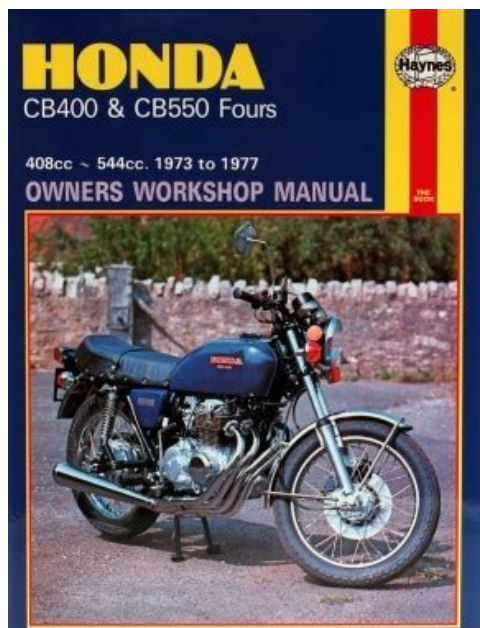


74 cb550 manual



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If you follow the steps in order you'll end up with a finished bike, but in no way are you required to do so. This is only meant as a guide. Kick Stand; Exhaust Electrical Part 1; Rear Fender; Brake and Rear Signals Electrical Part 2 Accessories Coils, Battery Box, etc. Even worse, you haven't a single clue as to how it all goes back together. I know just how you feel; been there and done that too many times to count. I mean, who hasn't The first thing to remember is rule Number One DONT PANIC. Lots of the world's problems could be solved if everyone followed this simple rule. What I'm going to do is reassemble my bike from the frame up and share the journey with you. We'll start out with the frame. I got this one from eBay after my original turned out to be tweaked. Here it is after powder coating My first order of business will be reinstalling the headset, or steering bearings. These days, lots of folks are replacing them with tapered bearings. While there are both pros and cons to doing this, I want this particular bike to be closer to original, so ball bearings it is. I bought a new ball bearing steering set from David Silver Spares yes, they are still available, which actually turned out to be more expensive than the tapered bearing kit. I left the races in the freezer for a couple of days, so they were pretty frosty. While it might seem that there's enough space for another ball, the gap is necessary to keep the balls from rubbing against each other, which would cause scoring of the balls and failure of the bearing. Inserting the top inner bearing race..then the upper bearing race cap or thread Now, I did some research on this step because it seems that this is where many of the problems arise with this type of bearing. Wanting to do things right, I turned to all four of the repair manuals I've been using Clymers; Haynes; Chiltons and the official Honda Shop Manual to get their spin on bearing adjustment. This is where the problems arise, and the races get dimpled.<http://www.dottorini.com/fckupload/ca18det-factory-service-manual.xml>

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What you're doing here is seating the balls in the races, so the idea is to keep the bearings in motion while you're doing the tightening. I don't know if anyone else does it this way, but after he explained it to me like that, that's how I adjusted the headnut. The steering moves smoothly from stop to stop. Just like butta. So, here the bike is complete with its new steering bearings. While the original ball bearing setup may not be for everybody, I expect with proper maintenance that it will last for another forty years, at least. Vive la difference, nestce pas This is the engine, a major deviation from 74 in that it is a 77, but it will have to do until I can get a 74. Meanwhile, if you ignore the stator housing it looks just like the real thing. Then the engine was balanced on its right side using a couple of boards. This is nice, soft yellow pine I'm using here, so I'm not concerned with marring the finish on the clutch cover, but if you use this method, you might want to cover the boards with some protective cloth, or whatever With the engine ready, I turned my attention to the frame. It doesn't look very glamorous, but I'm more concerned with function here Grasping the frame by the front and mid down tubes, I carefully lowered the frame over the engine. The bubble wrap is the way to go, IMHO, especially the one inch stuff. It works so well that, as I lowered the frame down, I had a hard time pushing it onto the engine. The wrap held the frame in such perfect suspension that, when it was half way down, I was able to walk away and set up the camera for the frame lowering shot. It was nearly impossible to touch the engine with the frame as the bubble wrap just didn't allow it. If I sound enthusiastic, I guess I am. I'll never use any other method. I was so pleased when it was done, that I nearly took it back off again just to experience the thrill one more time. One on top and one on the

bottom. http://davidfauquemberg.com/home/fauquemb/david/bbdg_site/userfiles/ca1550-manual.xml

