Wiring diagram of CB 550

Refer to the following illustrations for location of the wires, cables, and leads.

1. Speedometer
2. Tachometer
3. Front brake cable
4. Front brake switch wire
5. Harness band
6. Lighting kill switch wire
7. Throttle cable A
8. Throttle cable B
9. Tachometer cable
10. Throttle cable A
11. Primary lead
12. Tachometer cable

1. Lighting kill switch cable
2. Front brake switch cable
3. Clutch cable
4. Choke cable
5. Wire harness clip
6. Clutch clamp
7. Throttle cable B
8. Throttle cable A
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<th>Introduced</th>
<th>Engine#</th>
<th>Frame#</th>
<th>Colors</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>CB500 K0</td>
<td>323</td>
<td>06/01/1971</td>
<td>CB500E-1000001</td>
<td>CB500-100001-</td>
<td>Candy Jet Green, Candy Garnet Brown, and Star Light Gold</td>
<td>2-tone gas tank w/black panel; 4-4 exhaust; 5-speed transmission</td>
</tr>
<tr>
<td>CB500 K1</td>
<td>323</td>
<td>04/01/1972</td>
<td>CB500E-2000001</td>
<td>CB500-200001-</td>
<td>Candy Jet Green with Black, Candy Garnet Brown with Black, or Candy Gold with Black</td>
<td>Same as K0</td>
</tr>
<tr>
<td>CB500 K2</td>
<td>323</td>
<td>04/10/1973</td>
<td>CB500E-2100001</td>
<td>CB500-210001-</td>
<td>Candy Bucchus Olive with Black, Flake Sunrise Orange with Black, or Maxim Brown Metallic with Black</td>
<td>Instruments enlarged and tilted toward the rider</td>
</tr>
</tbody>
</table>
Honda CB550 Model Guide

The model guides provide model details for the CB550K and CB550F models.

CB550K Model Guide

1974 CB550 K0
Engine#: CB550E-1000001-
Frame#: CB550-1000001-
Colors: Flake Sunrise Orange with Black; Boss Maroon Metallic with Black; Freedom Green Metallic with Black
Remarks: 2-tone gas tank w/black panel; 4-4 exhaust; 5-speed transmission

1975 CB550 K1
Engine#: CB550E-1029182-
Frame#: CB550-1200005-
Colors: Candy Jade Green; Flake Sunrise Orange
Remarks: gas tank stripe gold and black; dark green instrument faces; 4-4 exhaust; 5-speed transmission
1976 CB550 K2
Engine#: CB550E-1067334-
Frame#: CB550-1230001-
Colors: Candy Garnet Brown
Remarks: gas tank stripe gold and black; light green instrument faces

1977 CB550 K3
Engine#: CB550E-2000001-
Frame#: CB550-2000007-
Colors: Excel Black
Remarks: tank stripe red w/gold; gold side cover emblem, "550 Four K"

1978 CB550 K4
Engine#: CB550E-2100001-
Frame#: CB550-2100001-
Colors: Candy Alpha Red; Black
Remarks: tank strip red w/gold pinstripe; gold side cover emblem, "550 Four"; gold "K" side cover decal and pinstripe; dual contour seat

**CB550F Model Guide**

1975 CB550F
Frame#: CB550F-1000002-
Engine#: CB550E-110004-
Colors: Candy Sapphire Blue or Flake Sunrise Orange
Remarks: Honda Super Sport decal on tank; 550 Four decal on side covers; instrument faces dark green with white numerals; 4 into 1 exhaust

1976 CB550F
Frame#: CB550F-2000003-
Engine#: CB550E-1109887-
Colors: Flake Sapphire Blue or Shiny Orange
Remarks: Seat covering was now dark brown, and the instrument faces were light green
1977 CB550F
Frame#: CB550F-210001-
Engine#: CB550E-1135380-
Colors: Candy Sword Blue or Candy Presto Red; gold tank stripe
Remarks: Fork boots eliminated; black seat.
1. FUEL COCK

The fuel cock is new for the revised model. Concurrent with this change, the indication marks and their positions on fuel cock was changed.

**Inspection and cleaning**

1. Place the fuel lever in the “OFF” position; disconnect the fuel tubes. Take out the fuel tank.
2. Drain the fuel tank thoroughly.
3. Loosen the fuel cock fixing nut and then remove the fuel cock and fuel filter from the fuel tank.
4. Check the gasket to see if it is not damaged. Replace with a new one, if found to be damaged too badly beyond use.
5. Wash the fuel filter in solvent and dry with compressed air. Any slightest damage cannot be tolerated here. Also replace the filter with a new one if found to be clogged.
6. Install the fuel filter to the fuel cock with the fixing nut. Do not forget to install the gasket into the groove of the fixing nut.
7. Install the fuel cock to the fuel tank with the fixing nut.
8. Install the fuel tank in place on the frame; connect tubes and secure with the clips.
9. Fill the tank with fuel. With the fuel cock lever in the “ON” position, check for any leakage past the tube joints or connections.

