

8. Remove the left-hand switch and wires from the frame.
9. Install a new switch by reversing these steps, noting the following.
10. Make sure to index the locating pin on the switch with the hole in the handlebar.
11. Make sure all connections are free of corrosion and are tight.

Clutch Switch Testing/Replacement

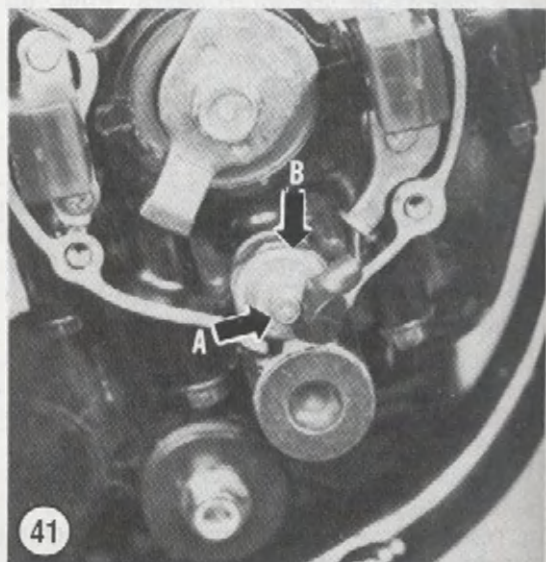
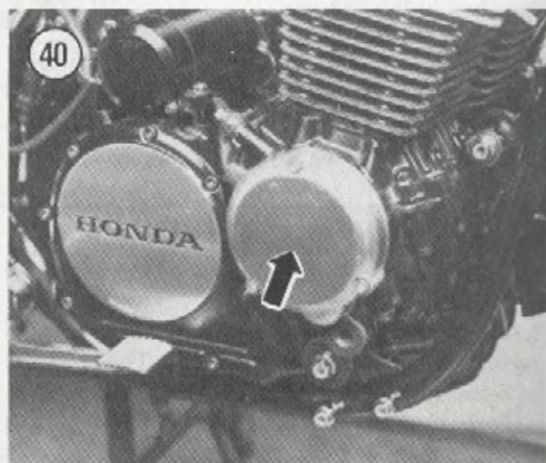
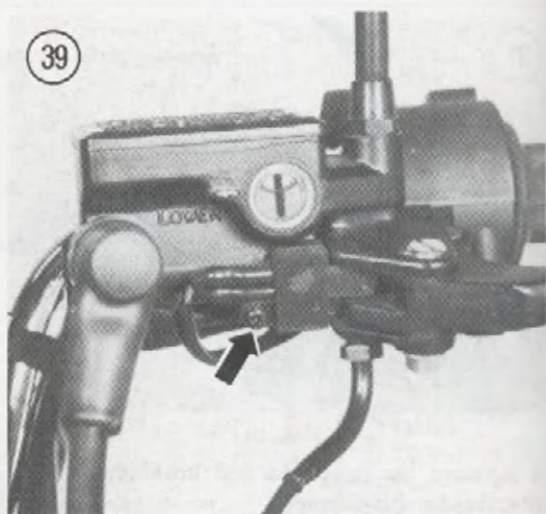
1. Disconnect the wires (Figure 39) from the clutch switch.
2. Use an ohmmeter and check for continuity between the 2 terminals on the clutch switch. There should be no continuity (infinite resistance) with the clutch lever released. With the clutch lever applied there should be continuity (low resistance). If the switch fails either of these tests the switch must be replaced.
3. Remove the screw securing the clutch switch and remove the clutch switch from the clutch master cylinder.
4. Install a new switch by reversing these removal steps. Make sure all connections are free of corrosion and are tight.

