4. Unscrew the 6 mm bolt from the throttle shaft and push the spherical end of the link arm into the throttle shaft while pulling up the throttle shaft.

5. Install the tongued washer with the tongue positioned as shown in Fig. 187, tighten the 6 mm bolt, and then bend up the washer tongue against the bolt head.

6. Install the carburetor top with the two 5 mm screws.

7. Combine the two carburetors with the T type joint and the rubber pipe.

8. Mount the spring set plate, and then hook up the return spring. Position the four carburetors, install the set plate, and tighten with the eight 6 mm flat head screws.
9. Install the dust plate A, and mount the adjuster holder to the link arm.

10. Insert the coil spring B and tighten it with the cap nut.

11. Install the special washer D, dust plate B, and flat washer on the adjuster screw and tighten with the nuts.

12. Connect the throttle return spring on the link lever, being careful not to damage the hook.

13. Install and route the two fuel tubes as shown in Fig. 193.

14. Mount the carburetor unit on the engine in the reverse order as described in section 2. A.
5. CHASSIS

1. FRONT WHEEL AND FRONT BRAKE

![Diagram of front wheel and brake components]

**Fig. 195**

1. Axle shaft
2. 5 x 15 mm oval screw
3. Speedometer gear box
4. 8 x 102 mm bolt
5. Gear box retainer cover
6. Gear box retainer
7. O-ring
8. 6302 R ball bearing
9. Front axle distance collar
10. Front spoke B
11. Front wheel hub
12. Front wheel tube
13. Front wheel tire
14. Front tire flap
15. Wheel balancer
16. Front spoke A
17. Front wheel rim
18. 6302 R ball bearing
19. 22368 dust seal
20. Front wheel bearing retainer
21. Front wheel collar
22. Front wheel axle nut

**Front Wheel**

**A. Disassembly**

1. Place a suitable block under the engine to raise the front wheel off the ground.
2. Disconnect the speedometer cable from the speedometer gear box.
3. Unscrew the axle holder mounting nuts and remove the front wheel assembly from the front fork.
4. Unscrew the front wheel axle nut and remove the front axle.

![Image of speedometer cable](image1)

**Fig. 196** ① Speedometer cable

![Image of front axle](image2)

**Fig. 197** ① Front axle nut  ② Front axle
5. Remove the bearing retainer (Tool No. 07910-3230100) from the wheel hub, and the dust seal from the bearing retainer.

6. To remove the brake disc from the wheel, first, straighten the tongues on the tongued washers, and unscrew the disc mounting nuts.

7. Remove the speedometer gear box and retainer cover from the opposite side.

8. Remove the front wheel bearing.

B. Inspection

1. Checking the brake disc.
Place the disc on a surface plate and measure the trueness using a dial gauge as shown in Fig. 199. Replace the disc if beyond the serviceable limit.

2. Checking rim wobble and wheel runout.
Spin the wheel by hand and check both wobble and runout using a dial gauge as shown in Fig. 200.
3. Checking the wheel bearings.
   Measure bearing wear in both axial and radial directions.
4. Check for loose or bent spokes.
   Tighten loose spokes, and straighten or replace bent spokes.
5. If tire pressure is low, check for leaks around the valve stem and also the valve.
6. Check the condition of the tire both inside and outside for cuts, bruises, and imbedded nails.
7. Check to be sure that the tire is correctly inflated.
   Tire inflation pressure: 1.3 kg/cm²
   (25.6 psi)
8. Check if air leaks from the tire valve.

C. Reassembly
1. Drive the 6302R wheel ball bearing into the hub using a bearing driver.
   On the model CB 550, use driver attachment (Tool No. 07946–935020) and driver handle (Tool No. 07949–6110000).
2. Install the dust seal in the wheel bearing retainer, mount the retainer into the wheel hub, and install the O-ring into the hub.
3. Install the gear box retainer cover on the gear box retainer so that the cover matches the slot.

4. Mount the brake disc on the wheel with bolts, tongued washers, and nuts. After tightening, bend up the tongues on the washers to lock the nuts.
5. Install the speedometer gear box on the opposite side of the brake disc, and insert front axle into the hub through the speedometer gear box.

6. Mount the front wheel on the front fork, install the axle holders, and tighten the nuts.

**Note:**

Make sure that the speedometer gear box is mounted in the proper position.
First tighten the axle holder on the left side (brake disc side), and then the right side.

7. Connect the speedometer cable to the gear box.

8. Checking the wheel balance
   a. Mark the side of the tire and rotate the wheel lightly several times and observe the position where the mark comes to rest.
   b. If the wheel is not statically balanced, the mark on the tire will come to rest at the same position. (heavier section will be at the bottom).
   c. Attach a balance weight on the spoke at the lighter section (at the top).
   d. The wheel is in balance when it does not stop at any definite position after rotating the wheel several times.
   e. The balance weights are available in four different weight sizes (5, 10, 15 and 20 gr).