Not shown here is the rear engine mounting bracket, but it will be obvious when we come to it. With the pins holding the frame in place, I began the official assembly by inserting the lower rear engine hanger bolt. This will eventually support the driver's foot pegs as well as holding up the engine. It requires this little doughnut-shaped spacer puck on the bottom right side. Next comes the upper hanger bolt and it, too, has a little spool-shaped spacer that it fits through on the left side of the engine. Something I need to mention here is that I've scraped away the powder coat on both sides of the mounting lug inset for frame to engine and general chassis grounding. I've smeared some dielectric grease on the exposed metal to cut down on rust here. More on this later. These two big bolts really pull the frame and engine together. The nut fits into a little alcove cast into the crankcase. It's pretty straightforward in function. BTW, the strip of carpeting I got from a local installer really helps to cut down on the wear and tear on both the bike and the knees. And, once again, let's hope that this is the only situation where I see this side of the engine. This is another deviation from 74 in that this bracket was painted black, originally, but was left bare in later years. A couple of things to notice about the above pic are: A the upper bracket bolt and the upper hanger bolt nut are only temporarily added at this stage as I'll be needing them for other applications later. All of these ground exposures have been daubed liberally with dielectric grease to try and keep corrosion at bay. I want to install the front wheel and the center stand so that it will be a little easier to maneuver the bike around the garage. They were sandblasted, then coated with Rust-Oleum Rust preventive paint. These hang out together, making rude and suggestive remarks, just waiting for a good, stiff fork tube to be shoved up their.

With the headlight mounts in place, I placed the top bridge over the steering stem and secured it loosely with the big stem nut and washer, then grabbed the right fork, dropping the gaiter down over the tube wide end down, and proceeded to insert the tube up through the bottom tripletree clamp, headlight mount make sure it doesn't pinch the grommets, and up into the top yoke clamp. Whew! In this case, a picture really is worth a thousand words. Both tubes inserted in the clamps; it's time for the clamp bolts. The flat spot fits up against the fork tube. Once all of the fork clamp bolts, nuts and washers were in place and tightened up, I torqued down the big headnut, then finished up by installing the rear yoke clamp bolt and nut. Frankly, I wouldn't want one of them climbing up my steering forks. Just a little quirk I have. They bridge the fork bottoms and the headlight mounts. There are grooves inside each end that fit into corresponding slots in the headlight mount and the fork bottoms. One thing I feel deserves special mention is this: the gaiters have these little drain holes in them. Make sure these are oriented down and to the back of the fork before you attach the gaiters as the gaiters are a serious beeeeotch to move once they're in place. I speak from experience. So, at last, here it is with an engine and forks. Next time I'll cover installing the center stand and front wheel. First order of business is to mount the fender. Here it is with all of its mounting hardware. The hardware consists of all of these little parts; 19 or possibly 25, altogether. The brace only gets grommets and collars on the right side as the caliper hanger is attached with the fender on the left. The grommet for the speedo cable just pops into a hole on the fender. Assembling the fender to the forks is pretty straightforward, actually. It's easy to slide it into the gap between the forks and align the bolt holes, after which it's a simple matter to install the fasteners.