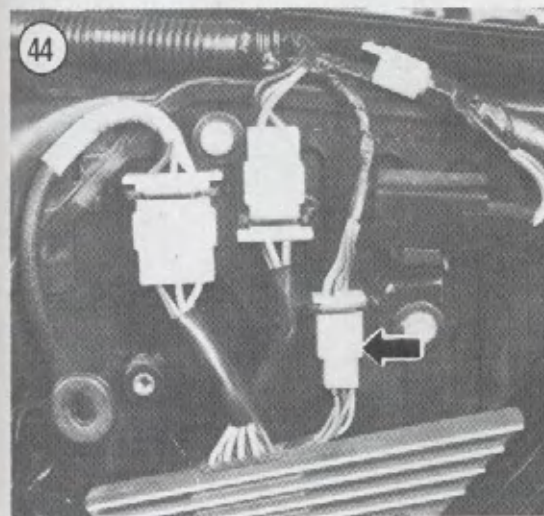
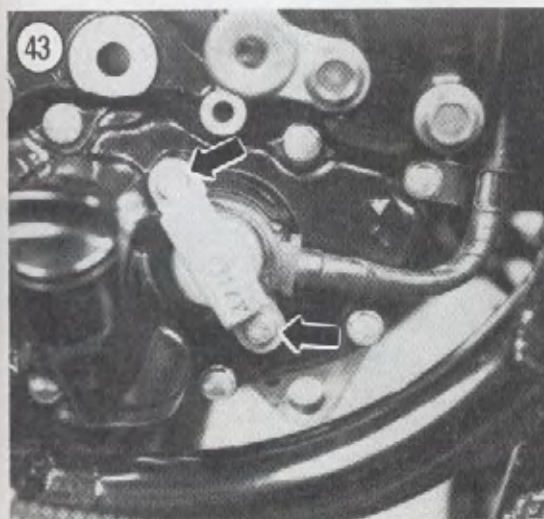
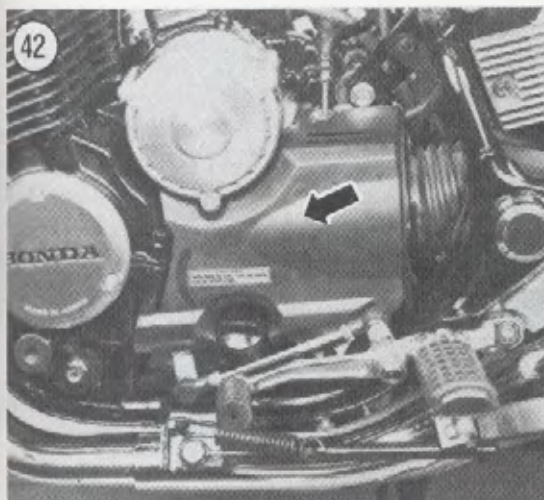
Oil Pressure Switch Testing/Replacement

1. Remove the screws securing the ignition pulse generator cover (Figure 40) and remove the cover.
2. Pull back the rubber boot and remove the screw securing the connector (A, Figure 41) to the switch.
3. Unscrew the switch (B, Figure 41) from the upper crankcase.
4. Use an ohmmeter and check for continuity between the connector and the base of the switch. There should be continuity (low resistance) with no pressure applied. With $0.2 \pm 0.4 \text{ kg/cm}^2$ (2.8-5.6 psi) air pressure applied to the bottom of the switch there should be no continuity (high resistance). If it fails either of these tests the switch must be replaced.
5. Apply Loctite Lock N' Seal to the switch threads. Install the switch and tighten to 16-20 Nm (12-14 ft.-lb.).
6. Attach the wire. Make sure the connection is tight and free from oil.
7. Slide the rubber boot back into position.
8. Install the pulse generator cover and gasket and tighten the screws securely.

Gear Change Switch Testing/Replacement (CB550)

1. Remove the left-hand side cover.
2. Disconnect the 2-pin connector.





3. Use an ohmmeter and check for continuity between each wire in the connector (going to the gear change switch) as follows:

- a. With the transmission in NEUTRAL, check between the green wire and ground—there should be continuity (low resistance).
- b. With the transmission in OVERDRIVE (6th gear), check between the blue wire and ground—there should be continuity (low resistance).

If either of the wires shows no continuity the switch is faulty and must be replaced.

4. If the switch requires replacement, perform the following:

- a. Remove the left-hand rear crankcase cover (Figure 42).
- b. Remove the bolts (Figure 43) securing the switch to the external shift mechanism cover and remove the switch.
- c. Disconnect the 2-pin connector (Figure 44).
- d. Remove any bands securing the electrical wires to the frame and remove the switch and the wires from the frame.