9. The front wheel should be balanced with the brake disc installed.

**Front disc brake**

The disc brake system consists of the brake lever and master cylinder on the right handle bar, caliper mounted on the front fork left side, and the special stainless steel brake disc mounted on the wheel hub.

**Operation**

1. When the brake lever 1 is gripped, the cam 2 at the base of the lever actuates a piston of the master cylinder.
2. The piston moves the primary cup 3 which blocks the passage to the reservoir and pressurizes the fluid within the master cylinder. This pressure is transmitted to the caliper chamber through brake hose B 4, 3 way joint 5, and brake hose A 7. Also, the stop light pressure switch 6 mounted on the 3 way joint is actuated.
3. The hydraulic pressure within caliper chamber A applies pressure against piston 9, which forces pad A 9 against the brake disc. Since the caliper assembly is mounted on an arm which pivots at the front fork, it is free to swivel, therefore, the reaction from pad A 9 is transmitted to pad B, resulting in equalized pressure being applied by the pads to both sides of the brake disc.
A. Disassembly
1. Remove the front wheel.
2. Unscrew the oil joint bolt and disconnect the brake hose.

3. Unscrew the three caliper mounting bolts and a caliper adjusting bolt, and remove the caliper assembly.
4. Unscrew the two caliper set bolts and separate caliper A and B.
5. Remove pad A and piston from caliper A.
   Use compressed air to remove the piston.
6. Remove pad B from caliper B.

7. Unscrew the master cylinder joint bolt and remove the brake hose.
8. Unscrew the master cylinder mounting bolts and remove the master cylinder unit from the handle bar.
9. Disassemble the master cylinder.
10. Remove the boot and remove the snap ring from the master cylinder body with the snap ring plier (Tool No. 07914-3230000). Next, remove the 10.5 mm washer, piston, secondary cup, spring, and check valve.

Fig. 215 ① Master cylinder body ③ Special pliers
② Snap ring

B. Inspection

1. Checking the wear of the disc brake pad. Red grooves are provided for both pad A and B as a wear limit indicator. When the pad is worn to this red groove, the pad should be replaced. After replacing the pads, adjust the clearance between the brake disc and pad to 0.15 mm (0.006 in.) with the caliper adjusting bolt. Adjust by turning the caliper adjusting bolt until the pad drags slightly against the brake disc, and from this position back off 1/2 turn and tighten the lock nut.

Fig. 216 ① Pad B ③ Brake disc
② Pad A ④ Wear limit indicator

2. Checking the caliper cylinder and piston. Measure the inside diameter of the caliper cylinder and the outside diameter of the piston using a cylinder gauge and a micrometer. If the clearance is greater than serviceable limit, replace the part.

Fig. 217 ① Caliper cylinder ③ Piston
② Cylinder gauge ④ Micrometer
3. Checking the master cylinder and piston. Measure the inside diameter of the cylinder and the outside diameter of the piston using cylinder gauge and a micrometer. If the clearance is greater than serviceable limit, replace the part.

C. Reassembly
1. Perform reassembly in the reverse order of disassembly.
2. Assemble pad A and B.

Note:
Apply silicone sealing grease on the pads sliding surfaces of the caliper before assembling pad A and B. This serves as a dust preventative as well as water repellant. Do not apply grease on the pad friction surface.
3. Apply a coat of brake fluid to the inside surface of the cylinder.
4. Install the check valve to the return spring and install them in the cylinder.

CAUTION:
When installing the check valve and return spring in the cylinder, make sure that the valve is facing correctly and that the spring is in correct position.
5. Apply a thin coat of brake fluid to the outside surface of the primary cup. Install the primary cup taking care not to allow dust to attach to it or not to damage it. Make sure that the cup is not inclined or not reversed in the cylinder.

Note:
When the primary cup has been disassembled, replace it with a new one.
6. Install the 18mm internal snap ring. Turn the snap ring to check for proper fit.
D. Brake adjustment
When the brake has been disassembled always perform the air bleeding operation of the hydraulic brake and then adjust the brake.
1. Brake lever free play
   Lever free play of 2~5 mm (0.08~0.2 in.) measured at the end of the lever is normal. If the play is excessive, inspect the brake system and replace any worn or defective part.
2. Brake fluid level
   Fill the reservoir with brake fluid to the level line.

Note:
Brake fluid will damage paint finish, rubber parts, and meter components, therefore, exercise care in handling and immediately wipe in case of spillage.