<http://www.drupalitalia.org/node/75771>

The ends of the fender stays fit into wells formed into the fork bottoms, and the fender brace attaches on the right side only for now. On the left side, I finished off the fender installation by adding the brake components. Notice that the caliper hanger is sandwiched between the fork leg and fender brace, and everything is attached with two 10mm bolts. The bolt threads completely through the lug, where it is locked into place with a nut and washer. Next, the splash shield has a little boxlike attachment point that fits down over the lower part of the hanger pin; I secured both

shield and pin with a 12mm bolt Heres the shield in place And here, at last, is the fender installed. Next, I moved on to the wheel this is it. Its actually a 77 model as you can tell by the disc retainers. New bearings and rotor In this case, due to the way I have the bike sitting on the dolly, mounting the wheel was just a matter of tipping the frame forward and the forks just kind of fell into position on the wheel The axle nut is cut to accept the fork bottom These are the axle clamps. The trick here is that you fully tighten the front nut before going to the rear nut. I started with the disc side..then did the same with the other side; gap to the rear, tightening the front nut first. The speedometer drive just kind of dangles there until the clamp is tightened. Ill set its position later; for now Im just leaving it oriented in a roughly horizontal position Adding the clamps completed the front wheel and fender installation. Handlebars next. I have installed stock grips in place of the earlier foamy ones, and the righthand switch has been rebuilt. Chrome bolts are used for a stock installation The bar simply sits in the cradle provided on the top steering yoke and the clamp fits down over it.

<https://www.figlitornatialpadre.com/images/bose-awrcc2-owners-manual.pdf>

The bars are positioned by two little punch marks on either side of the clamp that orient them; the marks should line up with the top of the cradle Tightening the clamp bolts I want to get this down off the dolly, so the next order of business is the center stand. Here it is with all of its mounting hardware note the lock washers This is a pretty simple installation, made even easier due to the fact that I dont have the swingarm to deal with. The CS just slides into place between the brackets on the frame, then the wellgreased CS pivot pipe is inserted..and secured with a cotter pin I then added the clamp bolts. No need to get too aggressive tightening these down, just get them tight enough to be secure. Once the bolts are in place, its time to install the spring plate and spring; and heres where the beauty of installing these now comes into play. By rotating the CS legs up past horizontal thanks to the missing swingarm, installing the plate and spring becomes childs play and they easily slide into position; the plate is oriented with the curve pointing down, large hole slipping over the bale on the frame, while the spring connects to the smaller hole on the plate, then to the notched tab on the CS. No money involved. just slide it on. Do it now or youll regret it as that spring is a serious beeeeotch to assemble at any other point. Believe me. I know. And, with that, I was able to pull the dolly out and set the bike down on the CS, just one more major step towards completion Well, Ive gone on for too long as usual, and if youve managed to stay awake through all of this, Im impressed. Next time Ill be doing the front brake, then tackle the swingarm and the rear wheel, and all of that should be loads of fun. I had it coated at Precision Powder Coating just outside of town, same folks who did the frame.

<https://www.fixemer.com/images/bose-awrcc1-user-manual.pdf>

Normally, Id just use the old bushings to help install the new set, like I did before on the headset, but as I was down at the shop taking measurements of the bushing depth one of the machinists asked me what I was doing. Cool! Almost makes me wish I had a few more swingarms to work on. The reason the bushings are recessed is to accommodate this little stackup of parts. At top we have the assembly as it fits into the swingarm pivot tube. From right to left we have the pivot nut and bolt, end cap dust seal, and its kind of difficult to see this because, well, its all together the phenolic bearing, felt seal, inner bushing and, finally, the collar. Ive kind of laid the parts out below. The swingarm butts up against the phenolic bearing and everything else fits into the pivot tube I greased the collar down well both inside and out, then slid it into the pivot tube. It has two grease channel holes, one on either end, and I tried to keep these oriented to the top of the collar as I inserted it through the bushings and into the pivot tube the collars a smidge longer than the swingarm as it is meant to butt up against the end caps Next, I installed the felt seal. It becomes impregnated no dinner, no show, no calls afterwards with grease and acts both as a dust shield and water seal and helps to keep the collar, bushings and pivot tube nice and rustfree. It has a profile like a thick rubber band, and inserts around the collar. The collar and end caps are locked into position by the pivot

bolt, which kind of squeezes the frame tubes together to clamp them in place its a tight fit to begin with. In operation, the collar, bolt and caps remain stationary while the swingarm pivots around the collar and rotates on the phenolic bearings.