5. Install by reversing these removal steps, noting the following.

6. Align the switch joint pin with the index mark (neutral position) on the switch (Figure 45).
7. Align the switch joint pin with the groove in the gear shift drum joint (Figure 46).

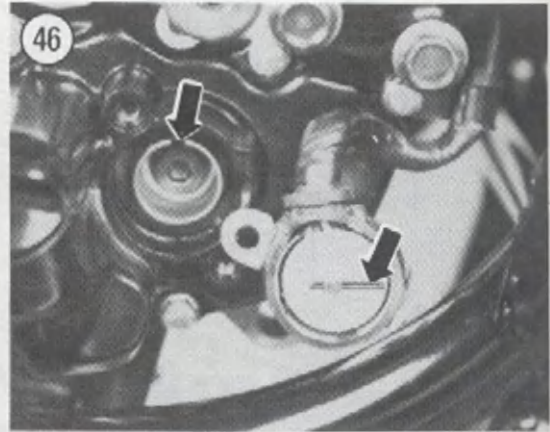
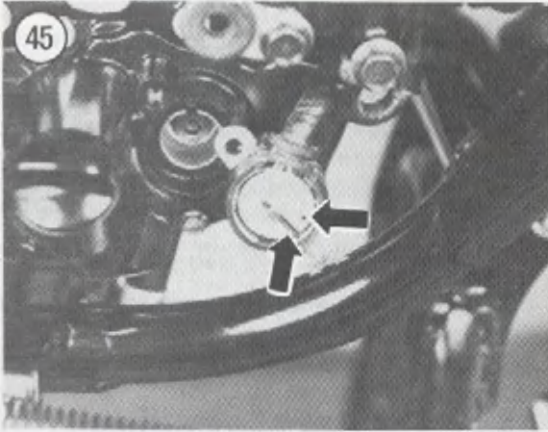
Gear Change Switch Testing/Replacement (CB650)

1. Remove the left-hand side cover.
2. Disconnect the 9-pin connector containing 7 wires (Figure 44).

3. Use an ohmmeter and check for continuity between each wire in the connector (going to the gear change switch) and ground. In each of the gear positions indicated in Table 4 there should be continuity (low resistance). If any of the wires shows no continuity the switch is faulty and must be replaced.

4. If the switch requires replacement, perform the following:

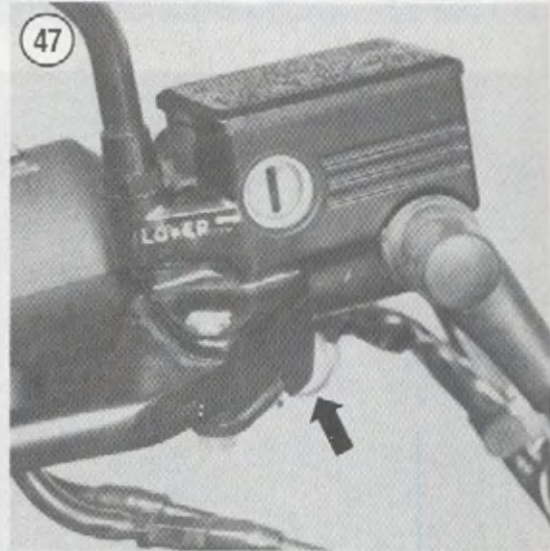
- a. Remove the left-hand rear crankcase cover (Figure 42).
- b. Remove the bolts (Figure 43) securing the switch to the external shift mechanism cover and remove the switch.
- c. If still connected, disconnect the 9-pin connector (Figure 44).
- d. Remove any bands securing the wires to the frame and remove the switch and wires from the frame.



5. Install by reversing these removal steps, noting the following.
6. Align the switch joint pin with the index mark (neutral position) on the switch (Figure 45).
7. Align the switch joint pin with the groove in the gear shift drum joint (Figure 46).

