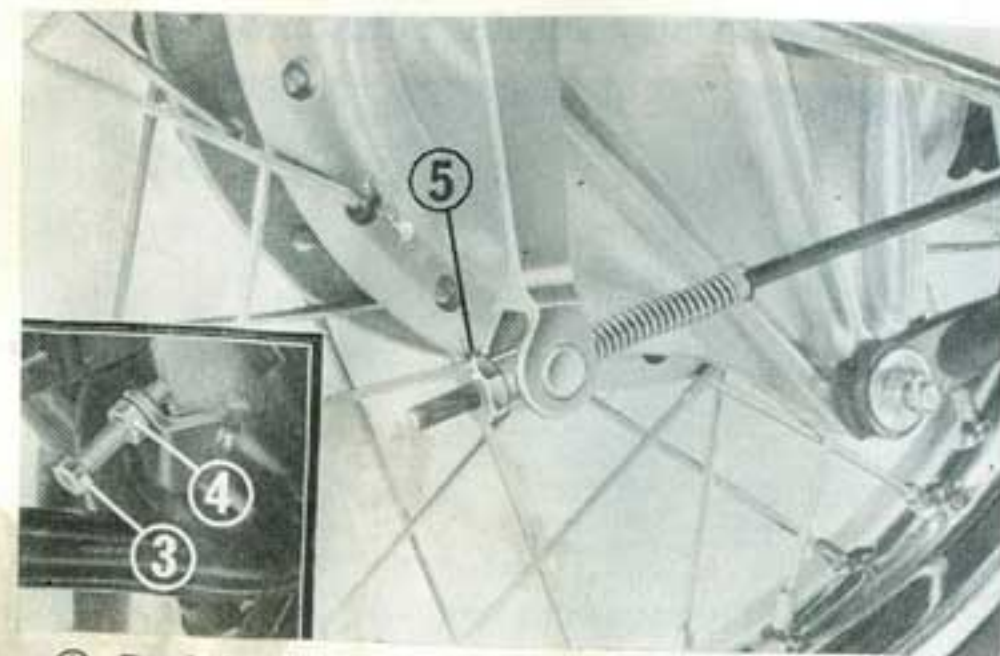
- \* Make sure that the cut-out on the adjusting nut is seated on the brake arm pin after the final adjustment has been made. If the rear wheel assembly has been moved forward or rearward, as in drive chain adjustment, the rear brake may require adjustment.



① Rear brake pedal ② Pedal travel



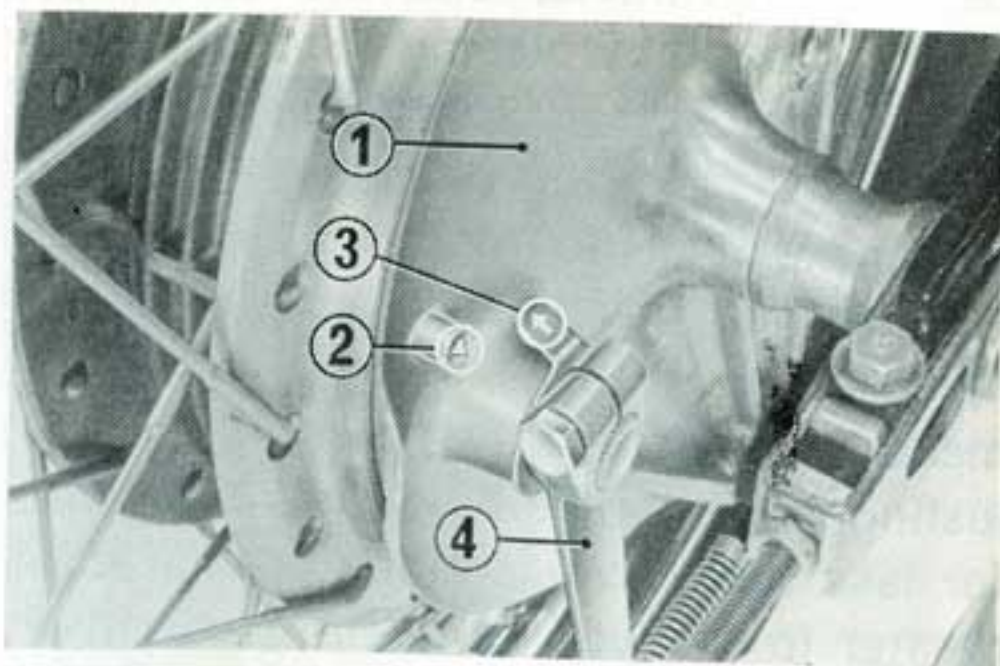
- \* Inspect the mounting of the rear brake arm to the brake shoe actuating cam to make sure that the locking bolt is tight and the splines undamaged.



③ Pedal stopper bolt ④ Lock nut  
⑤ Rear brake adjusting nut

## 7. Rear Brake Wear Indicator

When the rear brake is applied, an arrow ③, adjacent to the rear brake arm ④, moves toward a reference mark ② on the rear brake backing plate ①. The distance between the arrow and the reference mark, on full application of the rear brake, indicates brake lining thick-



① Rear brake backing plate ② Reference mark ③ Arrow ④ Rear brake arm

ness.

If the arrow aligns with the reference mark on full application of the rear brake, replace the brake shoes.

### NOTE:

- \* When brake service is necessary, see your authorized Honda dealer, who has been properly trained to perform such service. Use only genuine Honda parts or their equivalent.

## WHEEL REMOVAL AND INSPECTION

### 1. Front Wheel Removal

Removal of the front wheel is performed in the following manner:

- Raise the front wheel off the ground by placing a support under the engine.
- Remove the speedometer cable ① from the front wheel hub assembly.
- Remove the axle holder fixing nuts ② and the front wheel assembly from the front fork.

To install the front wheel reverse the sequence outlined above.



① Speedometer cable  
② Axle holder fixing nuts



## NOTE:

- \* Do not depress the brake lever when the wheel is off the motorcycle because the caliper piston will be forced out of the cylinder with subsequent loss of brake fluid. If this does occur servicing of the brake system will be necessary (see pages 64-68).

## WARNING:

- \* When installing the caliper, fit the brake disc between the brake pads carefully.
- \* Install the axle holder with the "F" arrow forward and tighten the forward holder nut first to the specified torque, then tighten the rear nut to the same torque.

Torque for axle holder: 180~230 kg·cm  
(13-16.6 lbs-ft)

- \* After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

## 2. Rear Wheel Removal

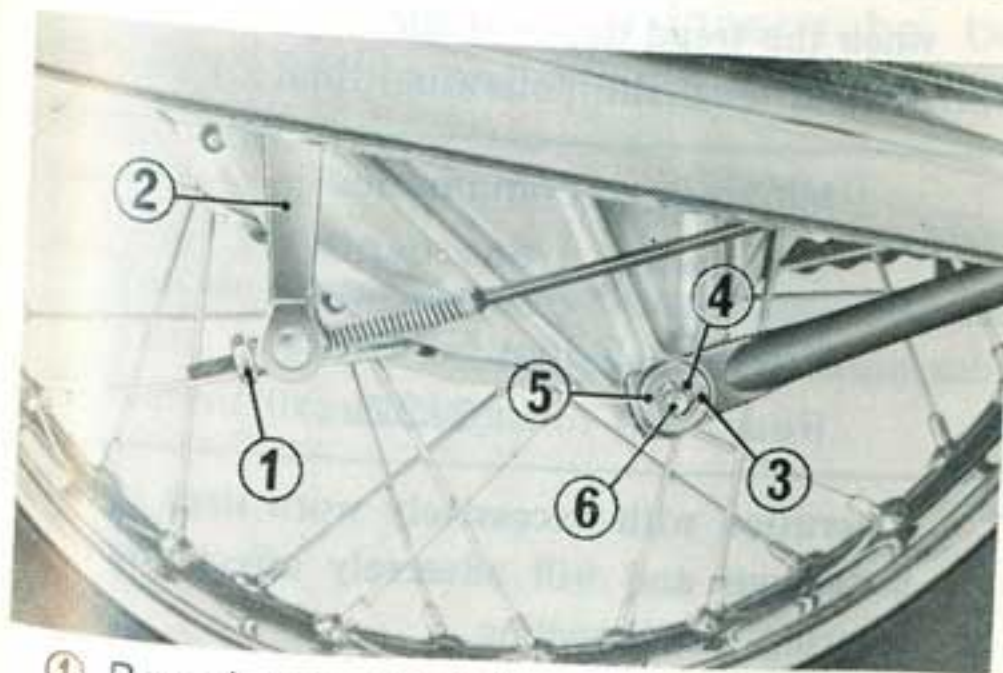
Removal of rear wheel is performed in the following manner:

- Place the motorcycle on the center stand.
- Remove the rear brake adjusting nut ① and actuating rod from the brake arm ②.
- Remove rear brake backing plate torque arm lock pin ③, nut ④, washer ⑤, and bolt ⑥.
- Remove the cotter pin ⑪ and loosen the axle nut ⑦.
- Loosen the rear wheel adjusting bolt lock nuts ⑧, back out the adjuster bolts ⑨ and turn the chain adjusters downward. Remove the rear fork cap fixing bolts ⑩ and end caps.
- Push the wheel forward, lift the chain off the sprocket, then pull the wheel rearward, clear of the rear fork.

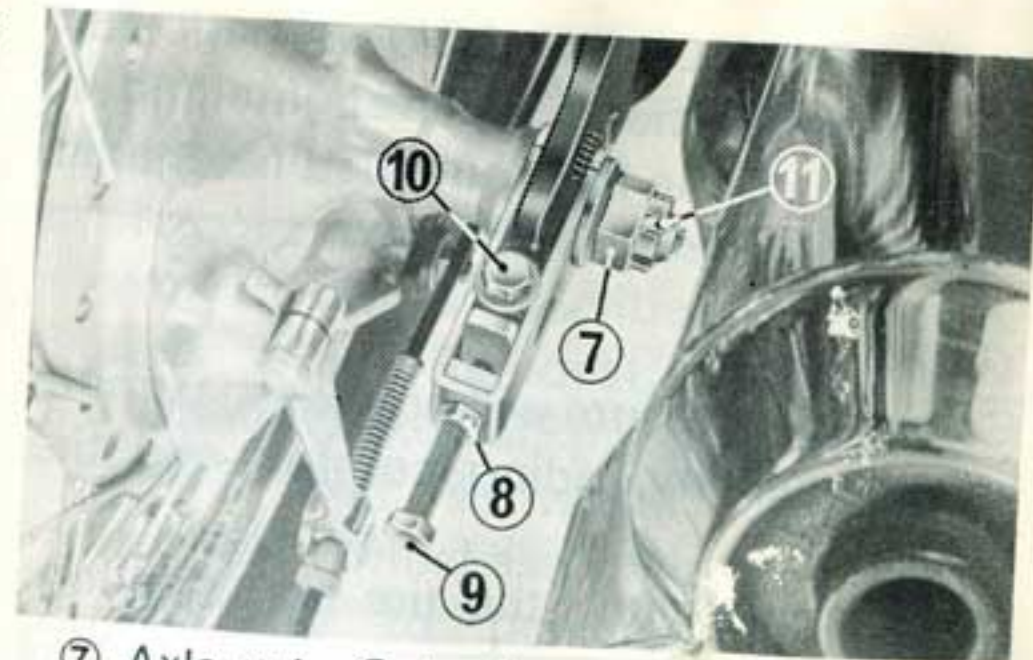
To install the rear wheel, reverse the sequence outlined above. Always use a new cotter pin after tightening the axle nut to 800-1000 kg-cm (58-73 lbs-ft). Adjust the drive chain tension following the drive chain adjustment (see pages 61-63).

## CAUTION:

Always replace used cotter pins with new ones.



① Rear brake adjusting nut ② Brake arm  
③ Lock pin ④ Nut ⑤ Washer ⑥ Bolt



⑦ Axle nut ⑧ Lock nut  
⑨ Adjuster bolt ⑩ Fixing bolt  
⑪ Cotter pin

## 3. Wheel Inspection

At any time the front or rear wheel is removed take the opportunity to thoroughly inspect the suspension components, brake friction linings and wheel bearings. Carefully inspect the condition of the wheel rim and the spoke tension at regular intervals as in the



MAINTENANCE SCHEDULE (page 39). It is recommended that retightening of spokes be done by a qualified mechanic.

## TIRES

Correct air pressure will provide maximum safety, stability, riding comfort and tire life.

Be sure to follow the tire specification.

Cold tire pressures kg/cm <sup>2</sup> (psi)	Up to 90kg (200 lb) load	Front: 1.75(25) Rear: 2.0(28)
	Up to vehicle capacity load	Front: 2.0(28) Rear: 2.5(36)
Vehicle capacity load limit	150 kg (330 lbs)	
Tire size	Front: 3.25S19-4PR Rear: 3.75S18-4PR	
Tire brand	Front: S 21 F 2 (Bridgestone) Rear: S 21 R 2 (Bridgestone)	

### WARNING:

- \* Improper tire inflation will cause abnormal tread wear or other damage and create a safety hazard. Riding with underinflated tires will cause the tires to slip on the rims damaging the inner tube valves. Severe underinflation may result in loss of the tire from the rim.
- \* Check tire pressures frequently and adjust if necessary.
- \* It is recommended that the tires be replaced when the tread depth at the center of the tire is less than the following limit:

Minimum recommended tire center tread depth
Front: 1.5 mm (1/16in.) Rear: 2.0 mm (3/32in.)

- \* Operation with excessively worn tires is very hazardous and will adversely affect traction, steering and handling.

## 1. Tire Damage

Replace damaged tires. Do not patch or vulcanize a tire casing.

We recommend that punctured inner tubes be replaced. Inner tubes should be patched only in emergency situations when replacement tubes are not available. If replacing an inner tube, be certain to select the correct size for the tire casing. If repairing a punctured inner tube, be certain to locate and eliminate the cause of damage.

### WARNING:

Patching may adversely affect wheel balance. Also, a poorly bonded patch may cause subsequent tire deflation.

## 2. Tire Removal and Installation

Tire removal should be performed in the following manner:

- a. Remove the wheel assembly to be worked on as described in Front or Rear Wheel Removal, pages 71-73.
- b. Remove brake backing plate assembly and/or axle, so wheel can be laid flat. Lay wheel assembly on a rag or cardboard to prevent hub surface damage.
- c. Remove valve core and valve stem retaining nuts. Locate and remove any sharp objects imbedded in the tire.
- d. Step on tire casing to break it free from the rim. Repeat on the opposite side.
- e. Using two small or medium size irons, placed 100-150 mm (4-6 in.) apart and inserted between the rim



edge and tire bead at the valve stem location, pry in and downward with both tire irons while depressing the tire bead opposite the tire irons with your foot. When tire bead is above the rim edge, remove one tire iron and move it 76–100 mm (3–4 in.) further away from the tire iron supporting the tire bead and insert and pry the tire bead further off of the rim. Proceed in this manner until the entire side of the tire casing is above and clear of the rim edge.

**WARNING:**

Remember when repairing a flat or installing a new tire:

- \* Always locate and eliminate the cause of the tire failure to avoid subsequent failure.
- \* Never attempt to patch or vulcanize a tire casing as this weakens the casing and may result in a blowout.

- \* An innertube should be patched only in emergency situations. A patched innertube is not as reliable as a new tube.
- \* The innertube size must correspond with the tire casing size or it will cause the tube to wrinkle or to be stretched beyond its designed capacity. In either case the innertube will be weakened increasing the possibility of failure.
- \* The use of tires other than those listed on the tire information label may adversely affect handling.
- \* Tire servicing and replacement require skill and special tools. In as much as the safety of the rider is dependent upon the good condition of the tires and wheel assemblies, we urge you to have this service performed by your authorized Honda Dealer.
- f. The deflated inner tube can now be pulled from the tire casing and the inner tire casing inspected for damage or protruding sharp objects, etc. Locate and eliminate cause of flat or

puncture.