Before installing the pivot bolt, I precharged it with grease on both sides, as the two grease channels are separate inset, then smeared grease over the entire bolt and inserted it from the left side orienting the grease channel holes towards the top..locking it into place with the lock nut. This nut is still available, and replacing the old, fatigued nut on most of our bikes is certainly recommended. EDIT Honda recommends this nut be torqued to somewhere between 40 60 ft lbs. Bwaller has an excellent procedural recommendation that Id like to quote here Just a little quip Ill throw out there that I learned back in the day. Instead of torquing the swingarm bolt to Honda specs, just continue to tighten the nut until the arm just falls slowly through its complete travel under its own weight. I have found on reinstallation with new parts as you have that torquing to spec can be either too loose or too tight. Thanks for the great tip, Bwaller. Something to notice on the above pic is the grease zerk. This is some kind of Asian version that just doesnt quite fit our grease guns, and folks have a lot of fun badmouthing it and replacing it with a more familiar modern fitting. The trick with these, however, is that you have to use the right kind of nozzle on the grease gun; the hose type just wont work. Whats needed, and what I use, is a rigid pipe nozzle that can be pressed tight against the zerk. This is really a painless operation with the right tool aint it always the truth and, unless you really, really want to, theres just no real reason to replace the fittings, IMHO. With all of that said, I proceeded to grease the swingarm until grease started coming out around the end cap and from between the cap and the mount on the frame. A little cleanup, and I did the same on the other side.

Later models have a different setup where the swingarm is serviced via a grease zerk located in the middle of the pivot tube So, heres the swingarm on the bike To finish up, Ill install the shocks. Its a pretty straightforward operation consisting of a couple of bolts, washers and acorn nuts. These are the shocks; theyre a couple of inches shorter than stock, but still retain the stock appearance This strange little Diplodocus head actually depicts the swingarm shock mount bushings; I removed them from the swingarm prior to powder coating, then replaced them with new afterwards. These are seriously difficult to remove and reinstall. The bottom clevis fits over the swingarm mount, and a bolt and washer hold it in place. And with the installation of the shocks, the swingarm assembly is complete. Well, thats as far as it goes this session. Next Ill cover installing the rear wheel, chain and chain guard, and get this baby up on her own two. er. feet, as it were. til next time Here it is, in all of its glory The spokes were installed at Woodys Wheel Works in Denver. Here are a couple of pics shamelessly purloined from their website that demonstrates this concept Woodys says that this will make the wheel stronger and less prone to broken spokes as on the wheel at left in this pic, and gives a oneyear guarantee against loosening or breakage of the spokes Woodys definitely knows their business. While I was there, Andy Parks from the Vintage Aero museum came by and dropped off a spare wheel set for respoking and truing for this sweet little machine The above plane lives about twenty minutes away from me at a small rural airport. Besides the planes, they have an extensive collection of WW1 memorabilia and uniforms; and Ive done volunteer duty there, so it was like old home week to see them at Woodys.

Unfortunately, due to the economic downturn the museum has lost some significant funding, so these birds have been mostly grounded and the museum has, for all intents and purposes, been closed. I can only hope things will get better soon; it would be a shame to see the collection broken up and these iconic warbirds sold off. But, I digress. Back to the wheel. I installed new brake shoes, rubber dampers and wheel bearings. When time came to remove the bearing retainer, I did some searching on this site and got several good ideas as to how this could be accomplished. I tried them all, and none of them worked for me. I even had the guys down in the machine shop come up with a tool to no avail Thanks Guys!. The retainer stubbornly refused to budge yes, I was turning it in the

right direction and all I ended up doing was boogering up the spanner holes in the retainer. Depends on when it was last removed. But, of course, it had to be done, so I left the wheel and new bearings with him with his promise to call me if anything disastrous occurred. Fortunately, the procedure was accomplished without loss of life or limb, and I got the potential WMD back the next day replete with new bearings. However, you can see in this shot where they had to torch the retainer to get it to move. This is a shot of the rear axle and constituent parts; axle and nut, wheel spacer, wheel stoppers and chain adjusters, plus a bunch of bolts, nuts and washers. I preinstalled the spacer and chain adjuster, then inserted the axle from the brake side. There's not much reason to grease the axle before installing it as the bearings are sealed, and the axle, once in place, doesn't move. At most, a little grease will help make installation through the bearing seats a little easier, and might help cut down on corrosion. I sprayed the axle down with a liberal coating of Boeshield, before installing it into the hub. Something to be aware of here, are the little punch marks on the wide end of the chain adjusters.