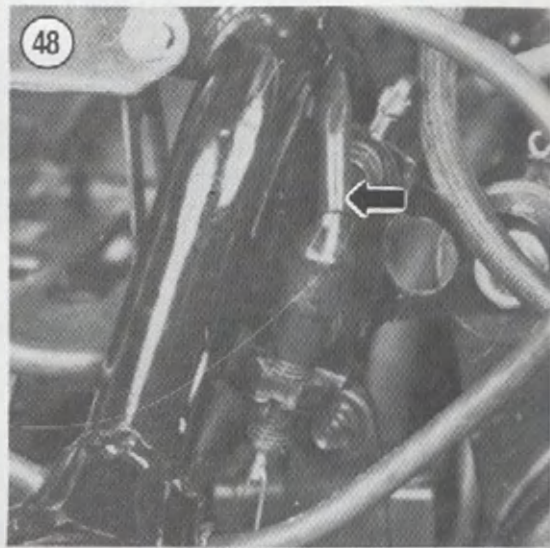
Front Brake Light Switch Testing/Replacement

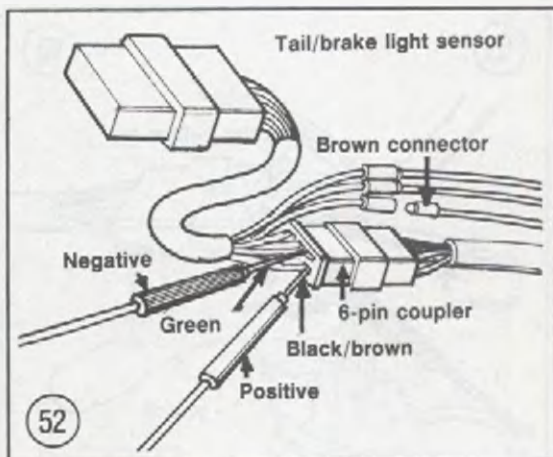
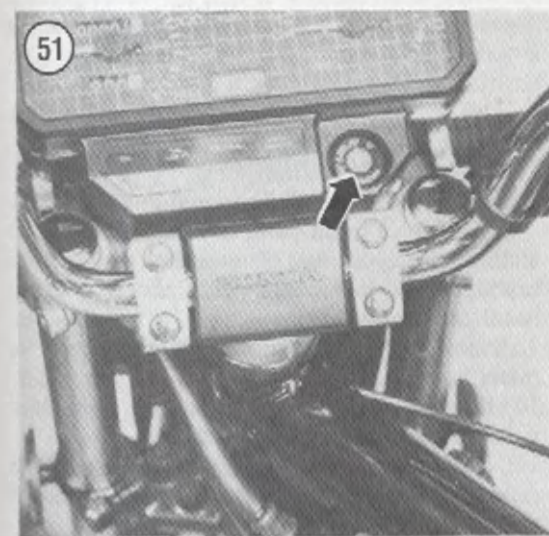
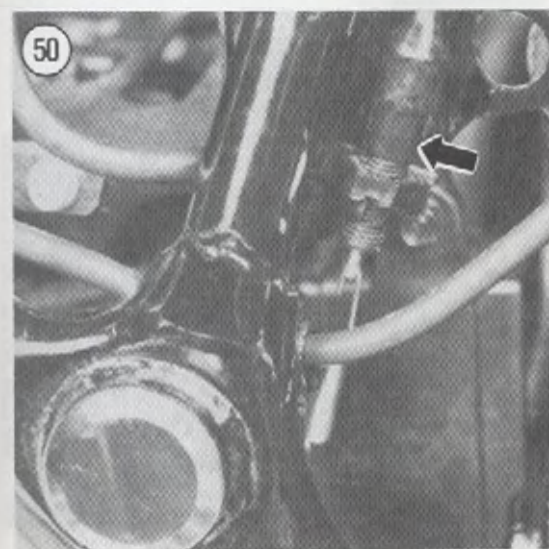
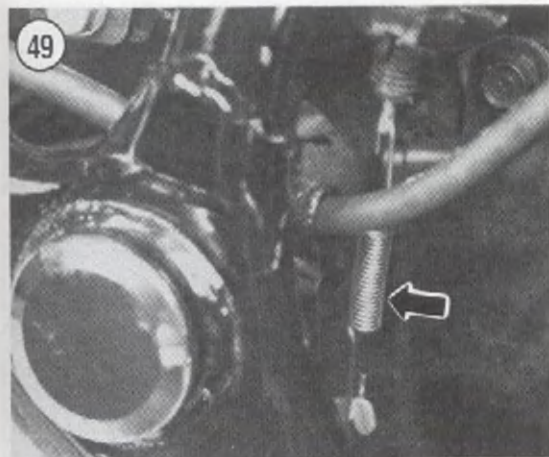
1. Disconnect the wires to the brake light switch (Figure 47).
2. Use an ohmmeter and check for continuity between the 2 terminals on the brake light switch. There should be no continuity (infinite resistance) with the brake lever released. With the brake lever applied there should be continuity (low resistance). If the switch fails either of these tests the switch must be replaced.
3. Remove the screw securing the brake switch and remove the brake switch from the brake master cylinder.
4. Install a new switch by reversing these steps. Make sure all connections are free of corrosion and are tight.



