

FOREWORD

This manual is a maintenance and servicing guide for the HONDA 450, the largest in the series HONDA motorcycles.

The description and information is based on the Model CB450, however, since the Model CL450 is very similar in design and performance, the manual is also applicable to this model equally as well. The areas of difference are specifically noted both by description and figures.

Each section contains a general description of operation for the respective components and the unique design features attributing to the superior performances of these models.

Service and maintenance procedures are outlined in detail to enable the shop personnel to locate the problems rapidly and make repairs with much saving in time.

This manual has been prepared by major groups, assemblies and sections for easy use. Further, all work procedures are descriptive and accompanied by many photographs and drawings for clarity.

HONDA MOTOR CO., LTD.

Service Publications Office

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CONTENTS

1. FEATURES	1
2. SPECIFICATIONS	3
3. ENGINE	9
Special Tools for Engine Disassembly and Reassembly	9
3. 1 SECTIONAL VIEW OF ENGINE	11
A. Construction	13
B. Dismounting the Engine	14
C. Remounting the Engine	16
3. 2 CYLINDER HEAD	17
A. Construction	17
B. Disassembly	18
C. Inspection	19
D. Reassembly	19
E. Camshaft Construction	22
F. Cam Follower Construction	23
G. Camshaft and Cam Follower Disassembly	24
H. Camshaft and Cam Follower Inspection	24
I. Camshaft and Cam Follower Reassembly	25
J. Valve and Torsion Bar Spring	26
K. Valve and Torsion Bar Spring Disassembly	28
L. Valve and Torsion Bar Spring Inspection	29
M. Valve and Torsion Bar Spring Reassembly	30
N. Cam Chain Guide Roller Construction	31
O. Cam Chain Guide Roller Disassembly	31
P. Cam Chain Guide Roller Reassembly	31
Q. Cylinder Construction	32
R. Cylinder Disassembly	32
S. Cylinder Inspection	32
T. Cylinder Reassembly	33
U. Piston Construction	33
V. Piston Ring Construction	34
W. Piston and Ring Disassembly	35
X. Piston and Ring Inspection	36
Y. Piston and Ring Reassembly	37
3. 3 CRANKCASE COVER (RIGHT)	38
A. Construction	38

B.	Disassembly	39
C.	Reassembly	39
D.	Oil Filter Construction	39
E.	Oil Filter Disassembly	39
F.	Oil Filter Reassembly	40
G.	Clutch	42
H.	Oil Pump Construction	42
I.	Clutch Disassembly	42
J.	Clutch Inspection	43
K.	Clutch Reassembly	44
3. 4	CRANKCASE COVER (LEFT)	44
A.	Construction	44
B.	Disassembly	44
C.	Reassembly	44
3. 5	UPPER AND LOWER CRANKCASE	45
A.	Construction	45
B.	Oil Separator Operation	46
C.	Upper and Lower Crankcase Disassembly	46
D.	Upper and Lower Crankcase Inspection	46
E.	Upper and Lower Crankcase Reassembly	46
F.	Crankshaft Construction	47
G.	Connecting Rod Construction	48
H.	Crankshaft Disassembly	49
I.	Crankshaft Inspection	49
J.	Crankshaft Reassembly	50
K.	Transmission Construction	51
L.	Transmission Disassembly	53
M.	Transmission Inspection	53
N.	Transmission Reassembly	54
O.	Gear Shift Construction	54
P.	Gear Shift Disassembly	55
Q.	Gear Shift Inspection	55
R.	Gear Shift Reassembly	55
S.	Kick Starter Construction	56
T.	Kick Starter Disassembly	56
U.	Kick Starter Inspection	56
V.	Kick Starter Reassembly	56
3. 6	Carburetor	57
A.	Construction	57
1.	Air System	59
2.	Fuel System	59