- g. Install a new inner tube of the correct size by inflating very slightly. Leave the valve core in the valve stem.
- h. Inspect the wheel rim inner tube protector strip to see that it is in good condition and centered over the spoke nipples.
- i. Align the tire balance mark with the valve stem hole in the rim and insert the partially inflated inner tube into the tire casing.
- j. Work the inner tube into proper position in the tire casing and insert the valve stem through the valve stem hole in the rim. Install a valve stem retaining nut partially, but not tightly, onto the valve stem. Remove valve core.
- k. Apply a light coating of tire mounting solution (liquid detergent can be

used in an emergency) to each of the tire bead surfaces, and between the free tire bead and rim edge.

- l. The tire can now be stepped into place using your heels. Place both heels on the tire bead opposite the valve core, press the tire bead into place progressively with each step in opposite directions around the wheel.
- m. When 80–90% of the tire bead is in place, use a tire mounting mallet (heavy rubbers, leather or plastic hammer) to force the remaining section into position. Avoid using tire irons or screwdrivers for this operation as inner tube punctures may result.
- n. Insert the valve core and overinflate the standard pressure by approximately 10 psi (0.7 kg/cm<sup>2</sup>). This will help to properly seat the tire beads



into the rim. Inspect for proper tire bead seating and deflate the tire. Reinflate to the correct specified pressure (see page 74) and tighten the valve stem retaining nut lightly.

- o. Recheck the tire pressure and install the valve stem cap.
- p. Install wheel assembly as per instructions on pages 71–73.

#### Wheel balance:

#### WARNING:

- \* Wheel balance can affect the safety, stability, and handling of this motorcycle. When wheel balancing is necessary, see your authorized Honda Motorcycle Dealer.
- \* When removing the tire from the rim for repair or tire change, the tire balance mark (yellow) and the valve stem should be in alignment.  
Removing the balance weight or relocating it

to a different spoke nipple will affect the wheel balance.

- \* Maintenance of spoke tension and wheel trueness are critical to safe motorcycle operation. During the first 500 miles, spokes will loosen more rapidly due to initial seating of parts. Excessively loose spokes may result in high speed instability and possible loss of control.

## FRONT SUSPENSION

### 1. Front Suspension Inspection

Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously.

Inspect for smooth cushion action and oil seepage around the oil seals.

Carefully inspect all front suspension fasteners for tightness. This includes the attachment points of the fork tubes, brake components and handlebar.

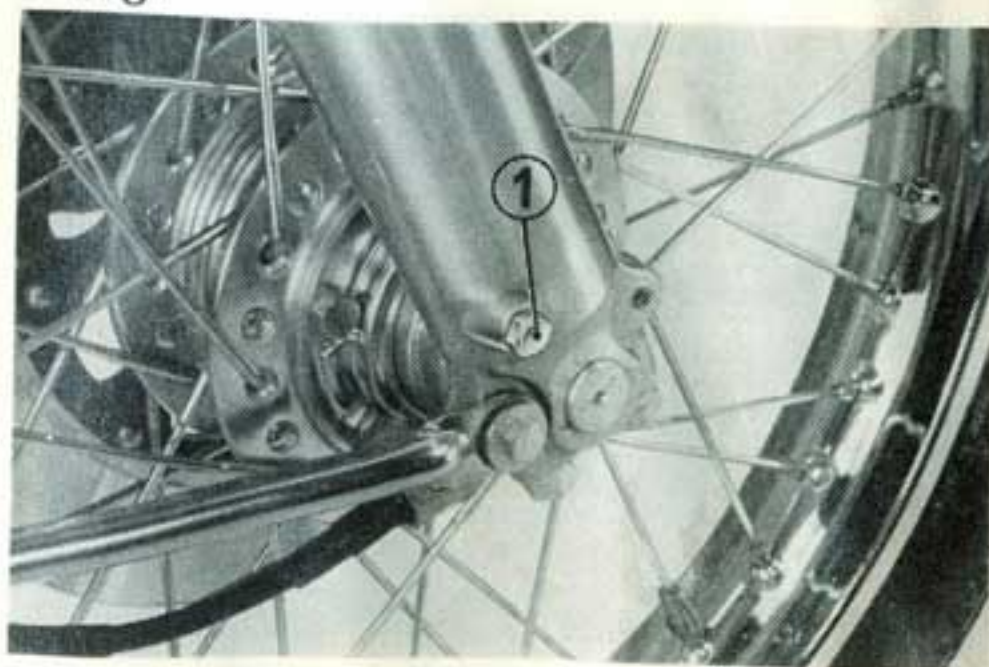
#### WARNING:

Contact your Honda dealer for repair of any steering or front suspension wear or damage. Do not operate the motorcycle with loose, worn, or damaged steering or front suspension, as handling will be adversely affected.

### 2. Front Fork Oil Change

To maintain good riding characteristics and increase fork service life, the oil in the front fork legs should be changed periodically.

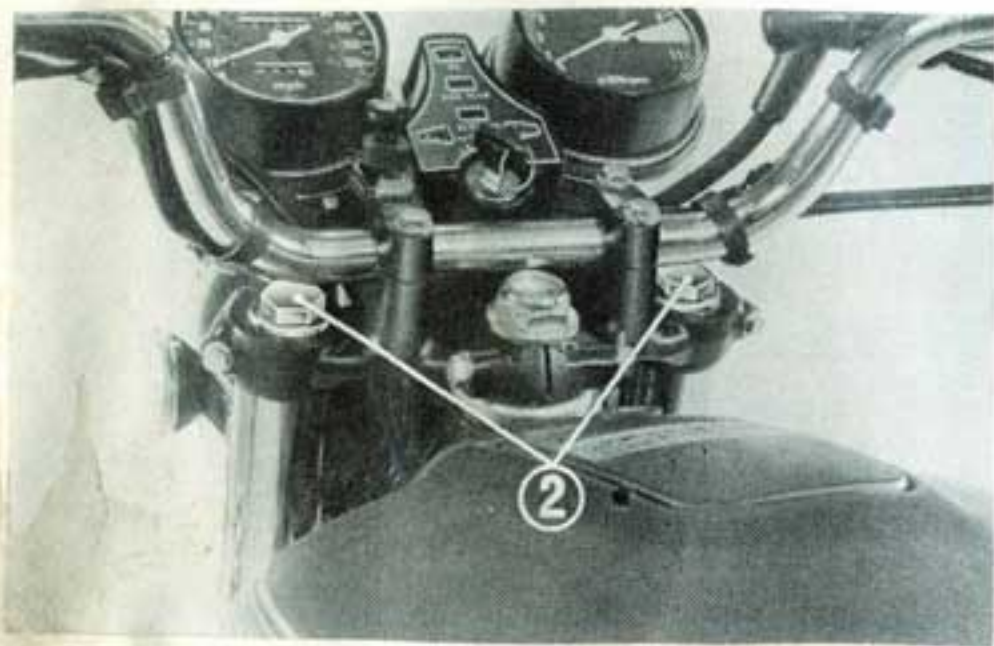
- a. Loosen the front fork drain plug ① at the bottom of the fork cylinder and drain the oil by pumping the fork. Tighten the plug securely after draining.



① Front fork drain plug



- b. Set the motorcycle on the center stand.
- c. Place a jack under the crankcase to control lowering of the front end.
- d. Remove the handlebar by removing the four handlebar bolts.
- e. Loosen the top filler plugs ② until they are free.
- f. Lower the jack under the engine to extend the fork springs with the attached filler plugs.