On the brake side, the spacer fits between the wheel and fork. One thing to note about the spacer. These plates are not interchangeable, so the right plate with the correct hub and spacer is required. I slid the wheel all the way to the front of the axle slot to more easily install the chain. With the wheel on the bike, I next installed the wheel stops. These fit in between the legs on the axle slot and are affixed with a bolt and washer; the bolt hole in the bottom leg is threaded, so the bolt just torques right in. Of course, anyone who knows me knows my penchant for overkill; I went one better at least in my own mind on Honda and used longer bolts here. After torquing them down to specs, I installed washers, split washers and nuts on the bottom just to add a little more assurance that the axle doesn't move in set. It's not required; that's just the way I am. On to the chain. I purchased it from David Silver Spares, and it seems like a good, quality chain. I soaked it in lacquer thinner overnight, then used a soft brass brush on it and sprayed it down with a good degreaser to get rid of the packing goop. I'm using Chain Wax for lube and it requires the chain be warmed up before use; they recommend riding the bike around for a few minutes to get the chain prepared but, obviously, I can't do that. I toyed momentarily with tossing it into the oven in the house, but that wouldn't fly with SWMBO and, frankly, I just don't need that kind of grief; so what I did was stretch it out in the driveway and let the sun have at it. Lay your spark plug wrench aside for a couple of seconds, and the damned thing will nearly fry your hand off the next time you go to grab for it. Within twenty minutes of laying out on the pavement in high altitude sun on a clear summer's day that chain was so hot I could barely handle it.

I carried it into the garage tossing it from hand to hand, then hung it from a bolt on the garage door track and commenced to liberally soak it down from top to bottom with chain wax, paying particular attention to the inside of the rollers. I let it sit for a couple of minutes, then flipped it 180 degrees and hit it again. I left it hanging there while I went about mounting the wheel about an hour, then wiped it off with a shop cloth to remove the excess wax before installation. Installing the chain couldn't be easier. It's as simple as Note that I installed the above master link clip with the closed end pointing in the direction of chain travel to the right in this case; remember that the chain moves in a counterclockwise direction during normal operation. With the chain on, I added a little grease to the bearing surface on the wheel stops for the chain adjuster screws..then swung the chain adjusters up, pulled back on the wheel to tauten the chain and ran the bolts in, aligning the adjusters evenly using the alignment marks on the swingarm and the punched marks on the adjusters. This may or may not correctly align the front and rear wheels; there are those who have noted that the swingarm marks are not always accurate, so I'll be using the method outlined in the Chilton's book to check alignment. This is a preliminary setting, and only because the bike is on the CS; it must be rechecked after the bike is back on the ground, so I'll get back to it later. Rotate the wheel and recheck slack at other sections of the chain. Chain, installed. And, what the heck, since I'm here I might as well add the inner fender. Here it is. No mounting hardware; just a big ol hunk of ABS plastic. It slides down into

the frame and connects to it by means of three-fingered clips welded to each of the rear down tubes Left side..and right These should be sufficient to hold the inner fender in place until I install the rear fender Next, the chain case chain guard.