3. Float Chamber	60
4. Choke	60
B. Carburetor Adjustment	61
1. Idling	61
2. Low and Cruising Speeds	61
3. Medium Speed	61
4. High Speed	63
5. Float Level Adjustment	63
4. FRAME	65
Special Tools Required for Disassembly and Reassembly	66
4. 1 HANDLEBAR	67
A. Construction	67
B. Disassembly	67
C. Inspection	69
D. Reassembly	69
4. 2 FORK TOP BRIDGE	70
A. Construction	70
B. Disassembly	70
C. Inspection	71
D. Reassembly	71
4. 3 FRONT CUSHION	71
A. Construction	71
B. Disassembly	73
C. Inspection	74
D. Reassembly	75
4. 4 STEERING STEM	76
A. Construction	76
B. Disassembly	76
C. Inspection	76
D. Reassembly	77
4. 5 FUEL TANK	77
A. Construction	77
B. Disassembly	77
C. Inspection	78
D. Reassembly	78
4. 6 FRAME BODY	79
A. Construction	79
B. Disassembly	80
C. Inspection	81
D. Reassembly	81

4. 7 SEAT AND AIR CLEANER	82
A. Construction	82
B. Disassembly	82
C. Inspection	83
D. Reassembly	83
4. 8 STAND AND BRAKE SHOE	83
A. Construction	83
B. Disassembly	84
C. Inspection	85
D. Reassembly	85
4. 9 EXHAUST PIPE AND MUFFLER	86
A. Construction	86
B. Inspection	86
C. Reassembly	86
4. 10 AIR CLEANER	87
A. Construction	87
B. Disassembly	88
C. Inspection	88
D. Reassembly	88
4. 11 REAR FORK AND REAR FENDER	89
A. Construction	89
B. Disassembly	89
C. Inspection	90
D. Reassembly	90
4. 12 REAR CUSHION	91
A. Construction	91
B. Disassembly	93
C. Inspection	93
D. Reassembly	93
4. 13 FRONT WHEEL	95
A. Construction	95
B. Disassembly	95
C. Inspection	97
D. Reassembly	98
4. 14 REAR WHEEL	100
A. Construction	100
B. Disassembly	101
C. Inspection	102
D. Reassembly	103

5. ELECTRICAL PARTS	107
5. 1 ELECTRICAL EQUIPMENT	107
5. 2 POWER SUPPLY SYSTEM	107
5. 3 IGNITION CIRCUIT	107
A. Ignition system	107
B. Ignition coil	107
1. Construction	108
2. Principle of operation	108
3. Testing	109
4. Coil spark characteristics	109
C. Spark Advancer	109
D. Contact Breaker	110
E. Condenser	111
F. Spark Plug	112
1. Spark Plug requirements	112
2. Spark Plug	113
3. Spark Plug thermal characteristics	114
4. Spark Plug Reach	115
5. Noise Suppressor	116
5. 4 POWER CIRCUIT	117
A. AC Generator	117
B. Current Limiter	117
1. Inspection	118
2. Operation	118
3. Servicing	118
4. Characteristic	118
C. Selenium Rectifier	119
D. Battery	122
Discharge Rates	124
Vacuum Dry Charged Battery	124
Instruction Before Using	127
Precaution During Use	128
Battery Troubles	128
Battery Repair	129
5. 5 ELECTRIC STARTER	130
A. Starting Circuit	130
B. Starting Motor Characteristics	130
C. Stator Reduction	131
D. Removal	131
E. Servicing	131

F. Starting Clutch	133
G. Starter Solenoid	134
5. 6 SAFETY DEVICES	135
A. Horn	135
B. Serving	136
C. Tail-Stoplight	137
D. Pilot Lamp	137
E. Tachometer and Speedometer	137
F. Characteristics of the Speedometer	138
G. Headlight	139
H. Flasher Relay	140
Flasher relay operation	140
Handling	141
5. 7 SWITCH	141
A. Combination Switch	141
B. Starter Lighting Switch	141
C. Winker-Horn Switch	142
5. 8 WIRE HARNESS	142
6. INSPECTION AND ADJUSTMENT	145
6. 1 MAINTENANCE	145
A. Engine Tune-up	145
1. Measuring Compression	145
2. Tappet Adjustment	146
3. Contact Breaker Point Gap and Ignition Timing Adjustment	147
4. Spark Plug	150
5. Fuel System	150
6. Cleaning Oil Filter	151
7. Air cleaner cleaning	152
8. Clutch Adjustment	153
9. Cam Chain Adjustment	154
10. Carburetor Cleaning and Adjustment	154
B. Lubrication	156
1. Part for which there is no periodical lubrication	156
2. Engine Oil Change	157
3. Greace	158
4. Front Fork Fluid Change	158
C. Drive Chain Adjustment	158
D. Brake Adjustment	159
1. Front Brake	159
2. Rear Brake	160