*Fig. K1-1*

1. Fuel cock
2. Lever
3. Fuel cock fixing nut

*Fig. K1-2*

1. Fuel cock
2. Fixing nut
3. Gasket
4. Fuel filter
2. THROTTLE GRIP
The throttle grip adjuster, Fig. K1-3, hitherto offered, was discontinued.

3. SIDE STAND
The side stand was changed to a new type with a shock absorbing rubber pad. The side stand must be inspected periodically to determine that it is in good condition.

**Inspection**
1. Check the entire stand assembly (side stand bar, bracket and rubber pad) for installation, deformation or otherwise excessive damage.
2. Check the spring for freedom from damage or other defects.
3. Check the side stand for proper return operation:
   a. With the side stand applied, raise the stand off the ground by using the main stand.
   b. Attach a spring scale to the lower end of the stand and measure the force with which the stand is returned to its original position.
   c. The stand condition is correct if the measurement falls within 2~3kg (4.4~6.6lbs.).
   If the stand requires force exceeding the above limit, this might be due to neglected lubrication, overtightened side stand pivot bolt, worn stand bar or bracket, or otherwise excessive tension. Replace as necessary.
4. Check the rubber pad for deterioration or wear. When the rubber pad wear is excessive so that it is worn down to the wear line, replace it with a new one.
Rubber pad replacement
1. Remove the 6mm bolt; separate the rubber pad from the bracket at the side stand.
2. After making sure the collar is installed, put a new rubber pad in place in the bracket with the arrow mark out.

Note:
Use rubber pad having the mark "OVER 260 lbs ONLY".
3. Secure the rubber pad with the 6mm bolt.

4. TURN SIGNAL LIGHT
The front and rear turn signal lights were changed to new, larger types. See Figs. K1-8 and K1-9.

5. MAINTENANCE SCHEDULE
Some additions occurred in the MAINTENANCE SCHEDULE, of which details are as shown immediately below:

<table>
<thead>
<tr>
<th>INITIAL SERVICE PERIOD</th>
<th>REGULAR SERVICE PERIOD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Perform at every indicated month or mileage interval, whichever occurs first.</td>
</tr>
<tr>
<td>500 miles</td>
<td>1 month</td>
</tr>
<tr>
<td></td>
<td>500 miles</td>
</tr>
</tbody>
</table>

This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.

*SIDE STAND—Check installation, operation, deformation, damage and wear.

Items marked * should be serviced by an authorized Honda dealer, unless the owner has proper tools and is mechanically proficient. Other maintenance items are simple to perform and may be serviced by the owner.
CB550F-A ADDENDUM SHEET

Engine No. CB550FE-1000001 and subsequent.
Frame No. CB550F -1000001 and subsequent.
Insert this addendum in rear of page 152 of the CB 550 Shop Manual.

ENGINE

GEAR SHIFT MECHANISM

A. Disassembly
1. Remove the clutch assembly. (See page 121.)
2. Remove the gear change pedal.
3. Remove the shift drum stop bolt, then remove the neutral stop bolt, shift drum stop and neutral stop.

4. Lower the gear shift arm as shown and remove the gear shift spindle.

B. Inspection
1. Check the shift drum stop and neutral stop for bend or damage.
2. Check the shift drum stop and neutral stop rollers for wear.

Fig. 1-1 ① Shift drum stop bolt
② Neutral stop bolt

Fig. 1-2 ① Gear shift arm
② Gear shift spindle
C. Reassembly

To reassemble the gear shift mechanism, reverse the disassembly procedures. Pay attention to the following points:

1. As shown in Fig. 1-3, attach one of the shift drum stop springs to the shift drum stop and shift drum neutral stop, then attach the other shift drum stop spring to the arm and body of the shift drum stop. After that, secure the shift drum stop and shift drum neutral stop using the neutral stop bolt and shift drum stop bolt and collar.