② Top filler plugs

- g. Move the fork springs to one side and pour 150~155cc (5.1~5.2 ozs) of premium quality ATF (Automatic Transmission Fluid) into each fork leg.
- h. Raise the jack under the engine to allow the fork springs and filler plugs to return into the fork legs.
- i. Securely tighten the top filler plugs ②.
- j. Reinstall handlebar, tightening the two front bolts first, then securely tighten the two rear bolts.
- k. Remove the jack from under the engine.
- l. Securely tighten the top filler plugs after filling.

## REAR SUSPENSION

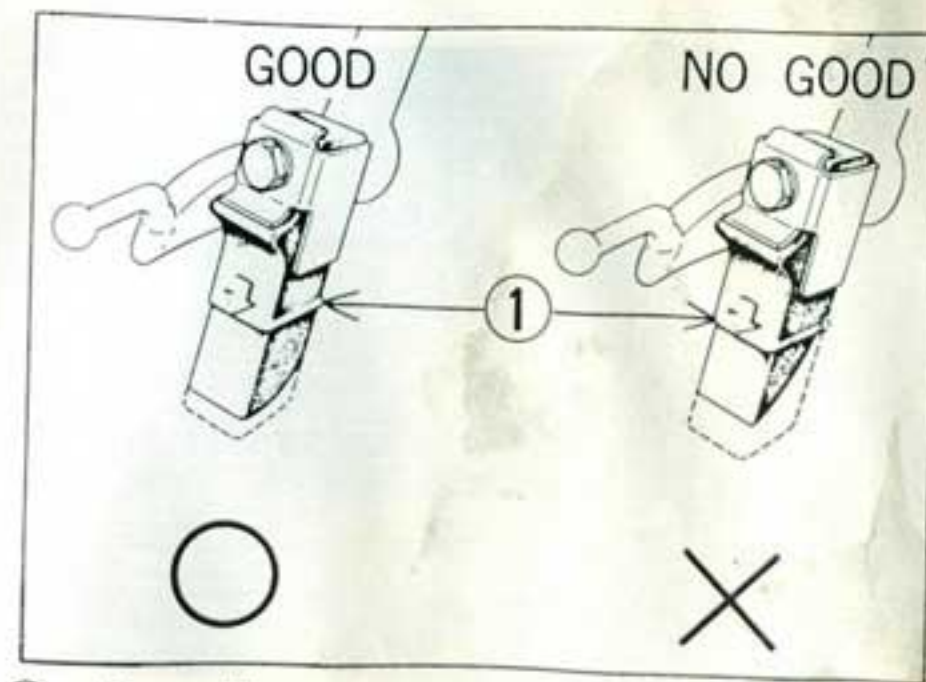
### 1. Rear Suspension Inspection

Check the rear suspension periodically by careful visual examination. Note the following items:

- a. Rear fork bushing—This can be checked by pushing against the side of the rear wheel while the motorcycle is on the center stand and feeling for looseness of the fork bushings.
- b. Side stand—check the rubber pad for deterioration or wear. Replace if wear extends to wear line (1) as shown. Check side stand spring for damage and loss of tension, and side stand assembly for freedom of movement. Repair as necessary.
- c. Check all suspension component attachment points for security of their respective fasteners.

### WARNING:

- \* If any suspension components appear worn or damaged, consult your HONDA dealer for further inspection. The suspension components are directly safety related and your HONDA dealer is qualified to determine whether or not replacement parts or repairs are needed.
- \* The rear suspension units on the CB550K are sealed at the factory and do not require servicing. NEVER attempt to destroy the seal and disassemble the rear suspension damper units.



① Wear line

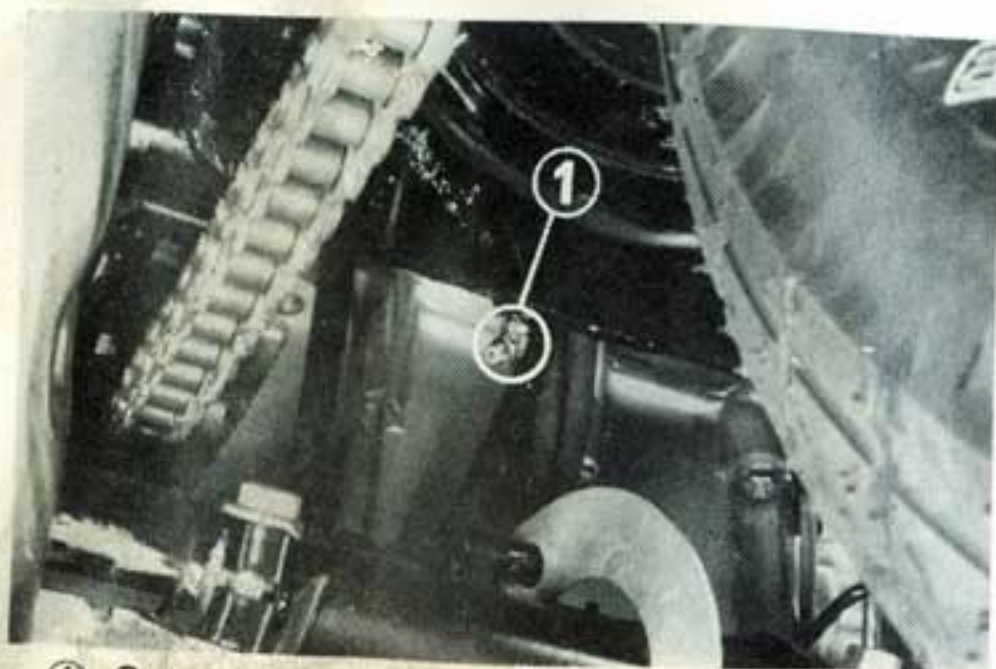


## 2. Rear Fork Bushing Lubrication

The lubrication point ① is shown in the figure. It is recommended that lubrication be performed periodically.

Use multipurpose grease, Type NLGI No. 2.

## 3. Rear Shock Absorber Adjustment

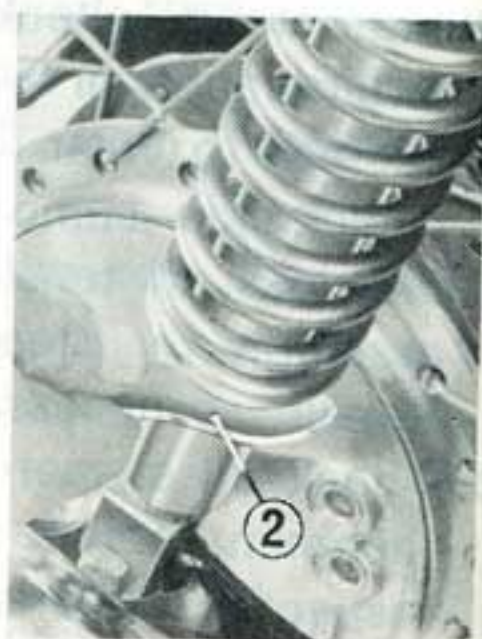


① Grease nipple

The rear shock absorber ① has five ranges of adjustment and can be adjusted to meet the different types of road or riding conditions. Position III is the standard setting. Position I is for light loads and smooth road conditions. Positions II to V progressively increase spring tension for a stiffer rear suspension, and are used when the motorcycle is heavily laden or operated on rough roads.