- To air bleeding the brake system refer page 15.

2. REAR WHEEL AND REAR BRAKE

[Diagram of rear wheel and brake components]

- 6304 U ball bearing
- Distance collar
- Wheel balancer
- Tire
- Tube
- Tire flap
- Wheel hub
- Rim
- O-ring
- Wheel damper A
- Wheel damper B
- Final driven flange
- Distance collar B
- 6305 U ball bearing
- Bearing retainer
- 10x48 driven sprocket bolt
- Side collar
- Final driven sprocket
- 3459 oil seal
- O-ring
- Sprocket side plate
- Tongued washer
- 10 mm nut
A. Disassembly

1. Remove the rear brake rod.
2. Remove the rear brake panel stopper bolt to disconnect the brake stopper arm.

3. Remove the both left and right mufflers.
4. Loosen the drive chain adjusting bolt on both sides, remove the cotter pin, and loosen the axle nut.
5. Push the wheel forward, and lift the chain off the driven sprocket. Remove the lock bolts, chain adjusting stoppers and pull the wheel rearward to remove the wheel and axle from the rear wheel.
6. Straighten the tongued washers and unscrew the four nuts to remove the driven sprocket.
7. Remove the rear wheel bearing retainer with the bearing retainer remover, and drive out the bearing from the hub.

Note:
The bearing retainer has a left hand thread.
8. Remove the two cotter pins and washer from the brake shoe anchor posts.

B. Inspection
1. Check rim runout and wobble.
2. Check rear axle shaft runout.
3. Check brake lining wear.
4. Check brake drum wear.
5. Check ball bearing wear.
6. Check for loose spokes, bending and damage. Tighten, straighten or replace as necessary.
7. Check tire on both inside and outside for cuts, bruises, and imbedded of nails. Repair or replace as necessary.
C. Reassembly

1. Perform reassembly in the reverse order of disassembly.

2. Install the brake shoes on the brake panel.

Note:
Pay special attention not to allow oil, grease, dust or dirt to get inside the brake shoes and wheel hub.

Use thread lock cement when installing the bearing retainer.

Apply grease on the friction surfaces of the flange and wheel hub.

3. Fill the cavity in each ball bearing and inside the wheel hub with grease. Install the bearings using the bearing driver B attachment (Tool No. 07945-3230200), on the model CB550, use a driver attachment (Tool No. 07946-3600000) and driver handle (Tool No. 07949-6110000), taking care not to allow the space collars to incline.

4. Mount the brake panel on the hub and the drive chain on the sprocket. Insert the wheel axle through the assembled wheel hub, and mount the wheel on the rear fork.

5. After completing the reassembly, adjust the slack of the drive chain.
   a. Normal chain slack is 10~20 mm (3/8~3/4 in) with a slight force.
   b. Loosen the axle nut and adjust the drive chain with the adjusting bolt, making sure the adjuster marks on both sides are in the same position when completed.

6. Install the rear brake stopper arm, and adjust the height and play of the brake pedal.
   a. Adjust the height of the pedal with the adjusting bolt.
   b. Adjust the free play of the pedal to 20~30 mm (7/4~1 3/16 in) with the adjusting nut on the end of the brake rod.

7. Check to be sure that is correctly inflated.

Tire inflation pressure: 2.0 kg/cm² (28.5)
3. **STEERING**

The steel tube handle bar is mounted on the front fork top bridge with the handle bar holders. The top bridge is bolted to the front fork and steering stem. The steering stem is mounted on the frame head pipe.

**A. Disassembly**

1. Unscrew two bolts to remove the master cylinder unit.
2. Disconnect the clutch cable at the clutch lever.
3. Remove the lighting switch and disconnect the throttle cable from the throttle grip pipe.
4. Remove the head light unit from the head light case and disconnect the wiring at the harness within the case.
5. Unscrew four bolts, remove the handle bar holders and disconnect the wire harness.
6. Unscrew the two mounting bolts and remove the speedometer and tachometer.
7. Unscrew the stem nut, remove the 8mm bolts and the fork top bridge.

8. Remove the front fork.
9. Unscrew the steering stem head nut with the 48 mm pin spanner (Tool No. 07902-200000).
10. Remove the steering stem out the bottom.

**Note:**
*Steel balls will drop out, therefore, exercise care not to loose them.*

### B. Inspection
1. Check the handle bar for twisting and damage.
2. Check the steering stem for twisting and cracking.
3. Check the steel balls for cracks and wear.
4. Check the cone race for wear.
5. Check the stop for deformation or cracks.