Rear Brake Light Switch Testing/Replacement

1. Remove the right-hand side cover.
2. Disconnect the 2-pin connector to the rear brake light switch (Figure 48).
3. Use an ohmmeter and check for continuity between the 2 terminals on the brake light switch. There should be no continuity (infinite resistance) with the brake pedal released. With the brake pedal down or applied there should be continuity (low resistance). If the switch fails either of these tests the switch must be replaced.
4. Unhook the return spring (Figure 49) and unscrew the locknut securing the rear brake light





switch to the frame. Remove the switch from the frame.

5. Install a new switch by reversing these steps, noting the following.
6. Make sure all connections are free of corrosion and are tight.
7. Adjust the switch as described in this chapter.

Rear Brake Light Switch Adjustment

NOTE

The brake pedal height and free play must be adjusted prior to adjusting the switch. Refer to Chapter Three.

1. Turn the ignition switch ON.
2. Depress the brake pedal. The light should come on after the brake pedal has traveled 20 mm (3/4 in.).
3. To make the light come on earlier, hold the switch body (Figure 50) and turn the adjusting nut clockwise as viewed from the top. Turn counterclockwise to delay the light from coming on.

NOTE

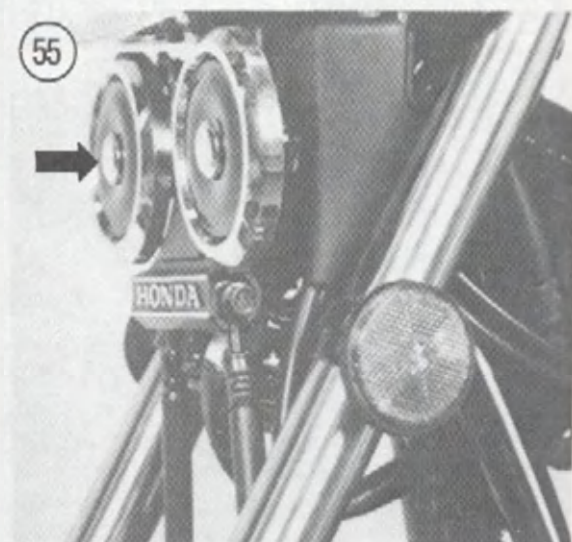
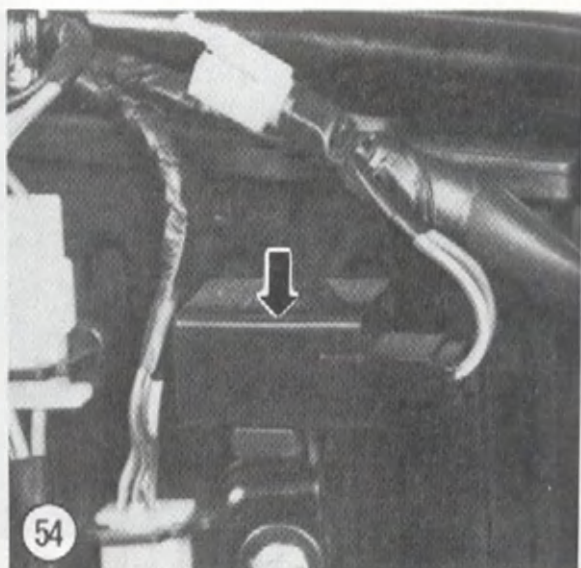
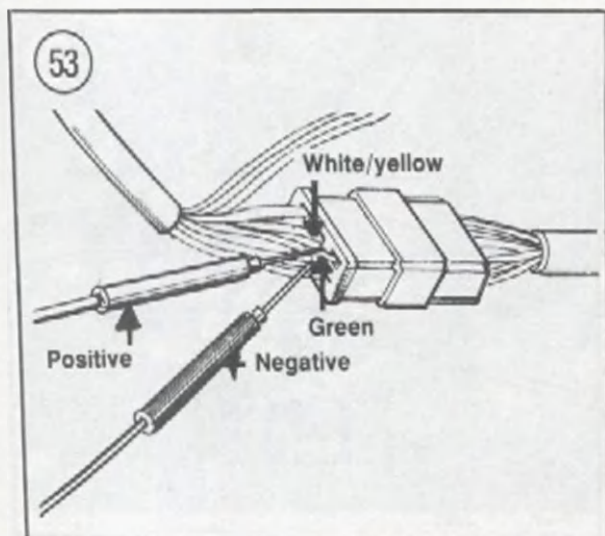
Some riders prefer the light to come on a little early. This way, they can tap the pedal without braking to warn drivers who are following too closely.