2. Turn the gear shift drum and check if each part moves smoothly.

3. Install the gear shift arm and check if it moves smoothly in either direction.

4. Install the clutch assembly. (See page 122.)

Bushings

A bushing is pressed in the main shaft fourth gear and top gear respectively. (Those gears of the model CB550 do not contain bushings.)
FRAME
FRONT SUSPENSION

Fig. 2-1  
1. Right front fork
2. Front fork bolt
3. 23x2.8 mm O-ring
4. Front shock absorber spring
5. Piston ring
6. Bottom pipe
7. Oil lock piece
8. Oil seal stop ring
9. 35x48x11 mm oil seal
10. Bottom case
11. 6x10 mm bolt
12. Oil lock bolt
13. Axle holder
14. Fork cover shock absorber A
15. Left front cover
16. Wire cord grommet
17. Fork cover shock absorber B
18. Front fork boot

A. Disassembly
1. Before remove the front fork bolt, leave it loosened.
2. Remove the front wheel referring to page 65.
3. Remove the caliper assembly from the left front fork.
4. Remove the front fender, remove the front fork pipe retaining bolts, then pull the front fork out downward.
5. Remove the front fork bolt and drain the front shock absorber oil.

Fig. 2-2  
1. Front fork retaining bolt
2. Front fork bolt
6. With the front fork bottom case held in a vise, remove the socket bolt using an Allen head wrench (Tool No. 07917-3230000) and separate the fork pipe from the fork bottom case.

7. Remove the front fork bolt and lock nut, then remove the front shock absorber spring, under seat pipe and rebound spring.

8. Remove the oil lock piece from the bottom case.

9. Remove the front fork oil seal, then remove the oil seal stop ring.

---

**B. Inspection**

1. Measure the front shock absorber spring free length. Also check the spring for tension.

2. Check the front fork piston ring for wear.

3. Check the front fork pipe to bottom case clearance.

4. Check the oil seal for scores, scratches or breakage.

5. Check the front fork pipe sliding surface for scores or scratches.

---

**C. Reassembly**

To reassemble the front suspension, reverse the disassembly procedures. Pay attention to the following points:

1. Install the fork pipe into the bottom case. Apply a coat of thread lock cement to the socket bolt and tighten it using an Allen head wrench.
2. Apply a coat of ATF (automatic transmission fluid) to the inner and outer circumferences of the oil seal, then install it using a fork seal driver (Tool No. 07947–3290000).

**NOTES:**
1. Do not forget to install the oil seal stop ring. Install it properly.
2. Use a new oil seal.
3. Fill the fork pipe with ATF up to the specified level mark.
   
<table>
<thead>
<tr>
<th>Capacity: 165～170cc (5.6～5.8 ozs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To fill dry fork assembly</td>
</tr>
</tbody>
</table>

4. Install the right and left front forks so their heights are equal. The chamfered edge on the fork pipe should align with the upper surface of the fork top bridge as shown.

**NOTE:**
Wipe oil, if any, off the fork pipes completely.
5. After installing the front fork, check:
   - Smooth movement of the fork.
   - Oil leakage from the oil seal.

**Front shock absorber oil change**
1. Remove the front fork bolt and drain bolt. With the front brake applied and the handlebar held, move the front five or six times to drain the oil.
2. Install the drain bolt and fill the fork pipe with new ATF from the upper side up to the specified level mark.
AIR CLEANER

1. Raise the seat, loosen the wing nuts, then remove the air cleaner cover.
2. Remove the retaining clip, then remove the air cleaner element.

3. Clean the element by tapping it lightly. If the element is still dirty, apply air inside of the element.

4. Remove the element cover, then remove the breather element.

5. Immerse the breather element in soapsuds and lightly squeeze it for cleaning. After that immerse the element in new ATF, squeeze it lightly, then install.

WARNING:
Gasoline or low flash point solvents are highly flammable and must not be used to clean the breather elements.
6. Squeeze the end of the drain tube as shown Fig. 2-14 and drain the oil or water which may remain in the tube.
7. Install the air cleaner reversing the removal procedures.

NOTE:
Check the drain tube for clogging and routing.

EXHAUST MUFFLER

A. Disassembly
1. Remove the 10 mm bolt, then remove the exhaust muffler.

2. Remove the eight joint nuts, loosen the exhaust pipe joints and joint collars, then remove the exhaust muffler.

Fig. 2-14 ① Drain tube
Fig. 2-15 ① 10 mm bolt
Fig. 2-16 ① Joint nuts
② Exhaust pipe joints
OEM PARTS & ACCESSORIES

Click on links below

Honda CB550 Original Equipment Parts & Online Schematics
Honda CB500 OEM Parts & Online Schematics
High Visibility Motorcycle Safety Gear
Honda Motorcycle Parts & Accessories
Save Up to 45% on Motorcycle Tires
Motorcycle Gear Closeout Sale
Cycle Gear Free Shipping
Honda CB550 Chain & Sprocket Kit
Honda CB550 CB500 Fork Boot Gaiter Set
Honda CB550 CB500 Left Sidecover
Honda CB550 CB500 Right Sidecover
Honda CB500 Piston Ring Set
Honda CB550 CB500 New Rear Shock Absorber

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