### C. Reassembly
1. Mix the steel balls in grease and assemble 18 into the upper race and 19 into the lower cone.
2. Install the steering stem into the head pipe being careful not to drop the steel balls.
3. Assemble the top cone race and tighten the steering stem head nut. First tighten the steering head top thread fully, then back it off just to the point where the handlebar can be turned with reasonable ease.

**Note:**
*Before assembly, wash the cone and ball races, and steel balls. Mix the balls in new grease.*
4. Assemble the front fork.
5. Assemble the front fork top bridge, and mount the speedometer and tachometer.
6. Install the handle bar.

Note:
Align the punch marks on the handle bar to the parting surface of the holder.

7. Reconnect the electrical wiring.
8. Reconnect the clutch and throttle cables, and the brake hose to the master cylinder unit.

Note:
- Make sure the cables and the electrical wirings are free from binding when the handle is turned fully to both sides.
- Adjust the play in the cables.
  Clutch lever: 10.0~20.0 mm \( (3/8~3/4\text{ in.}) \) at the end of the lever.
  Brake lever: 2~5 mm \( (5/64~13/64\text{ in.}) \) at the end of the lever.

4. FRONT SUSPENSION
The front fork unit consist of a lightweight aluminium front fork bottom case with a dual action telescoping shock absorber oil damper. Cushioning travel is 91 mm \( (3.15\text{ in.}) \) on compression and 31 mm \( (1.22\text{ in.}) \) on extension strokes.

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**Fig. 244** Punch marks

**Fig. 245**
- 1 Clutch cable
- 2 Front brake hose
- 3 Fork top bridge
- 4 Wire harness
- 5 Throttle cable

**Fig. 246** Front fork unit
- 1 Front fork bolt
- 2 O-ring
- 3 Lock nut
- 4 Front fork pipe
- 5 Front suspension spring
- 6 Front fork boot
- 7 Damper rod
- 8 Snap ring
- 9 Oil seal
- 10 Holder
- 11 Collar
- 12 Front fork bottom case
- 13 Damper case
- 14 Axle holder
- 15 Plain washer
- 16 Spring washer
- 17 Nut
A. Disassembly

1. Loosen the fork bolt, remove the drain plug and drain the damper oil.
2. Remove the front wheel.
3. Unscrew the three caliper mounting bolts and an adjusting screw, and remove the caliper from the left front fork.

4. Unscrew the 8×56 mm and the 10×35 mm bolts, and pull the forks off the bottom.

5. Unscrew the front fork bolt, loose from the piston rod lock nut, and remove the front fork spring and cushion spring seat. Separate the front fork pipe and bottom case.

6. Unscrew the 8 mm bottom case bolt using a hollow set wrench (Tool No. 07917-3230000) and remove the damper unit from the bottom case. (Fig. 252)
B. Inspection
1. Check the front suspension spring.
2. Check the fork pipe and bottom case for damage or looseness.
3. Check the oil seal for scratches and damage.
4. Check for excessive clearance between the shock absorber piston and the cylinder.

C. Reassembly
1. Reassemble in the reverse order of disassembly. Take care not to allow dust, or other foreign matters to adhere to the component parts.
2. Install the fork pipe into the bottom case. Apply a coat of thread lock cement to the socket bolt and tighten it using a socket wrench.
3. Apply a coat of Honda ATF to both sides of the oil seal and install it using a fork seal guide (Tool No. 07947-3290000).

Note:
- Do not forget to install the snap ring.
- Replace the removed seal with a new one.
4. Apply a coat of thread lock cement to the threaded part of the damper. Making sure that the 8 mm lock nut is completely screwed on the threaded part of the damper, tighten the fork bolt.
5. Remove the front fork bolt and pour a specified amount of Honda ATF into the front fork pipe.
   Capacity: 155～165 cc (5.3～5.6 oz.)
   (at disassembly)
6. Install and tighten the front fork bolt.
7. Route the front forks through the holes in the fork top bridge and tighten them with the 8 mm setting bolts and 10 mm setting bolts.

Note:
Remove oil, if any, from around the front forks.
8. After reassembling, check the front forks for smooth movement. Also check if oil leaks from the oil seals.
9. Adjust the front brake caliper. Adjust the clearance between brake disc and pad B to 0.15 mm (0.006 in.) with the caliper adjusting screw.

5. REAR SUSPENSION

The rear suspension is equipped with dual action telescoping shock absorbers. Rear fork is a swing arm type of tubular construction which provides greater rigidity.

A. Disassembly

1. Remove the mufflers.
2. Remove the rear wheel.
3. Remove the rear suspension mounting nut and bolt, and then remove the suspension from the frame and rear fork.
4. Compress the rear suspension spring using a special suspension compressor tool (Tool No. 07959-3290000) and disassemble.
OEM PARTS & ACCESSORIES

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