

Front Brake

The CB550F front brake is a hydraulic disc type.

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, additional 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 it 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 66), there is probably air in the brake system and it must be bled.

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. Whenever the fluid level falls near the level mark, check the brake pads for wear. Replace the pads with new ones if necessary. After bleeding air from the system, again check to determine that the fluid level is at the level mark. If the level is low, fill the reservoir with DOT 3 BRAKE FLUID from a sealed container, to the proper level. Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

If the brake pad wear does not exceed the limits, this will usually indicate fluid leak



(1) Level mark

which should be repaired by a qualified Honda service technician. Consult nearest Honda dealer.

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.

- Remove the dust cap from the bleeder valve and attach bleeder hose (2).



(2) Bleeder hose

- b. 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.
- c. Fill the reservoir using only the recommended brake fluid. Screw the cap partially on the reservoir to prevent dust from entering.
- d. Pump the brake lever several times until pressure can be felt. Hold the lever tight, open the bleeder valve about one-half turn and squeeze the lever all the way down.
Do not release the lever until the bleeder valve has been closed again. Repeat this procedure until bubbles cease to appear in the fluid at the end of the hose.
- e. Remove the bleeder hose, tighten the bleeder valve and install the bleeder valve dust cap.
- f. 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.

- g. Check for absence of leaks in the front brake lines while holding pressure against the brake lever. Fill the reservoir when bleeding is completed. Re-install the diaphragm, washer and reservoir cap and tighten.

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

- a. Fill the fluid reservoir.
- b. Open the bleeder valve one-half turn, squeeze the brake lever, close the valve and release the brake lever. This procedure must be repeated in this sequence until hydraulic fluid begins to flow through the bleeder hose. After filling the hydraulic system with fluid, proceed with the actual bleeding operation.

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.

Brake caliper adjustment:

Whenever the brake pads are replaced, the brake caliper must be adjusted. This adjustment is made in the following manner:

- a. Raise the front wheel off the ground by placing a support block under the engine.
- b. Loosen the caliper stopper bolt lock nut (1).

- c. Using a suitable screw driver, turn the stopper bolt (2) in direction (A) until the friction pad contacts the brake disc. When the wheel is rotated, slight drag should be noticed.
- d. While rotating the front wheel, turn the stopper bolt in direction (B) until the front wheel rotates freely.
- e. Turn the stopper bolt in direction (B) 1/2 turn further and tighten the lock nut.



(1) Stopper bolt lock nut (2) Stopper bolt

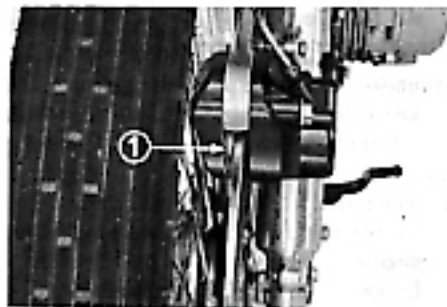


Brake pads:

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. Inspect the pads visually 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.

NOTE:

Use only genuine Honda replacement friction pads offered by authorized Honda dealers. When service is necessary on the brakes, consult your Honda dealer.

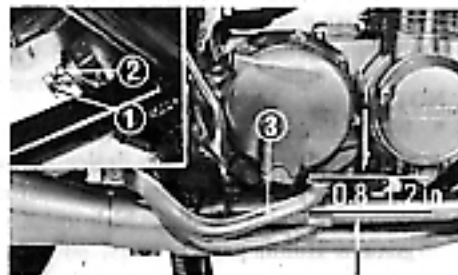


(1) Red line

Rear Brake

Adjustment:

1. Raise the rear wheel off the ground by placing the motorcycle on its center stand.
2. The stopper bolt (1) is provided to allow adjustment of the pedal height. To adjust the rear brake, loosen the lock nut (2), and turn the stopper bolt.



(1) Pedal stopper bolt (2) Lock nut
(3) Rear brake pedal

3. Free play is 20–30 mm, (0.8–1.2 in.). If adjustment is necessary, make the adjustment by turning the rear brake adjusting nut (4). Turn clockwise for less free play, counterclockwise for more free play.

NOTES:

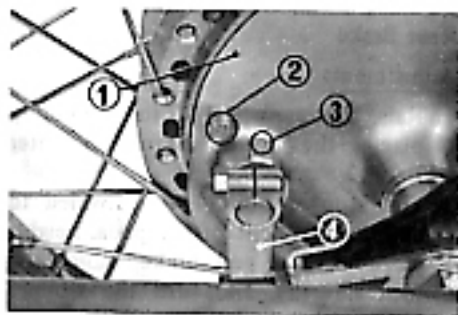
- * Make sure that the cut-out on the adjusting nut is seated on the brake arm pin after the final adjustment has been made. If the rear wheel assembly



(4) Rear brake adjusting nut

has been moved forward or backward, as in drive chain adjustment, the rear brake may require adjustment.