E. Battery Inspection	160
F. Checking Parts for Tightness	161
1. Important Nuts and Bolts	161
7. SUPPLEMENT OF CB/CL 450 K1~K7	163
1. COMPARISON OF CB/CL 450 K3 TO CB/CL 450 K1	163
2. COMPARISON OF CB/CL 450 K4 TO CB/CL 450 K3	165
3. COMPARISON OF CL 450 K5 TO CL 450 K3, K4	167
4. COMPARISON OF CB/CL 450 K6 TO CB/CL 450 K5	169
5. COMPARISON OF CB 450 K7 TO CB 450 K6	171
WIRING DIAGRAM	189

1. FEATURES

CB/CL 450 SHOP MANUAL

The Honda CB 450 has been specially designed for use as a sports motorcycle by increasing the engine power output and mounting it on a newly engineered lightweight frame of greater rigidity. The performance and handling is further improved by incorporating a 5-speed transmission to meet the full range of condition from high speed sports riding to operating over rough country roads.

The CL 450 is identical to the CB 450 with the distinct difference being in the setting of the carburetor, and design of the frame components to provide a sports motorcycle suitable for touring and rugged riding.

1. ENGINE

-1 Description

Air-cooled, 4-cycle, vertical side-by-side, twin cylinder gasoline engine with a double overhead camshaft.

-2 Cylinder head and combustion chamber

Cylinder head is a high strength aluminum alloy casting with a special cast iron valve seat inserts. Further, the combustion chamber is a semi spherical design incorporating a squish area for greater efficiency.

-3 Crankshaft

Precisely balanced crankshaft is mounted on four main roller bearings for minimum friction.

-4 Valve mechanism

Camshaft is driven by an endless chain which is maintained at a constant tension by an adjustable tensioner assembly and guide rollers distributed uniformly over the entire length of the chain for greater operating stability and rugged service. In addition, torsion bar valve springs are used for increasing the power output.

-5 Carburetor

By the use of a dual loaded servo carburetors, a stable and smooth highly efficient engine operation is obtained over the entire speed range.

-6 Lubrication

A pressure lubrication system provided by the efficient plunger pump, and incorporating a dual screen and centrifugal filters provide highly purified oil to the engine moving components (crankshaft, transmission, etc.) assuring a minimum of wear.

-7 Ignition system

A 12 V battery ignition system is used.

-8 Air cleaner

A formed box one piece air cleaner silences the air inlet noise as well as efficiently protecting the engine from rain dust and dirt.

-9 The CL 450 mounts the same engine as the CB 450 with the difference in the exhaust system which is designed to provide a power characteristic favorable in the lower speed range for superior

riding performance on rough terrain. In conjunction with the design in the exhaust system, the carburetor setting is also different.

2. FRAME

-1 Frame body

Main structural member of frame is made of high strength steel tubing and designed as a semi-double cradle frame.

-2 Front and rear suspension

Front wheel suspension is a telescoping oil damper type having an aluminum alloy bottom case for lightness.

Rear wheel suspension is a welded steel tubing, cross member, swing arm type rear fork cushion for both the front and rear are made longer for improved comfort.

-3 Big tires, 3.25-18 for the front and 3.50-18 for the rear are mounted on the CB450 for greater comfort and better stability.

The CL 450 mounts a 3.25-19 on the front and 3.50-18 on the rear wheels with block pattern tread for good stability on rough roads.

-4 Friction type steering damper is used for improved handling.