① Rear shock absorber



② Pin spanner

## BATTERY

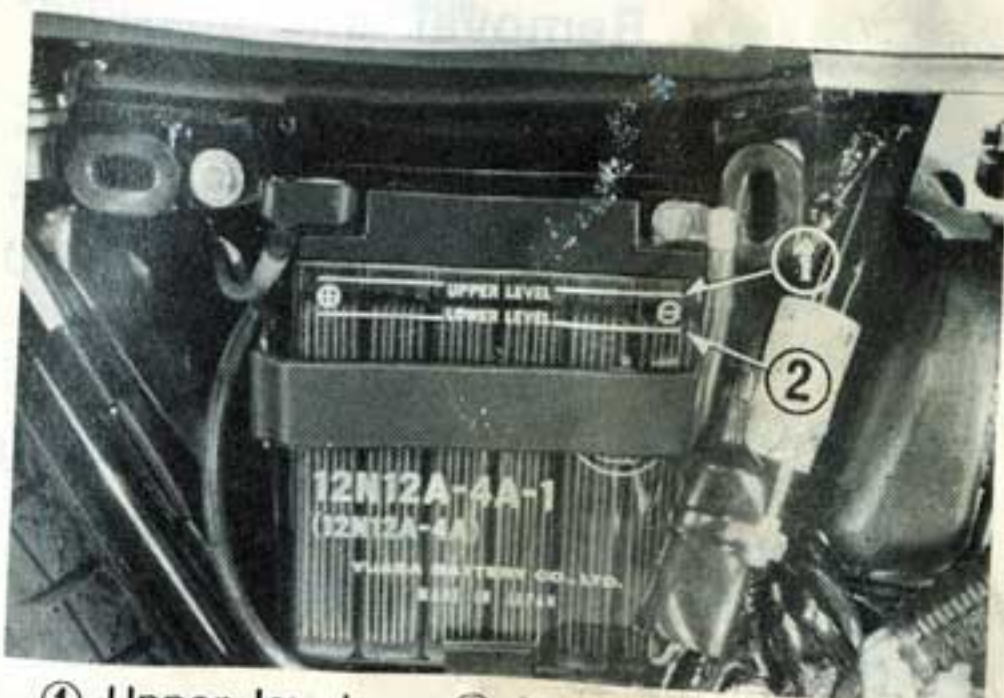
If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage may occur. Inspecting and maintaining the electrolyte level is a simple, quick operation, therefore, it should be performed frequently as indicated in the MAINTENANCE SCHEDULE (page 39) and PRE-RIDING INSPECTION (page 26).

### 1. Battery Electrolyte

- For battery (12V-12AH) inspection and service access, remove the right cover and raise the seat. The electrolyte level can be seen from the right side of the motorcycle without removing the battery. The correct electrolyte level is between the "LOWER" ② and "UPPER" ① level marks

on the battery case.

- To correct the electrolyte level, remove the battery cell caps from the cells needing level correction. Use a small syringe or plastic funnel for adding water. Carefully add the proper amount of distilled water to bring the electrolyte level of the cells between the "LOWER" and "UPPER" marks.



① Upper level ② Lower level



For maximum battery performance and life only distilled water should be added.

**CAUTION:**

Use only distilled water in the battery. Tap water will shorten the service life of the battery. Consult your Honda dealer if you are experiencing an excessively high rate of battery electrolyte loss.

## 2. Battery Removal and Installation

The battery should be removed for prolonged storage, or for recharging if electrolyte specific gravity falls below 1.200 @ 68°F (20°C).

**WARNING:**

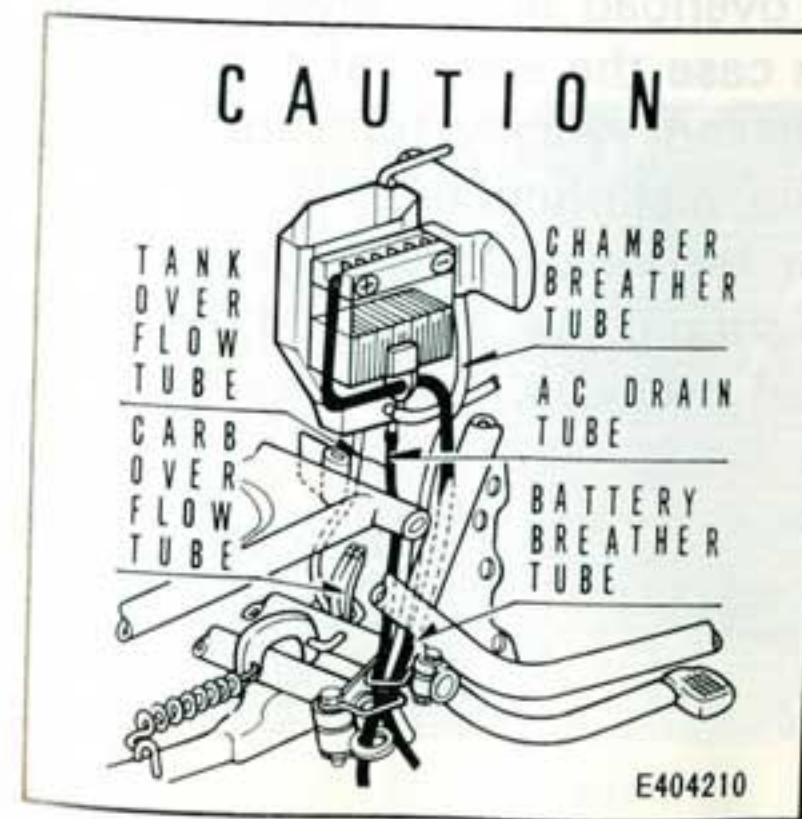
The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: **EXTERNAL** - Flush with water. **INTERNAL** - Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable

oil. Call physician immediately. **Eyes:** Flush with water and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.

**KEEP OUT OF REACH OF CHILDREN.**

- a. Remove battery retainer, disconnect the ground (-) negative cable connection first, and then the positive (+) cable. The battery can now be lifted from its mounting. Note the positioning of the cables, protective rubber (+) terminal cover, and battery mount rubber pads, as well as the routing of the battery vent tube. Before installing the battery, clean the battery and its mounting area with water. Baking soda and water can be used to remove any existing corrosion.

- b. Battery installation is performed in the reverse order of removal. Pay particular attention to the battery rubber mount pads and the vent tube routing. Connect and protect the positive (+) terminal with the rubber insulator and then connect the negative (-) terminal.



**CAUTION:**

- \* Do not overtighten these terminal connections as damage to the battery terminals may result.
- \* When installing the battery, route battery breather tube as shown in the figure and be careful not to bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.

**NOTE:**

Apply petroleum jelly to the battery terminals to retard corrosion.

## 3. Battery Charging

If the battery electrolyte specific gravity reading (measured with a hydrometer) drops below 1.200 @ 68°F (20°C), the battery should be charged at a rate not to exceed 1.5 amps until the specific gravity reading is between 1.260 and 1.280 @ 68°F (20°C). Frequent discharging may be the result of improper starting procedure, poor engine condition



and/or electrical system problems. To locate and correct the cause of this condition, we suggest you contact your HONDA dealer.

When storing the motorcycle, or if it is not to be used for an extended period, the battery negative (-) cable should be disconnected or the battery removed and stored in a cool place. The battery should be charged at least once a month during the storage period to preserve the battery life.

**WARNING:**

Charge the battery in a well-ventilated area. Remove the filler caps and make sure the charger is connected properly to the battery before charging.

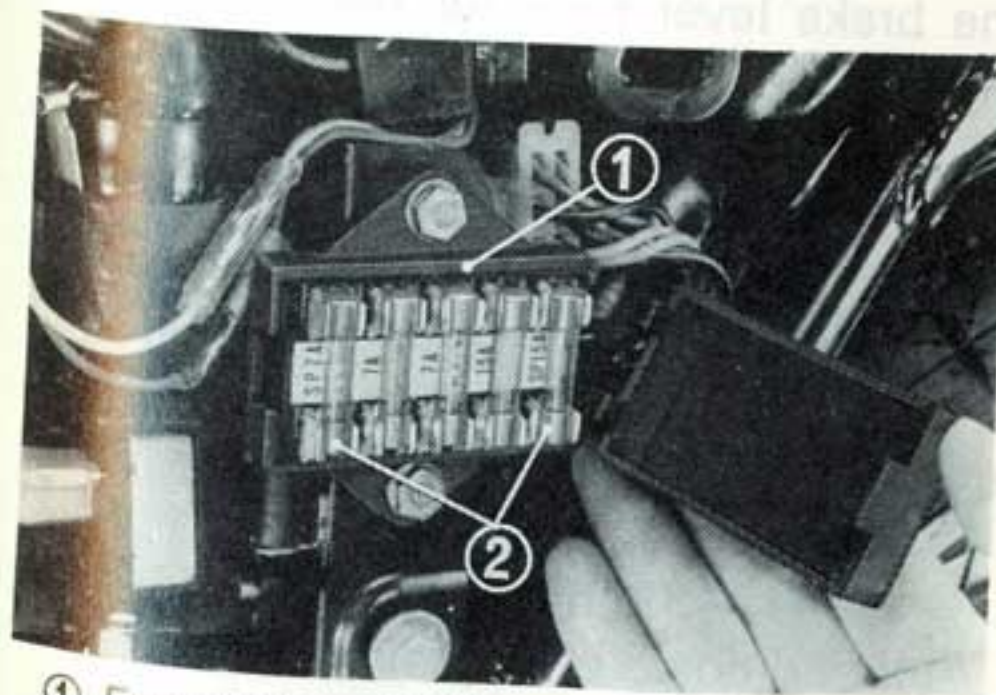
### FUSE REPLACEMENT

The fuse box is located inside the left side cover. The amperages of the three recommended fuses are 7A and 15A.