ELECTRICAL COMPONENTS

This section contains information on electrical components other than switches.

Brake and Taillight Sensor Testing

1. Remove both side covers and the seat as described in Chapter Eleven.
2. Turn the ignition switch ON (Figure 51) and disconnect the brown wire at the sensor. Refer to Figure 52. The brake and taillight warning light on the indicator panel should come ON.



3. If the warning light does not come on, perform the following at the 6-pin connector and 3 loose wires:

- a. Use a 0-20 V DC voltmeter and measure the voltage between the black/brown (+) terminal and the green terminal (-) (Figure 52). There should be voltage (Honda does not provide voltage specifications). If no voltage is present, check out and repair the source circuit.
 - b. If there is voltage at the black/brown terminal and the green terminal, measure the voltage between the white/yellow (+) and green (-) terminals (Figure 53). The specified voltage is 9-14 volts. If there is no voltage between the white/yellow and green terminals the sensor unit is faulty and must be replaced.
4. Reconnect the loose brown wire to the sensor.
5. Install the seat and side covers.

Turn Signal Relay Replacement

Remove the left-hand side cover. Pull the turn signal relay (Figure 54) out of the rubber mount.

Transfer the wires to the new relay and install the relay in the rubber mount. Install all parts removed.

Instrument Panel

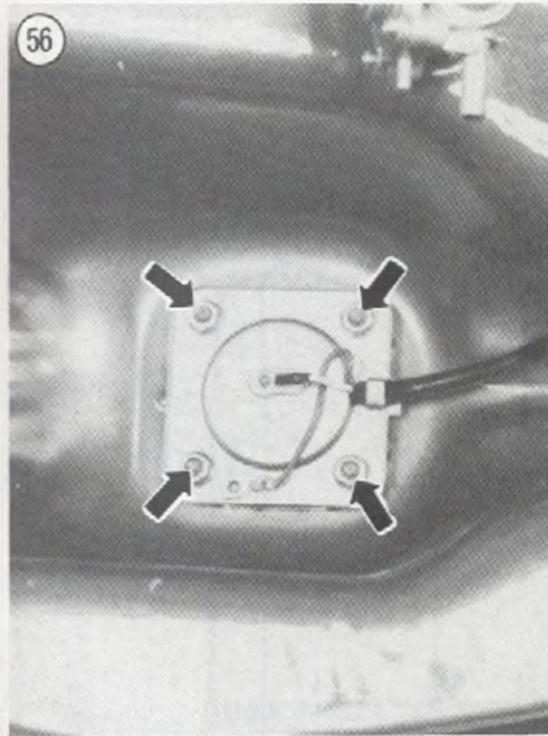
Removal/Installation

1. Remove the right-hand side panel.
2. Disconnect the battery negative lead.
3. Remove the headlight and headlight housing as described in this chapter.
4. Remove the fuse cover and fuse holder.
5. From the fuse holder disconnect the 5-pin connector (containing 3 wires).
- 6A. On CB550 models, within the headlight case disconnect two 6-pin black connectors (containing 5 wires).