-5 The frame of the CL 450 is higher to prevent the components from contacting the ground in case of fall.

2. SPECIFICATIONS

CB 450 (AH Type)

mm (in.)

ITEM	CB 450	CB 450 K1	CB 450 K2	CB 450 K3	CB 450 K4	CB 450 K5	CB 450 K6	CB 450 K7
DIMENSION								
Overall length	2115 (83.3)	2065	←	2100 (82.7)	←	2115 (83.3)	←	←
Overall width	775 (30.5)	775 (30.5)	←	800 (31.5)	←	830 (32.6)	←	←
Overall height	1090 (43.0)	←	←	1140 (44.9)	←	1150 (45.2)	←	←
Seat height	790 (31.0)	←	←	815 (32.1)	←	←	←	←
Ground clearance	140 (5.5)	←	←	135 (5.3)	←	140 (5.5)	←	←
FRAME								
Type	Semi-double cradle	←	←	←	←	←	←	←
F. suspension, travel	Telescopic fork	←	←	←	←	←	←	←
R. Suspension, travel	Swing arm	←	←	←	←	←	←	←
F. tire size, pressure	3.25-18 (4 PR)	←	←	←	←	←	←	←
R. tire size, pressure	3.50-18 (4 PR)	←	←	←	←	←	←	←
F. Brake	Internal expansion	←	←	←	←	←	←	←
Fuel capacity	12.5 lit. (3.3 US. gal, 2.8 Imp. gal)	←	13.5 lit. (3.6 U.S. gal)	←	←	←	←	←
Fuel reserve capacity	1.8 lit. (0.5 US. gal 0.4 Imp. gal)	←	←	←	←	←	←	←
ENGINE								
Type	D.O.H.C twin cylinder air cooled 4 stroke	←	←	←	←	←	←	←
Cylinder arrangement	Vertical twin cylinder	←	←	←	←	←	←	←
Bore and stroke	70 × 57.8 (2.756 × 2.276)	←	←	←	←	←	←	←
Displacement	444 cc (27.09 cu-in)	←	←	←	←	←	←	←
Compression ratio	9.0 : 1	←	←	←	←	←	←	←
Valve train	Chain driven double over head camshaft	←	←	←	←	←	←	←
Oil capacity	2.8 lit. (3.0 US. qt 2.5 Imp. qt)	←	←	←	←	←	←	←
Lubrication system	Forced and wet sump	←	←	←	←	←	←	←
Intake	Opens	10	←	←	←	←	←	←
	Closes	40	←	←	←	←	←	←
Exhaust valve	Opens	40	←	←	←	←	←	←
	Closes	10	←	←	←	←	←	←
Valve tappet clearance	0.03 (0.0012)	←	←	←	←	←	←	←
Idle speed	1000 rpm	←	←	←	←	←	←	←



ITEM	CB 450	CB 450 K1	CB 450 K2	CB 450 K3	CB 450 K4	CB 450 K5	CB 450 K6	CB 450 K7
DRIVE TRAIN								
Clutch	Wet, multi-plate type	←	←	←	←	←	←	←
Transmission	Five-speed forward constant mesh	←	←	←	←	←	←	←
Primary reduction	3.304	←	←	←	←	←	←	←
Gear ratio I	2.412	←	←	←	←	←	←	←
Gear ratio II	1.636	←	←	←	←	←	←	←
Gear ratio III	1.269	←	←	←	←	←	←	←
Gear ratio IV	1.000	←	←	←	←	←	←	←
Gear ratio V	0.844	←	←	←	←	←	←	←
Final reduction	2.333	←	←	←	←	←	←	←
Gear shift pattern	Left foot return system	←	←	←	←	←	←	←
ELECTRICAL								
Ignition	Battery	←	←	←	←	←	←	←
Starting system	Motor and kick pedal	←	←	←	←	←	←	←
Alternator	A.C generator 0.11 kW/4000 rpm	←	←	←	←	←	←	←
Battery capacity	12V-12AH	←	←	←	←	0.120 kW/ 4000 rpm	←	←
Spark plug	NGK B-8ES	NGK B-8ES	←	←	←	NGK 8ES ND W24ES	←	←