When frequent failure of the fuse occurs, it usually indicates a short circuit or an overload in the electrical system. In this case the electrical system should be checked visually for shorts or other possible malfunctions. If the problem cannot be located visually, the motorcycle should be examined by an authorized HONDA Dealer.

**WARNING:**

- \* Never use a fuse with a different rating from that specified on the fuse box or specified in the Owner's Manual.
- \* Never use conductive material to replace a recommended fuse or serious damage to the electrical system of your motorcycle will result.



① Fuse box    ② Spare fuses

### HEADLIGHT BEAM ADJUSTMENT

The headlight must be properly adjusted for safe driving in accordance with applicable regulations. This motorcycle has provisions to adjust the headlight beam in both the vertical and horizontal directions.

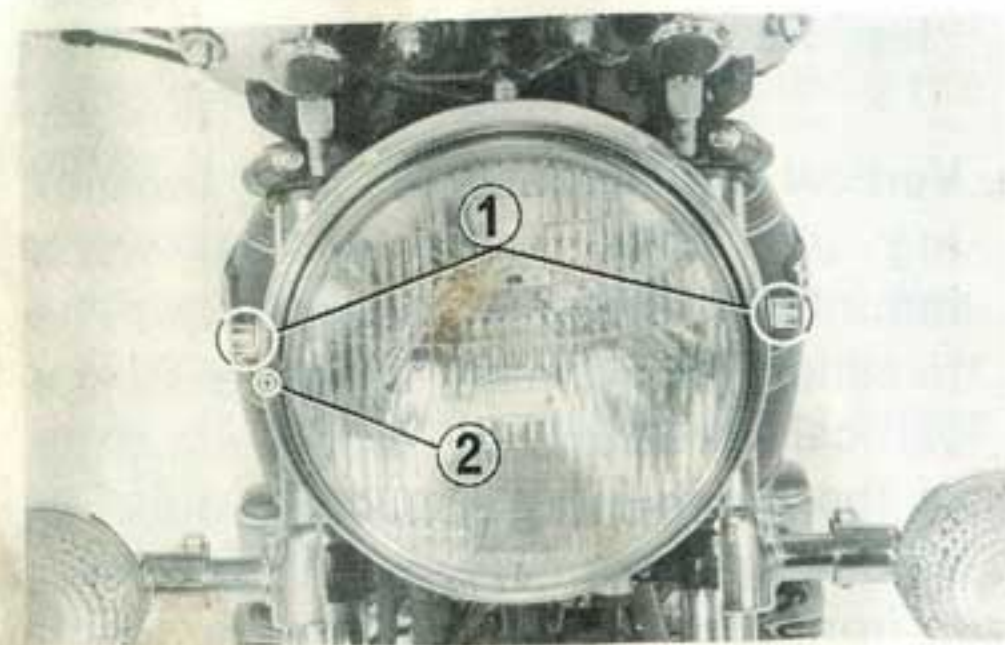
**CAUTION:**

Adjust the headlight beam as specified by local laws and regulations.

- a. Vertical adjustment is made by loosening the bolts ① (page 88) which mount the headlight assembly. The headlight is normally adjusted in the vertical direction so that the center of the beam intersects the ground at a point approximately 50 m (165 feet) in front of the motorcycle in the riding position.



- b. Horizontal beam adjustment is made with the adjusting screw ② located on the left side of the headlight when facing the motorcycle. Turning the screw in will focus the beam toward the left side of the rider.



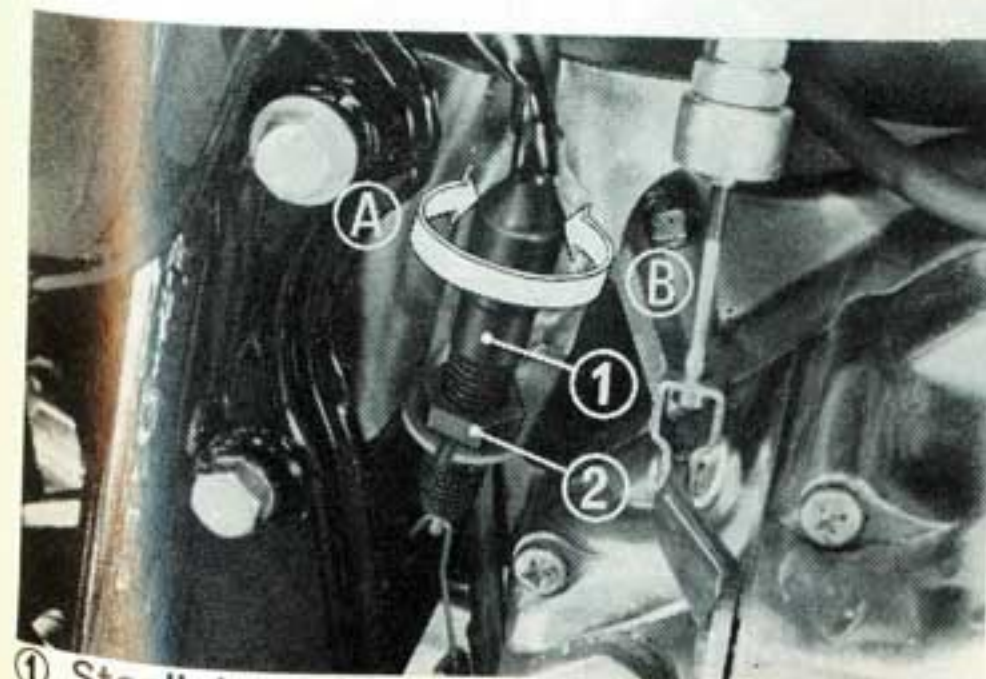
① Headlight mounting bolts  
② Adjusting screw

## STOPLIGHT SWITCH ADJUSTMENT

The CB550K is equipped with independent stoplight switches for the rear and front brakes. A mechanically actuated pedal switch ① is mounted on the right side toward the rear of the engine for the rear brake system, and a mechanically actuated switch ③ is located at the brake lever base for the front brake system.