6B. On CB650 models, within the headlight case disconnect two 6-pin black connectors (containing 5 wires) and the 6-pin mini connector (gear position indicator).

7. Also in the headlight case, disconnect the following individual wires:

- a. Blue (high beam indicator).
 - b. Orange (left-hand turn signal indicator).
 - c. Light blue (right-hand turn signal indicator).
8. Carefully pull the connectors (within the headlight housing) out through the rear of the headlight housing.
 9. Disconnect the speedometer cable from the meter housing.
 10. Remove the nuts securing the instrument panel to the upper fork bridge.
 11. Install by reversing these removal steps. Make sure all connectors are free of corrosion and are tight.



Horn Removal/Installation

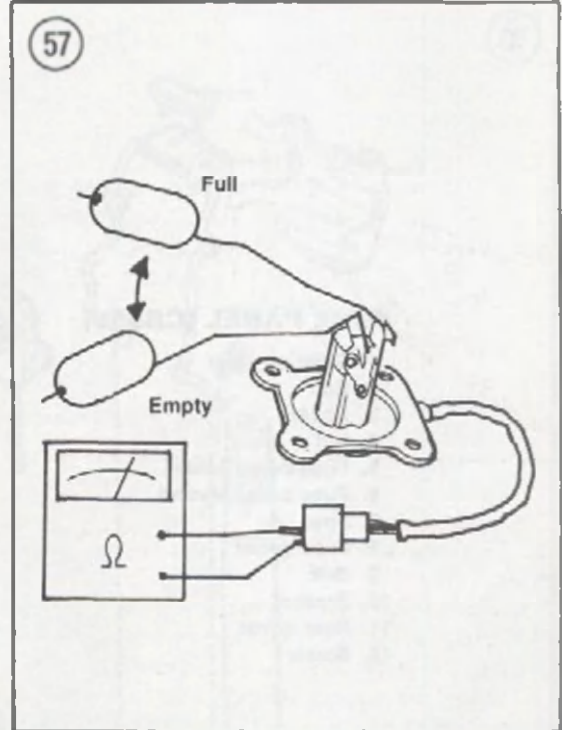
1. Disconnect the connectors from the horns (Figure 55).
2. Remove the bolt securing each horn to the hydraulic brake line 3-way joint on the lower fork bridge and remove them.
3. Install by reversing these removal steps. Make sure the connections are tight and free of corrosion.

Horn Testing

Remove the horn as described in this chapter. Connect a 12-volt battery to the horn. If the horn is good, it will sound. If not, replace it.

Fuel Level Sensor Removal/Testing/Installation

1. Remove the fuel tank as described in Chapter Six.
2. Drain all fuel from the tank into a clean sealable metal container. This fuel can be reused if kept clean.
3. Turn the fuel tank upside down on a blanket or soft cloths to protect the tank's finish.
4. Remove the nuts (Figure 56) securing the fuel level sensor to the bottom of the fuel tank.
5. Carefully remove the sensor and O-ring from the fuel tank. Be careful not to damage or bend the float arm during removal.



6. Use an ohmmeter and check the resistance between the green and the yellow/white wires (Figure 57). Move the arm from the full to the empty position. The specified resistance is as follows:

- a. Full: 4-10 ohms.
- b. Empty: 90-100 ohms.

If the fuel sensor does not meet these specifications the unit must be replaced.

7. If the fuel sensor checks out all right, connect the fuel sensor connector to the wire harness. Turn the ignition switch ON and perform Step 8.

NOTE

In the following test, the battery must be fully charged or the test results will be incorrect.

8. Move the float from the full (float at top) to empty (float at bottom) position and observe the fuel gauge indications. If the fuel gauge does not indicate the proper level the fuel gauge must be replaced.

Fuse Panel Removal/Installation

Refer to Figure 58 for CB550 models or Figure 59 for CB650 models.