- 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.



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

NOTE:

- When brake service is necessary, see your authorized Honda dealer, who has been properly trained to perform such service. Use only high quality genuine Honda parts.

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 thickness.

If the arrow aligns with the reference mark on full application of the rear brake, inspect the brake shoes and replace them if the lining thickness is less than 0.08 in. (2.0mm)

Tire Servicing

Tire tread wear:

Tires should be replaced when center tread depth is worn to the following limits:

Minimum recommend size center tread depth	
Front:	0.06 in. (1.5 mm)
Rear:	0.08 in. (2.0 mm)

WARNING:

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

Tire damage:

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

Honda recommends 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.

Tire removal and installation:

- Remove the wheel assembly as described in Front or Rear Wheel Removal, pages 81-82.
- 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.
- 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 tire irons, placed 4–6 in. (100–150 mm) apart and inserted between the rim edge and the 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 3–4 in. (76–100 mm) 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 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 puncture.
- g. If the tire is to be replaced, pry the other tire bead from the wheel rim as described in step "e", and remove the tire from the rim (this step is not necessary if only the inner tube is to be replaced). Install one bead of the new tire in the wheel rim and proceed with installation of the inner tube.
- 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 a new inner tube of the correct size after inflating very slightly. Leave the valve core in the valve stem.
- 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



and 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 rubber, leather or plastic hammer) to force the remaining section into position. Avoid using tire irons or screw drivers for this operation as inner tube punctures will result.

n. Insert the valve core and overinflate the standard pressure by approximately 10 psi (0.7 kg/cm²). This will help to properly seat the tire beads onto the rim. Inspect for proper tire bead seating and deflate the tire. Reinflate to the specified pressure (see page 23) and tighten the valve stem retaining nut.

o. Recheck the tire pressure and install the valve stem cap.

p. Install wheel assembly as per instructions on pages 81–82.

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 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.

Front Fork Oil Change

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

1. Unscrew the front fork drain plug (1) at the bottom of fork cylinder. Drain the oil by pumping the fork while plug is out. Replace the plug securely after draining.



(1) Front fork drain plug

2. Set the motorcycle on the center stand.
3. Place a jack under the crankcase to control lowering of the front end.
4. Remove the handlebar by removing the four handlebar bolts (3).
5. Unscrew the fork filler plugs (2) until free.
6. Lower the jack under the engine to extend the fork springs with the



(2) Fork filler plugs (3) Handlebar bolts

7. Move the fork springs to one side and pour 4.8 – 4.9 ozs. (145 – 150 cc) of premium quality ATF (automatic transmission fluid) into each fork leg.
8. Raise the jack under the engine to allow the fork springs and filler plugs to return into the fork legs.
9. Securely tighten the fork filler plugs (2).
10. Reinstall handlebar, tightening the two front bolts first, then securely tighten the two rear bolts.
11. Remove the jack from under the engine.

Rear Suspension Inspection

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

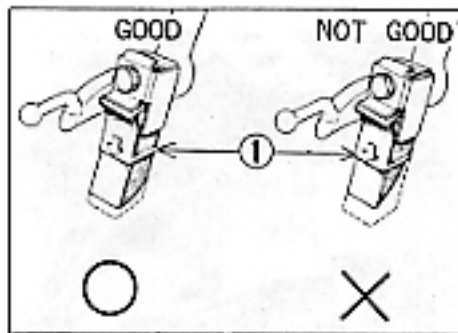
1. Rear fork bushing—this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand and feeling for looseness of the fork bushings.
2. Side stand—check the rubber pad for deterioration or wear. Replace if wear extends to wear line (1) as shown. Check side stand spring for damage and loss of tension, and side stand assembly for freedom of movement. Repair as necessary.
3. 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 wheth-

er or not replacement parts or repairs are needed.

- * The rear suspension units on the CB550F are sealed at the factory and do not require servicing. NEVER attempt to destroy the seal and disassemble the rear suspension damper units.

