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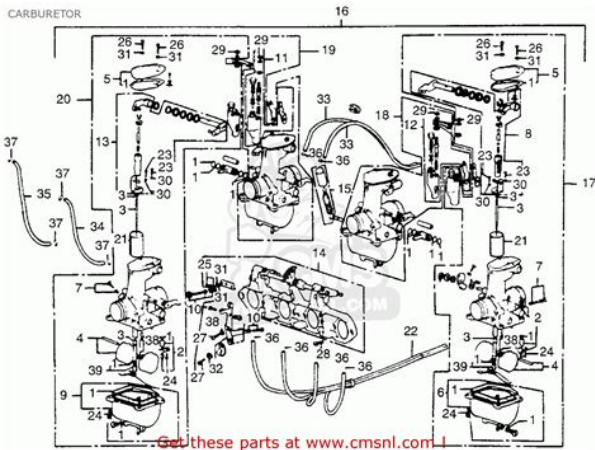
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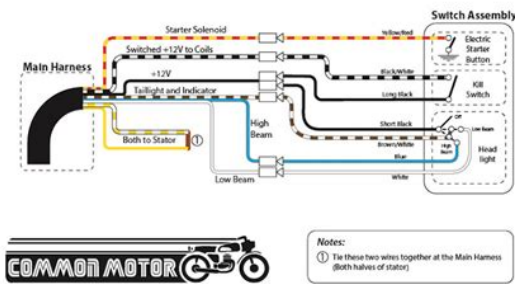


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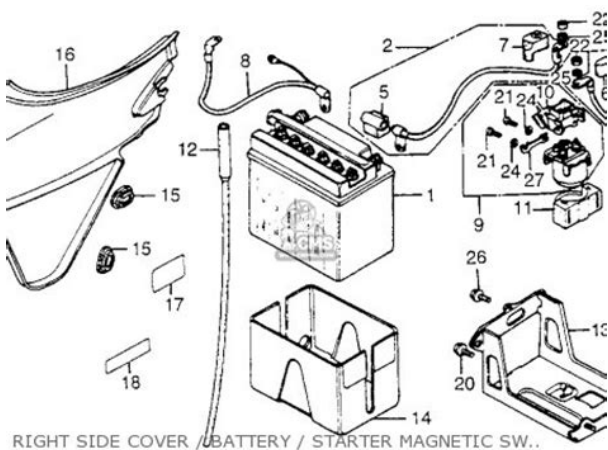
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of the Nighthawk. Not sure how much they have in common. You don't want to strip those. Click to expand. The cylinder head torque values are 1722 ftlbs for 8mm bolts and 710 ftlbs for 6mm bolts. Size refers to the thread size not the head of the bolt. IMHO you would be better off trying to find the correct manual. Keep digging as I'm sure it's out there somewhere. I've found that forums specific to certain bikes will have a link somewhere to the manuals. That's how I got manuals for my CX and VF.

JakeFREE and clean, RipppnAlthough we focus on regional Pacific Northwest riders, we often have members from the Midwest, East Coast and overseas enjoying the site. It doesn't matter if you ride the street or the dirt, a sportbike or a cruiser, a supermotard or strictly race on the track all motorcycle riders are welcome! Unlock additional features, and fewer ads while browsing. Consider upgrading your membership. If this is what is going on it could be as simple as your plates sticking together. The clutch could be working working fine as far as opening the stack but there could be one more fiber stuck to the steel because of how long they have sat together. If you still have air in the line, you may need to prime the master cylinder, I have bike do this to me before where a air bubble wont free itself. This pushes the fluid up hill and letting the air bubbles do what is natural and float to the top. Let me know what happens if you need more help please feel free to contact me M.Woodring I suspect that the line is clogged. Before the master and slave replacement please include the fluid line replacement. This can be clogged or corroded inside that's why this issue occur. Have a good one! Login to post It starts up every time with no issue but as soon as i stick it in gear it putters right out as if its not getting any gas. Answer questions, earn points and help others. Met deze cookies kunnen wij en derde partijen jouw internetgedrag binnen en buiten bol.com volgen en verzamelen. Hiermee passen wij en derden onze website, app en advertenties aan jouw interesses aan. We slaan je cookievoorkeur op in je account. Als we je account op een ander apparaat herkennen, hoef je niet opnieuw de keuze te maken. Je kunt je cookievoorkeuren altijd weer aanpassen. Lees er meer over in ons cookiebeleid. This manual is loaded with stepbystep procedures along with detailed photography, exploded views, charts and diagrams to enhance the steps associated with a service or repair task.

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This Clymer manual is organized by subsystem, with procedures grouped together for specific topics, such as front suspension, brake system, engine and transmission. It includes color wiring diagrams. The language used in this Clymer repair manual is targeted toward the novice mechanic, but is also very valuable for the experienced mechanic. The service manual by Clymer is an authoritative piece of DIY literature and should provide you the confidence you need to get the job done and save money too. The engines share crankcase castings, clutch, transmission and cylinder head. The 572cc 550 has lower primary gearing and the same 60mm bore as the 650; stroke is shorter; 50.6mm to 58mm. To work with the 50.6mm stroke, the 550 has shorter connecting rods, crankshaft throws and cylinders. The crankshaft, designed for the 572cc version, is lighter with 1mm smaller diameter journals; the cases are machined to fit. It is narrow, the alternator mounted behind the cylinders, overdriven off the crankshaft by a linkplate chain. It is short; the transmission shafts staggered vertically instead of laying one behind the other. Its also designed for low maintenance. The hydraulic lash adjuster automatically take up clearance between valve stems and rocker arms meaning no valve adjustment is necessary and pump down if the engine is overrevved, increasing clearance and reducing the chances of a misshift bending the valves. The transistorized electronic ignition is not adjustable, and has electronic advance. The hydraulic clutch, like hydraulic disc brakes, is selfadjusting. The 550 has the same cams as the 650, and, used with the smaller engine, those cams are closer to the highperformance grinds sold by aftermarket engine builders than are most stock camshafts. The four Keihin CV carbs have oval throats, 26.8mm at the venturi, 30mm at

the throttle plate, with lightweight throttle slides and thin diaphragms for instant throttle response.

Combine the cams and the carbs with the lighter crankshaft and youve got a quickrevving, freewinding 550 that feels faster than anything in the class. It pulls well from 4000 rpm, well enough to leave lights quickly and have fun gaining speed, but then theres that kick at 7000 when the Nighthawk comes on the cams, and off it goes. Theres nothing to distract the rider from that magic rush of the tach needle toward redline, since the rubbermounted engine is one of the smoothest ever put in a motorcycle. That glasssmoothness adds an eerie quality to the soaring tach and the kickinthepants acceleration. Keep the Nighthawk near the redline, shifting quickly, and a rider on anything short of a sporting 1100 will have to work to keep up or pass. Street impressions send a strong message, that this is the most potent, quickest, fastest 550 around. The Honda Nighthawk isnt the fastest 550, with a best pass of 12.64 seconds and 102.27 mph. Thats about as fast as a 1982 Kawasaki GPz550 and not as fast as a 1983 Suzuki GS550E, even though the Nighthawk feels quicker than both. The front suspension was a Telescopic fork while the rear was equipped with a Swing arm. The wheelbase was 56.69 inches 1440 mm long. Two colors were available Candy Presto Red and Black. It had a chrome rectangular headlight and a 4into2 exhaust system. You can help Cycle Chaos by expanding it. Contact UserBudlight if you need help.

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