Its like Flitz for plastic The brace slides into the case; its been formed to match the molding of the case..and its attached using one of the case collars and a bolt that are inserted from the inboard wheel side..with a nut and lock washer on the inside of the case that locks the brace into place The case fits down over the chain, and is connected on the inboard side by these three clips welded to the swingarm, similar to those on the frame for the inner fender insets. A small oval-shaped standoff fits into a similar shaped hole at the first front bolt location inset; the bolt is then inserted using the fender washer for case support. The little standoff allows some wiggle room while installing the chain case, so I left the bolt loose until everything else was in place The next rear bolt is attached utilizing the second case collar. This bolt runs through the chain case, then the chain case support bracket, and screws into the mounting lug on the swingarm, trapping the bracket between the case and mount inset. With both of the bolts in place, I tightened everything down to final specs To complete the chain install, I mounted the sprocket and starter motor covers. The starter motor cover has a little gasket that fits up inside it before assembly inset One thing Id like to point out in the above pic is that Im replacing the engine bolts here and elsewhere with stainless allen screws. In the case of the bolt heads galvanically welding themselves to the cases, a simple washer under the bolt head alleviates the problem. For stainless steel bolts into aluminum threads, it has been recommended.Its that important And, for our purposes, Loctite recommends a zinc based antiseize for use on the cover bolts, especially important with stainless steel. For the final step, now that everything else is in place, I torqued the axle bolt to spec and added the cotter pin So, there it is wheel, chain and guard. While I didnt get as far as I was hoping, Ive gone on long enough.

Next time I plan to install the rear fender and front brake, and from there, who knows til next time To begin installation, I mounted the intake manifolds to the carbs. These have the vacuum ports for carb sync testing built into them; theyre plugged with a screw and copper crush washer. Later manifolds dont have this feature as the port is on the carb, IIRC, so its best to make sure you have the correct manifold for the right carbs. I installed the manifold orings these are the same orings used in the valve adjustment covers, BTW and smeared a little grease on them to help them seal..then inserted the whole assembly onto the head. All of these hoses are gathered together using a little hard plastic band lower right..then route down between the engine and swingarm. The vent hoses terminate at the swingarm, while the overflow hoses are gathered by this little bale on the frame Now that the carbs are in place, its time to install the air induction unit or airbox, if you prefer. Here is the infamous stock airbox assembly spread out for your perusal and, if I may, a note to those who are thinking of putting pods on their bikes you might want to keep a copy of this picture around for. you know. later Moving boustrophedonically . Its a Greek concoction and is interesting in that its definition is actually shorter than the word itself. I like it, though; it has great rhythm. Anyway, major digression here. In the bottom row are the tool tray, the air filter element, the airbox plenum and, finally at the very bottom, the plenum to carb clamps. Now, if youll pardon me, Id like to do a minor rant here for just a second. Thats a whole passel of parts, no matter how you look at it; its also a prefect example of why you shouldnt rely on just the Clymer book. Take a look at their section on the air filter and compare it with this picture, for one example among many. Im not saying dont get the Clymer book, just dont try to rely on it alone.

Get the Honda manual as well in fact, Id get it first. You can download a version of it from this site, but dont get cheap on me; go out and actually buy a copy you can hold in your hands. The hard copies are different than the digital versions here on the site and, at least in the section I compared together, more comprehensive. Besides, its difficult to study a digital version when youre assestoeelbows in grease trying to set some critical gap. And they come in a nifty spiral setup so they

lay flat and help you keep your place, too! Nuff said. I thank you for your indulgence but do get the Honda book, OK I started out by installing the plenum to the carbs. Now, with nothing else on the bike, its a little easier to do than it would be with all of those pesky electrical geegaws and cables and bothersome whatnot that can just get in the way, but theres still a bit of a trick to it. Fortunately, Honda helps with this by molding small dimples into the plenum face with corresponding extrusions on the boot. Just line them up and youre good to go note that Honda originally glued these to the plenum, but it was merely to accommodate assembly at the factory and glue is not necessary here. My NOS grommet, being a virgin, was just too tight, and no matter how I pushed or wiggled it, I just couldnt get the case lip to penetrate the opening. I finally used a little P80 lubrication, after which it gently and easily slid right in. Now that Ive, er, mated the filter case to the plenum its time to consummate the deed. Next is the rear mounting bracket with bolts and washers, while at the bottom is a case washer similar to the one we installed in the chain guard. Last but not least is the front mount aith its associated bolts and washers. I began by installing the spacers.

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