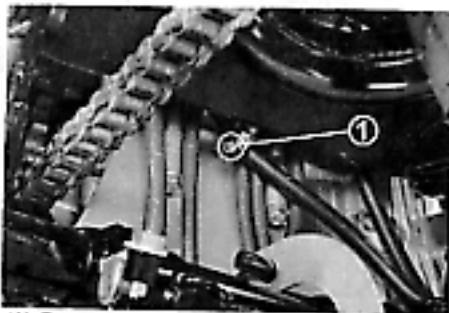


(1) Wear line



Rear Fork Bushing Lubrication

There is a lubrication point (1) as shown in the figure. It is recommended that lubrication be performed every 6 months or 3,000 miles whichever occurs first. Use multipurpose grease, Type NLGI No. 2.



(1) Grease nipple

Battery Maintenance

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 37) and PRE-RIDING INSPECTION (page 22).

Battery electrolyte:

The battery is mounted under the seat. Remove the side cover to check the battery electrolyte.

Battery electrolyte level should be checked every 3 months. The electrolyte level must be maintained between the upper (3) and lower (4) level marks on the side of the battery. If the electrolyte level is found to be low, raise the seat and

remove the battery filler caps, and carefully add distilled water until the electrolyte level in each cell is between the upper and lower level marks. Use a small syringe or plastic funnel to add water.

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.



(1) Battery (2) Filler caps
(3) Upper level mark (4) Lower level mark

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 water or milk. Follow with milk of magnesia, benton 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.

1. Remove battery retainer and disconnect the ground (-) 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 breather 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.
2. Battery installation is performed in the reverse order of removal. Pay particular attention to the battery rubber mounts pads and the breather tube routing. Connect the positive (+) terminal with the rubber insulator first 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.



Battery charging:

Should the battery electrolyte specific gravity reading (measured with a hydrometer) drop below 1.200 @ 68°F (20°C), the battery should be charged at a rate not to exceed 1.2 amps until the specific gravity reading is between 1.260 and 1.280 @ 68°F (20°C).

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.

Frequent discharging or a partially discharged battery condition is sometimes 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 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 battery life.

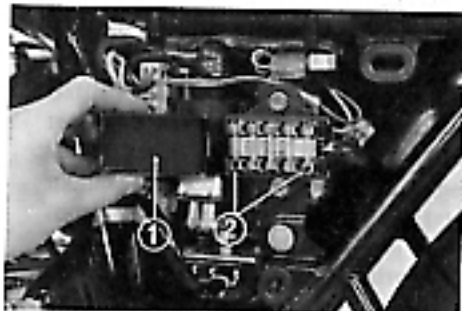
Fuse replacement:

The fuse box (1) is located inside the left side cover.

The recommended fuses for this model are 15A and 7A. When frequent failure of a 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

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Remove the front axle holder nuts (3) (two on each side), and remove the front axle holders (4) (one on each side). Remove the front wheel.
4. To install the front wheel assembly, reverse the removal procedure.

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 occurs, servicing of the brake system will be necessary.

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.
- 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 wheel does not rotate freely.

Torque for axle holder: 1.8-2.3 kg-m
[(13-16.6 lbs.-ft.)]



(1) Speedometer cable set screw
(2) Speedometer cable
(3) Axle holder nuts (4) Axle holder

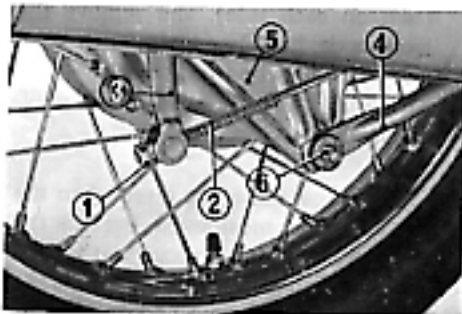
Rear Wheel Removal

1. Place the motorcycle on its center stand.
2. Unscrew the rear brake adjusting nut (1), disconnect the brake rod (2) from the brake arm (3) and disconnect the stopper arm (4) from the backing plate (5) by removing the cotter pin, stopper arm nut (6), washer and rubber grommet.
3. Remove the cotter pin from the end of the axle.
4. Unscrew the rear axle nut and pull out the rear wheel axle. Pull the wheel forward and derail the drive chain from the rear sprocket. Tilt the motorcycle to one side so that the wheel can be removed.
5. To install the rear wheel, reverse the removal procedure. Be sure to tighten the axle nut to 800–1000 kg-cm

(58–73 lbs.-ft.). Use a new cotter pin for securing the axle nut.

CAUTION:

Always replace used cotter pins with new ones.



- (1) Rear brake adjusting nut
(2) Brake rod
(3) Brake arm
(4) Stopper arm
(5) Backing plate
(6) Stopper arm nut

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Headlight Beam Adjustment

The headlight must be properly adjusted for safe driving. This motorcycle has provisions to adjust the headlight in the vertical and horizontal directions.

