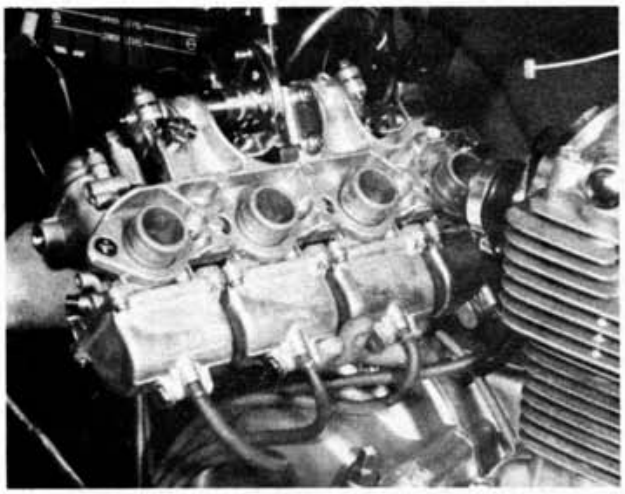
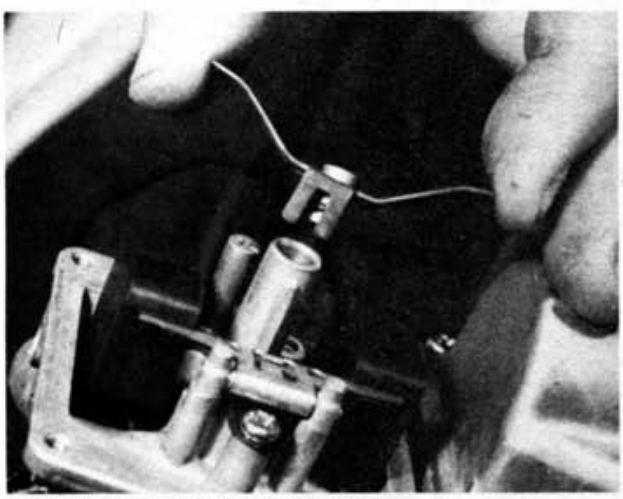
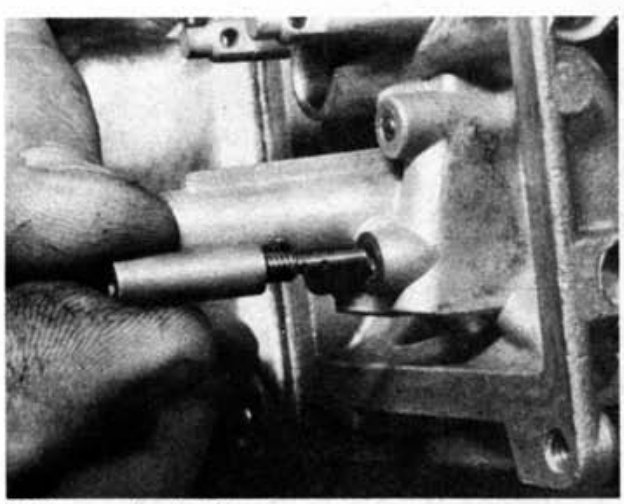


5.6 Remove the carburettor assembly



6.3 Pull off the leaf spring and main jet



6.4 Unscrew the pilot jet

bolts, one accessible from inside the filter box, the other from outside at the bottom;

4 Pull off the drain tube from the bottom of the air manifold, when fitted. Pull the manifold off of the carburettor stubs, and wriggle it clear.

5 Slacken the two throttle cable locknuts, remove the adjusters from their housings, and unhook the nipples from the drum.

6 Slacken the four carburettor to cylinder head clips, and pull the carburettor assembly off of the induction stubs. The drain and breather tubes should be pulled out from behind the gearbox, at the same time.

6 Carburettors: dismantling, cleaning and reassembling

1 The four carburettors are bolted to one casting, which also forms the bracket for the operating mechanism. It will not be necessary to remove the carburettors from this casting, unless a complete item has to be renewed.

2 Dismantle each carburettor in turn, so as not to mix up parts. Remove the float bowl after unscrewing the four crosshead fixing screws.

3 Pull out the leaf spring jet clip and main jet together. Tap the carburettor to remove the needle jet (see illustration). Make sure each jet is clear before replacing it. Examine the needle jet for wear, it will wear oval after lengthy service. Renew both needle and jet together. Examine the O ring seal on the main jet. The slot in the leaf spring engages with the ridge on the jet holder.

4 Unscrew the pilot jet, and check that it is clear before replacing it.

5 Extract the float pivot pin to remove the floats. Shake the hollow type plastic floats to check if any petrol is inside, which will indicate a puncture. Solid floats will not, of course, puncture.

6 Unscrew the needle valve retainer, and pull out the valve. Examine the float needle and its seating in the valve, for wear. Renew the pair if there is a ridge worn in the conical tip of the needle. Examine the O ring seal on the valve. The needle valve drops out very easily; take care not to lose it.

7 Replace the needle valve, and the float and pivot pin. To ensure correct fuel level, check the float height as follows: With the float arm only just touching the needle jet, measure the height of the top of the float from the float bowl mounting face. Adjust by bending the float arm. The float height should be 21 mm (0.83 in) for 400 models, 14.5 mm (0.57 in) for 1977 CB550K3 models, and 22 mm (0.87 in) for all other 550 models.

8 Replace the float bowl. Ensure that the gasket is in good condition, and seated correctly. Overtightening the float bowl fixing screws will only distort it, and increase any leak. Leaks are caused by a faulty gasket, dirt or a previously distorted float bowl.