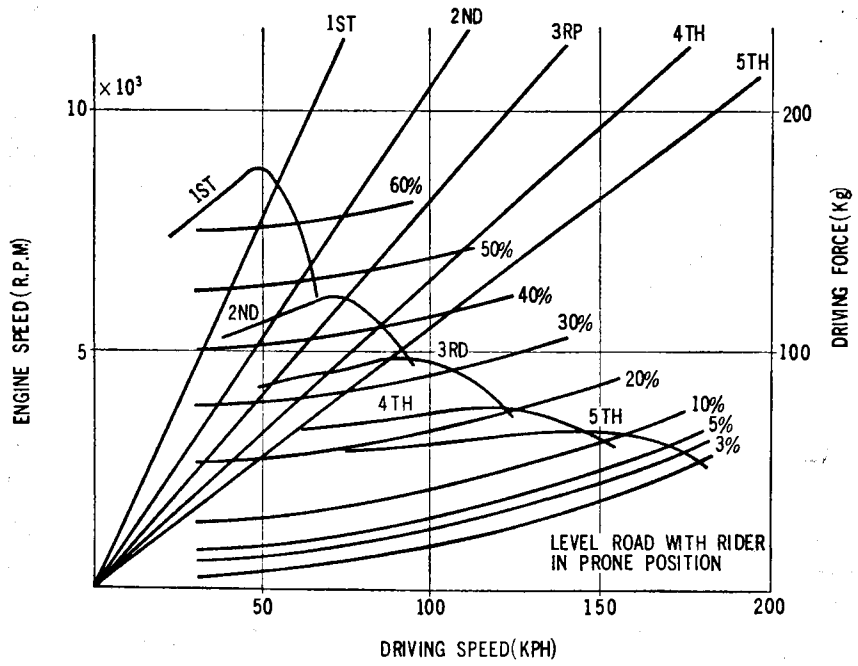
CL 450 (AH Type)

mm (in)