1. The vertical adjustment is made by removing the side marker reflectors and loosening the bolts (1) which mount the headlight assembly, then tilting the headlight as required.
2. The 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 and turning the screw out will focus the beam toward the right side.

CAUTION:

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

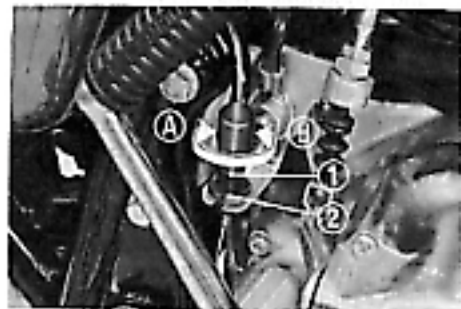


- (1) Headlight mounting bolts
(2) Beam adjusting screw

Stoplight Switch Adjustment

The stoplight switch adjustment is made at the stoplight switch (1) located on the right side toward the rear of the engine.

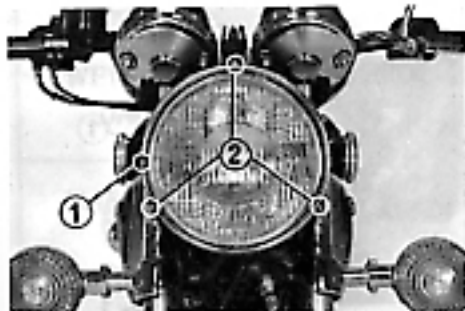
1. First check the adjustment of the rear brake pedal in accordance with the procedure on page 67.
2. Turn on the ignition switch.
3. Adjust the stoplight switch (1) so that the stoplight will come on when the brake pedal is depressed to the point where the brake just starts to engage. If the stoplight 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 (2) Adjusting nut

Headlight Replacement

1. Remove the mounting screws (2)
2. Remove the upper and lower retaining lock pins (3) and screws (4) from the rim.



(1) Beam adjusting screw
(2) Mounting screws

3. Remove the beam adjusting screw (5).
4. Install a new sealed beam unit. Assemble by reversing the procedure described above.



(3) Lock pins (4) Lock screws
(5) Beam adjusting screw

Tail/Stoplight Bulb Replacement

1. Remove the four screws retaining the tail/stoplight lens.
2. Press the bulb (1) inward (direction A) and twist to the left (direction B) and the bulb can be removed (direction C).
3. Replace with a new bulb.
4. When installing the taillight lens, do not overtighten the screws, as this may damage the lens.



(1) Tail/stoplight bulb

SPECIFICATIONS

DIMENSIONS Overall length Overall width Overall height Wheel base	2,115 mm (83.3 in.) 835 mm (32.9 in.) 1,100 mm (43.3 in.) 1,405 mm (55.3 in.)
WEIGHT Dry weight	191 kg (421 lbs)
CAPACITIES Engine oil Fuel tank Fuel reserve tank Passenger capacity Vehicle load limit	3.2 liter (3.4 US qt., 2.8 Imp. qt.) 16 liter (4.2 US gal., 3.5 Imp. gal.) 4 liter (1.0 US gal., 0.9 Imp. gal.) Operator and one passenger 150 kg (330 lbs)



ENGINE Bore and stroke Compression ratio Displacement Contact breaker point gap Spark plug gap Valve tappet clearance	58.5x50.6 mm (2.303x1.992 in.) 9 : 1 544 cc (33.19 cu-in.) 0.3-0.4 mm (0.012-0.016 in.) 0.6-0.7 mm (0.024-0.028 in.) Intake 0.05 mm (0.002 in.) Exhaust 0.08 mm (0.003 in.)
CHASSIS AND SUSPENSION Caster Trail Tire size, front Tire size, rear	64° 105 mm (4.1 in.) 3.25 S 19 (4 PR) 3.75 S 18 (4 PR)