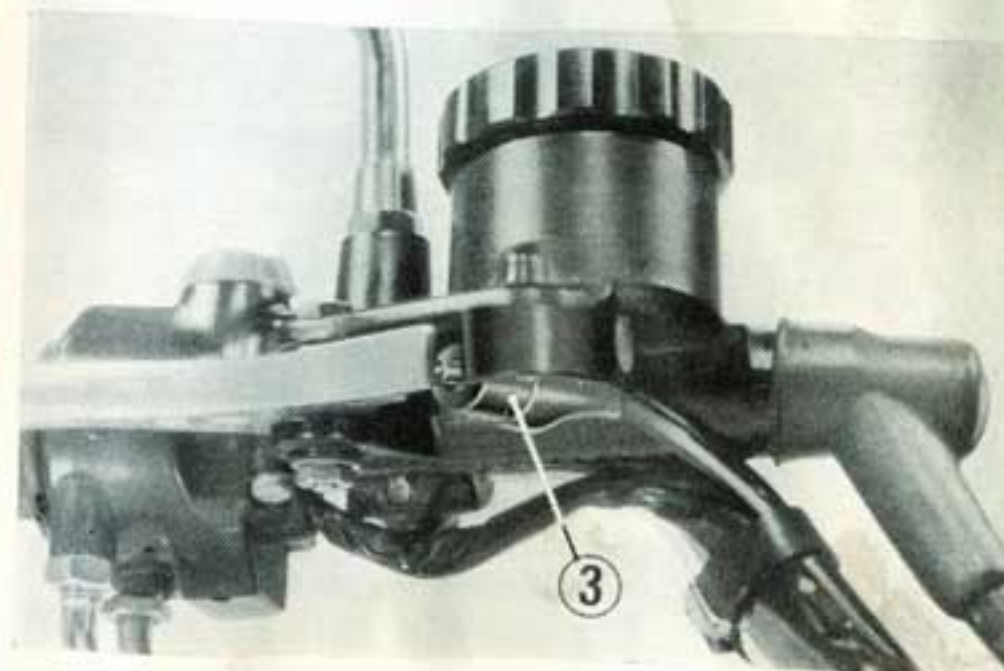
- First, make sure that the brakes are properly adjusted.
- Turn ignition switch to the "on" position.
- Lower the center stand to clear the rear wheel from the ground, spin the wheel by hand and the stoplight should come on when the brake pedal is depressed to the point where the

rear brake just starts to take hold. Adjust by turning the adjusting nut ②. If the stoplight switch is late in switching on the stoplight, turn the switch adjusting nut ② in direction A and if the stoplight comes on too early, turn the switch adjusting nut in direction B.



① Stoplight switch (rear) ② Adjusting nut

- The stoplight switch ③ on the front brake is also checked in the same manner by raising the front wheel off the ground. However, the Front switch cannot be adjusted and must be replaced.



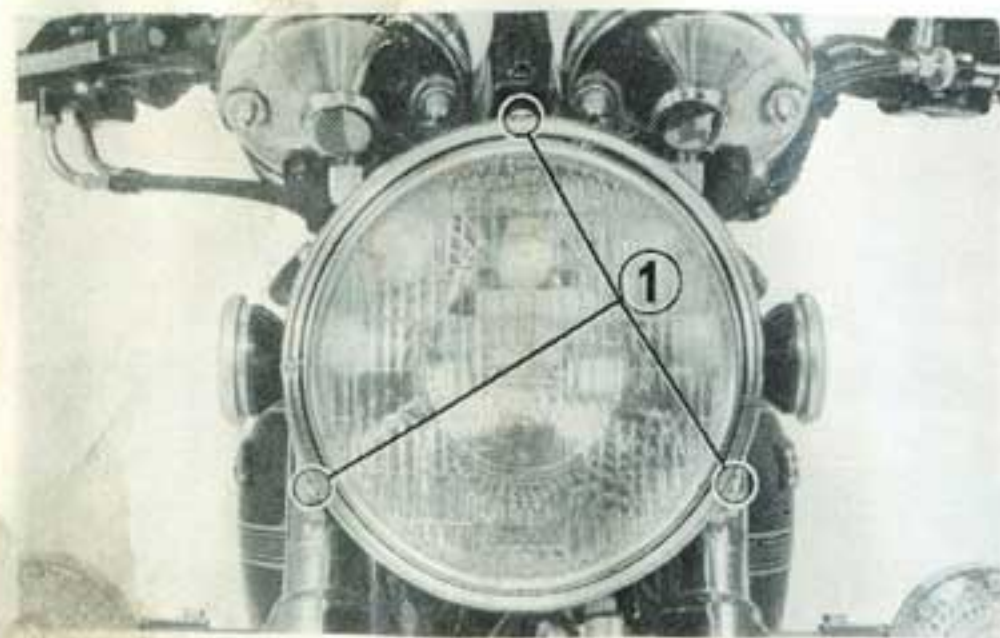
③ Stoplight switch (front)



## REPLACING LIGHT BULBS

When replacing the light bulbs, always replace the bulb with that of the specified type and rating (page 95).

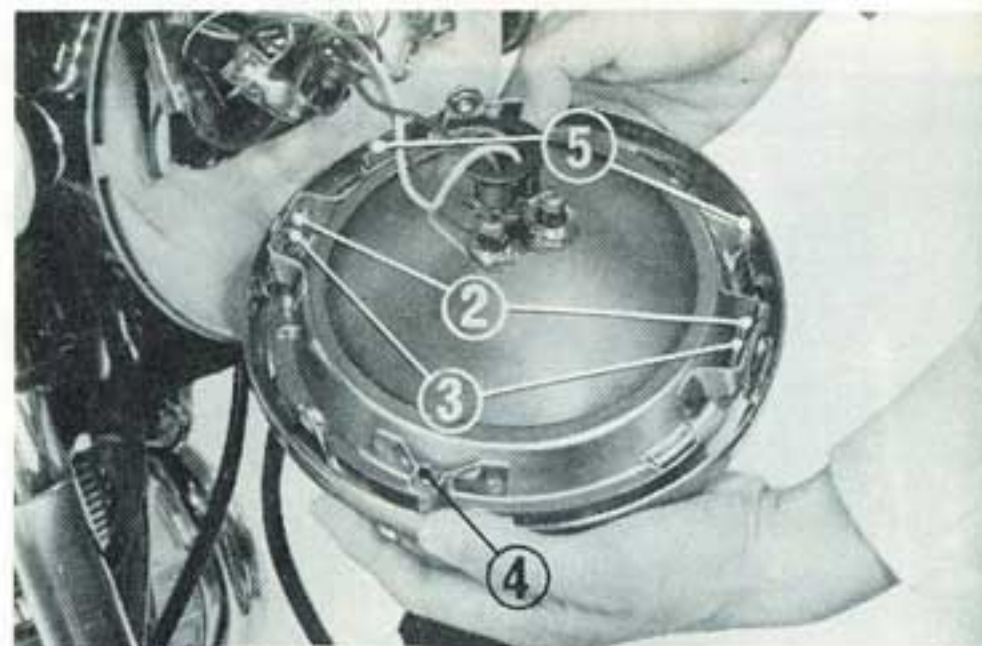
This is important to prevent the electrical lighting circuit from malfunctioning.



① Mounting screws  
② Lock pins    ③ Lock screws

### 1. Headlight Bulb Replacement Procedure

- Remove the mounting screws ① and remove the headlight unit from the case.
- Disconnect the leads from the headlight unit.



④ Horizontal adjusting screw  
⑤ Sealed beam unit retaining screws

- Remove the upper and lower retaining lock pins ② and screws ③ from the rim.
- Remove the horizontal adjusting screw ④.
- Remove the two sealed beam unit retaining screws ⑤.
- Install a new sealed beam unit. Assemble by reversing the procedure described above.

### 2. Tail/Stoplight Bulb Replacement Procedure

- Remove the four screws mounting the tail/stoplight lens.
- Press the bulb ① inward ①A and twist to the left ①B, and the bulb can be removed ①C.
- Replace with a new bulb.
- When installing the lens, tighten the screws uniformly and do not over-tighten, as this may cause poor sealing



① Tail/stoplight bulb

or damage to the lens.