9 Never use a piece of wire or any pointed metal object to clear a blocked jet. It is only too easy to enlarge the jet under these circumstances, and increase the rate of petrol consumption. If compressed air is not available, a blast of air from a tyre pump will usually suffice.

10 Unhook the throttle return spring between the centre carburettors. Unscrew the two carburettor top fixing screws from each carburettor and remove the top. Position the throttle valve to full open and straighten the tab washers of the two hexagon headed bolts. Remove the 4 mm bolt from the shaft end and loosen the 6 mm bolt on the throttle side about half a turn. Insert a screwdriver between the throttle shaft and link arm and pry the link arm free.

11 Withdraw the throttle valve and needle assembly from the carburettor body. Unscrew the two 3 mm screws and remove the valve plate and the jet needle from the throttle valve. Examine the throttle needle for wear and renew, together with the needle jet if necessary. Fit the needle clip in the correct groove.

12 The manually-operated chokes are unlikely to require attention throughout the normal service life of the machine. When the operating plungers are depressed, flaps are lowered into the carburettor air intake which cut off the supply of air and therefore give a much richer mixture for cold starting. The

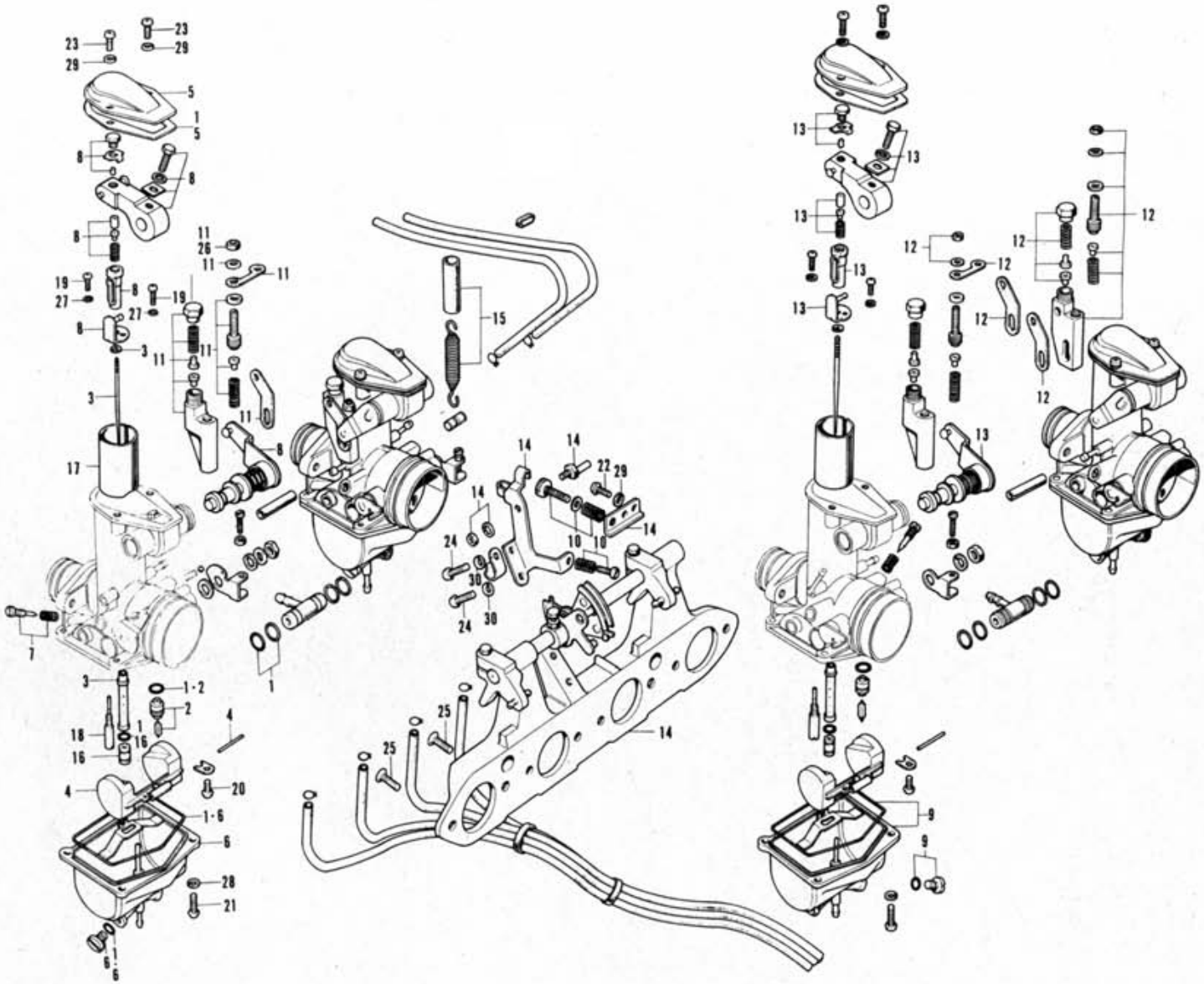


Fig. 2.1 Carburettors

1 Gasket set
2 Float valve and needle
3 Needle jet
4 Float assembly
5 Top
6 Float chamber
7 Pilot jet screw
8 Throttle arm
9 Float chamber gasket set
10 Throttle stop screw
11 Holder set A
12 Holder set B
13 Arm set B
14 Mounting plate
15 Return spring
16 Main jet
17 Throttle slide
18 Pilot jet
19 Screw - 8 off
20 Screw - 4 off
21 Screw - 16 off
22 Screw - 2 off
23 Screw - 8 off
24 Screw - 2 off
25 Screw - 8 off
26 Nut - 4 off
27 Spring washer - 8 off
28 Spring washer - 16 off
29 Spring washer - 10 off
30 Spring washer - 2 off