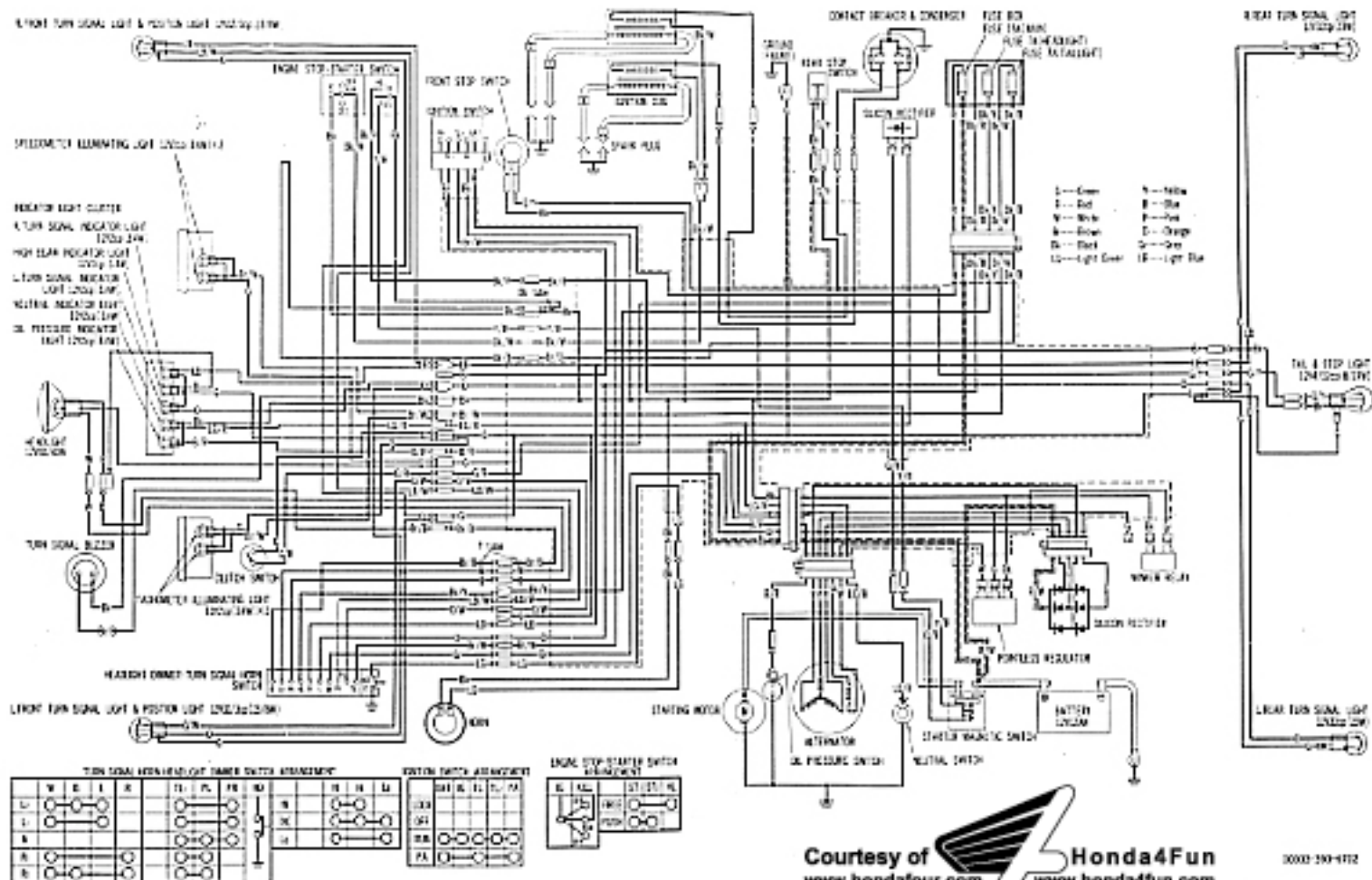
POWER TRANSMISSION Primary reduction Final reduction Gear ratio, 1st. 2nd. 3rd. 4th. 5th.	3.062 2.176 2.353 1.636 1.269 1.036 0.900
ELECTRICAL Battery Generator	12V-12AH A.C. generator



LIGHTS Headlight Tail/stoplight Turn signal light Meter lights Neutral indicator light Turn signal indicator light High beam indicator light Position lights	12V-40/50W 12V-3/32 cp SAE TRADE NO. 1157 12V-32 cp SAE TRADE NO. FRONT 1034 REAR 1073 12V-2 cp SAE TRADE NO. 57 12V-2 cp SAE TRADE NO. 57 12V-2 cp SAE TRADE NO. 57 12V-2 cp SAE TRADE NO. 57 12V-3 cp _____
FUSE	15 amp. and 7 amp.



WIRING DIAGRAM CB550F-A



TURN SIGNAL HEADLIGHT DIMMER SWITCH ARRANGEMENT

W	R	L	R
W	R	L	R
L	R	L	R
R	L	R	L
L	R	L	R

CLUTCH SWITCH ARRANGEMENT

CL	CL	CL	CL
CL	CL	CL	CL
CL	CL	CL	CL
CL	CL	CL	CL

ENGINE STOP SWITCH ARRANGEMENT

W	W	W
W	W	W
W	W	W



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