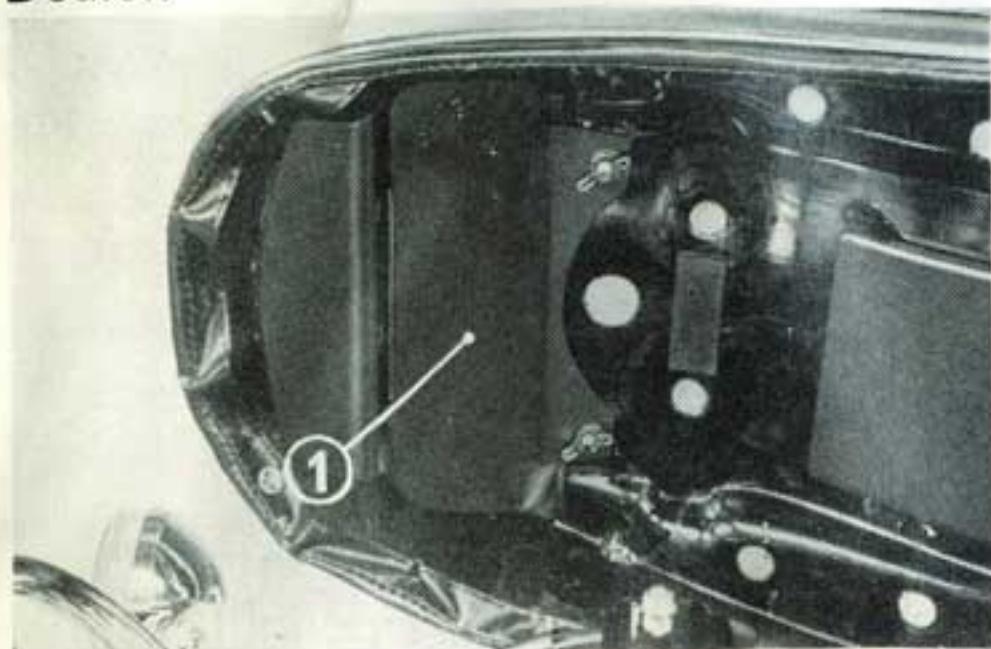
### 3. Turn Signal Light Bulb Replacement Procedure

Bulb replacement is made in the same manner as for the tail/stoplight bulb in step "2" above.



## TOOL KIT

The tool kit ① is located in the compartment under the seat. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with these tools should be referred to your HONDA Dealer.



① Tool kit

Listed below are the items included in the tool kit:

- 10×12 mm open end wrench
- 14×17 mm open end wrench
- Spark plug wrench
- Pliers
- No. 2 screwdriver
- No. 2 cross point screwdriver
- Screwdriver grip
- 22 mm wrench
- 24 mm wrench
- Handle lever
- Pin spanner
- Tool bag

## SPECIFICATIONS

ITEM	
<b>DIMENSIONS</b>	
Overall length	2,150 mm (84.7 in.)
Overall width	825 mm (32.5 in.)
Overall height	1,115 mm (44.0 in.)
Wheel base	1,405 mm (55.5 in.)
<b>WEIGHT</b>	
Dry weight	193.5 kg (427 lbs.)
<b>CAPACITIES</b>	
Engine oil	3.2 liter (3.4 US qt.)
Fuel tank	16.0 liter (4.2 US gal.)
Fuel reserve tank	4.0 liter (1.0 US gal.)
Front fork	150~155 cc (5.1~5.2 ozs.)
Passenger capacity	Operator and one passenger



## ENGINE

Bore and stroke	58.5×50.6 mm (2.303×1.992 in.)
Compression ratio	9 : 1
Displacement	544 cc (33.19 cu in.)
Contact breaker point gap	0.3~0.4 mm (0.012~0.016 in.)
Spark plug gap	0.6~0.7 mm (0.024~0.028 in.)
Valve tappet clearance	IN 0.05 mm (0.002 in.) EX 0.08 mm (0.003 in.)

## CHASSIS AND SUSPENSION

Caster	64°
Trail	104 mm (4.1 in.)
Tire size, front	3.25 S 19 (4 PR)
Tire size, rear	3.75 S 18 (4 PR)

## POWER TRANSMISSION

Primary reduction	3.062
Final reduction	2.176

Gear ratio,	1 st.	2.353
	2 nd.	1.636
	3 rd.	1.269
	4 th.	1.036
	5 th.	0.900

## ELECTRICAL

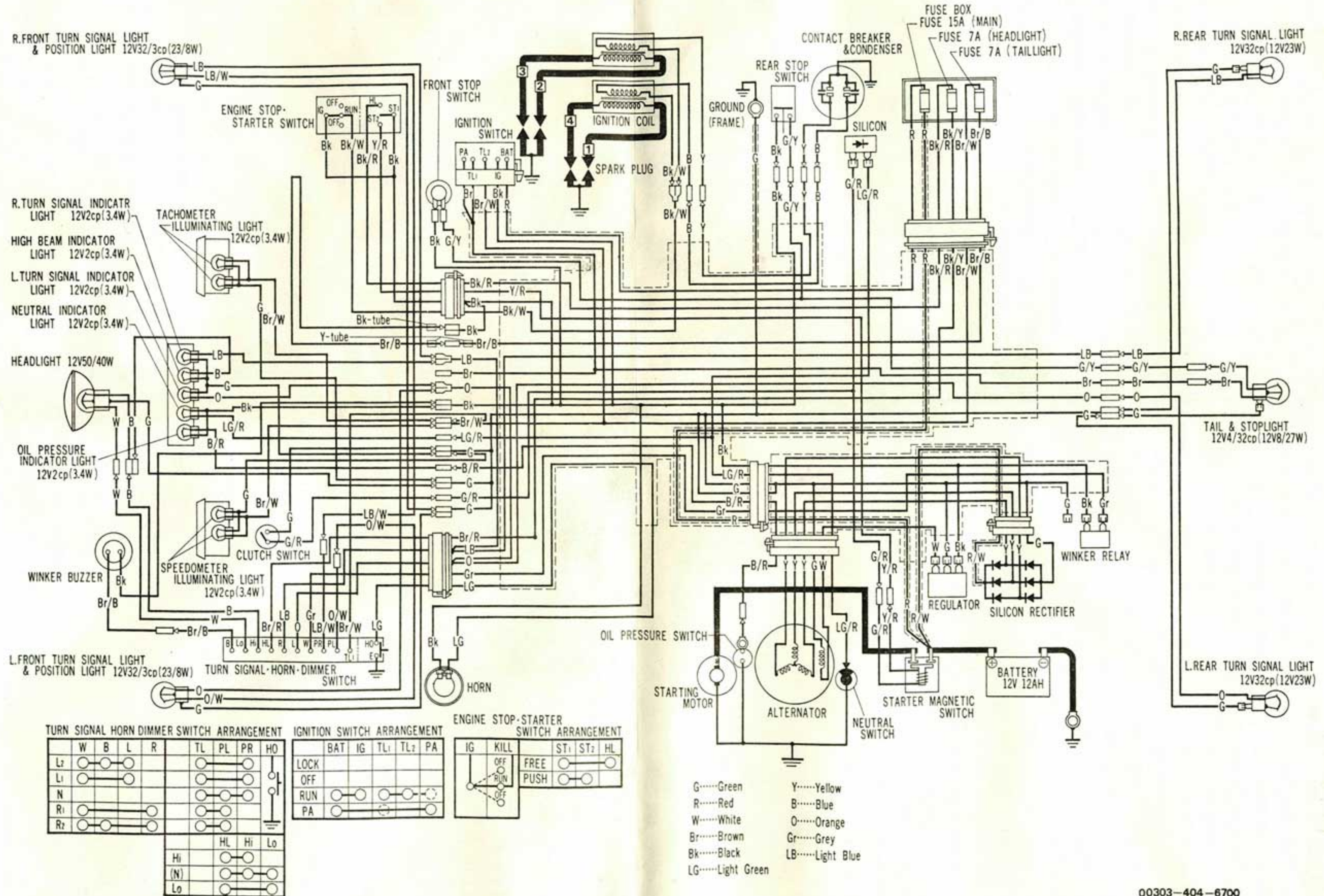
Battery	12V-12 AH
Generator	A. C. generator

## LIGHTS

Headlight	12V-50/40W	
Tail/stoplight	12V-3/32CP	SAE TRADE No. 1157
Turn signal lights	12V-32CP	SAE TRADE No. FRONT: 1034 REAR : 1073
Meter lights	12V-2CP	SAE TRADE No. 57
Turn signal position light	12V-3CP	
Fuse	15 amp, and 7amp	



# CB550K WIRING DIAGRAM







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