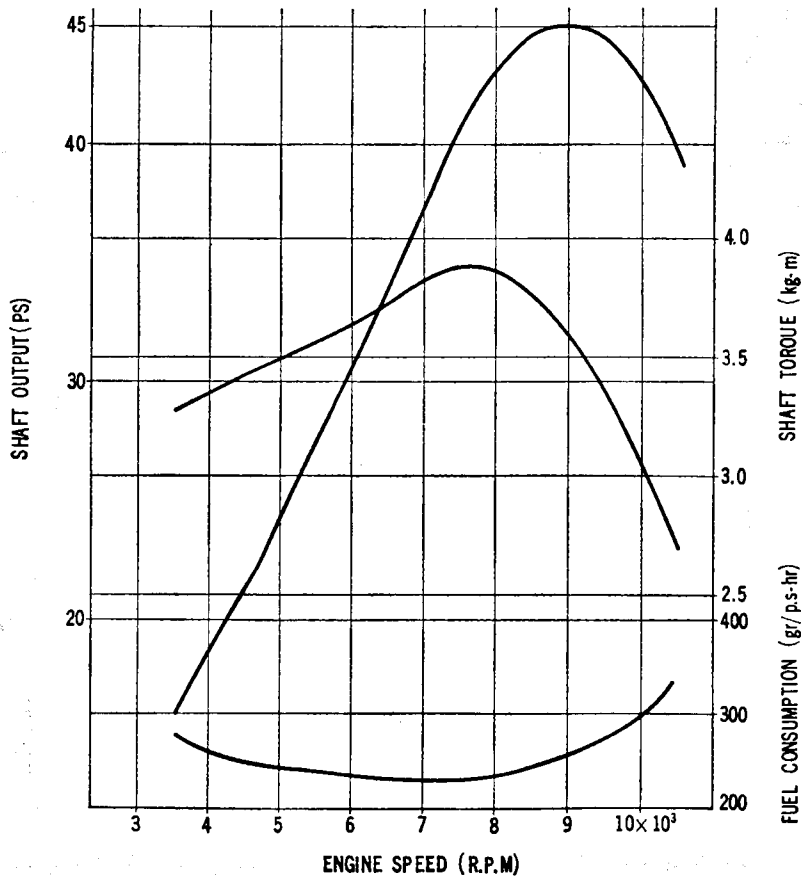
ITEM	CL 450	CL 450 K1	CL 450 K2	CL 450 K3	CL 450 K4	CL 450 K5	CL 450 K6
DIMENSION							
Overall length	2080 (82.0)	←	←	←	←	2115 (83.3)	←
Overall width	830 (32.5)	←	←	860 (34.0)	←	←	←
Overall height	1125 (44.2)	←	←	1115 (45.5)	←	←	←
Wheel base	1375 (54.0)	←	←	←	←	←	←
Seat height	795 (31.0)	←	←	815 (32.1)	←	←	←
General clearance	155 (6.0)	←	←	135 (5.3)	←	←	←
FRAME							
Type	Semi-double cradle	←	←	←	←	←	←
F. suspension travel	Telescopic fork	←	←	←	←	←	←
R. suspension travel	Swing arm	←	←	←	←	←	←
F. tire size, pressure	3.25-19 (4 PR)	←	←	←	←	←	←
R. tire size, pressure	3.50-18 (4 PR)	←	←	←	←	←	←
F. brake	Internal expansion	←	←	←	←	←	←
Fuel capacity	9.0 lit. (2.4 US. gal, 2.0 imp. gal)	←	←	←	←	10 lit.	10 lit. (2.6 US. gal (2.2 imp. gal)
Fuel reserve capacity	1.6 lit.	←	←	←	←	←	←
ENGINE							
Type	D.O.H.C twin cylinder air cooled 4 stroke	←	←	←	←	←	←
Cylinder arrangement	Vertical twin cylinder	←	←	←	←	←	←
Bore and stroke	70 × 57.8 (2.756 × 2.276)	←	←	←	←	←	←
Displacement	444 cc (27.09 cu-in)	←	←	←	←	←	←
Compression ratio	9.0 : 1	←	←	←	←	←	←
Valve train	Chain driven double over head camshaft	←	←	←	←	←	←
Oil capacity	2.8 lit. (6.0 US. qt, 5.0 imp. qt.)	←	←	←	←	←	←
Lubrication system	Forced and wet sump	←	←	←	←	←	←
Intake valve	Opens	10	←	←	←	←	←
	Closes	25	40	←	←	←	←
	Opens	40	←	←	←	←	←
	Closes	10	←	←	←	←	←
Valve tappet clearance	0.03 (0.0012)	←	←	←	←	←	←
Idle speed	1000 rpm	←	←	←	←	←	←
DRIVE TRAIN							
Clutch	Forced and wet sump	←	←	←	←	←	←
Transmission	Five-speed forward, constant mesh	←	←	←	←	←	←

ITEM		CL 450 K1	CL 450 K2	CL 450 K3	CL 450 K4	CL 450 K5	CL 450 K6
Primary reduction	3.304	←	←	←	←	←	←
Gear ratio I	2.412	←	←	←	←	←	←
Gear ratio II	1.636	←	←	←	←	←	←
Gear ratio III	1.269	←	←	←	←	←	←
Gear ratio IV	1.000	←	←	←	←	←	←
Gear ratio V	0.844	←	←	←	←	←	←
Gear ratio VI		←	←	←	←	←	←
Final reduction	2.333	←	←	←	←	←	←
Gear shift pattern	Left foot type return system	←	←	←	←	←	←
ELECTRICAL							
Ignition	Battery	←	←	←	←	←	←
Starting system	Motor and kick pedal	←	←	←	←	←	←
Alternator	A.C generator	←	←	←	←	←	0.11 km/ 4000 rpm
Battery capacity	12V-12 A	←	←	←	←	←	←
Spark plug	NGK B8ES	←	←	←	←	←	NGK B8ES ND W24ES

CB 450 DRIVING PERFORMANCE CURVE

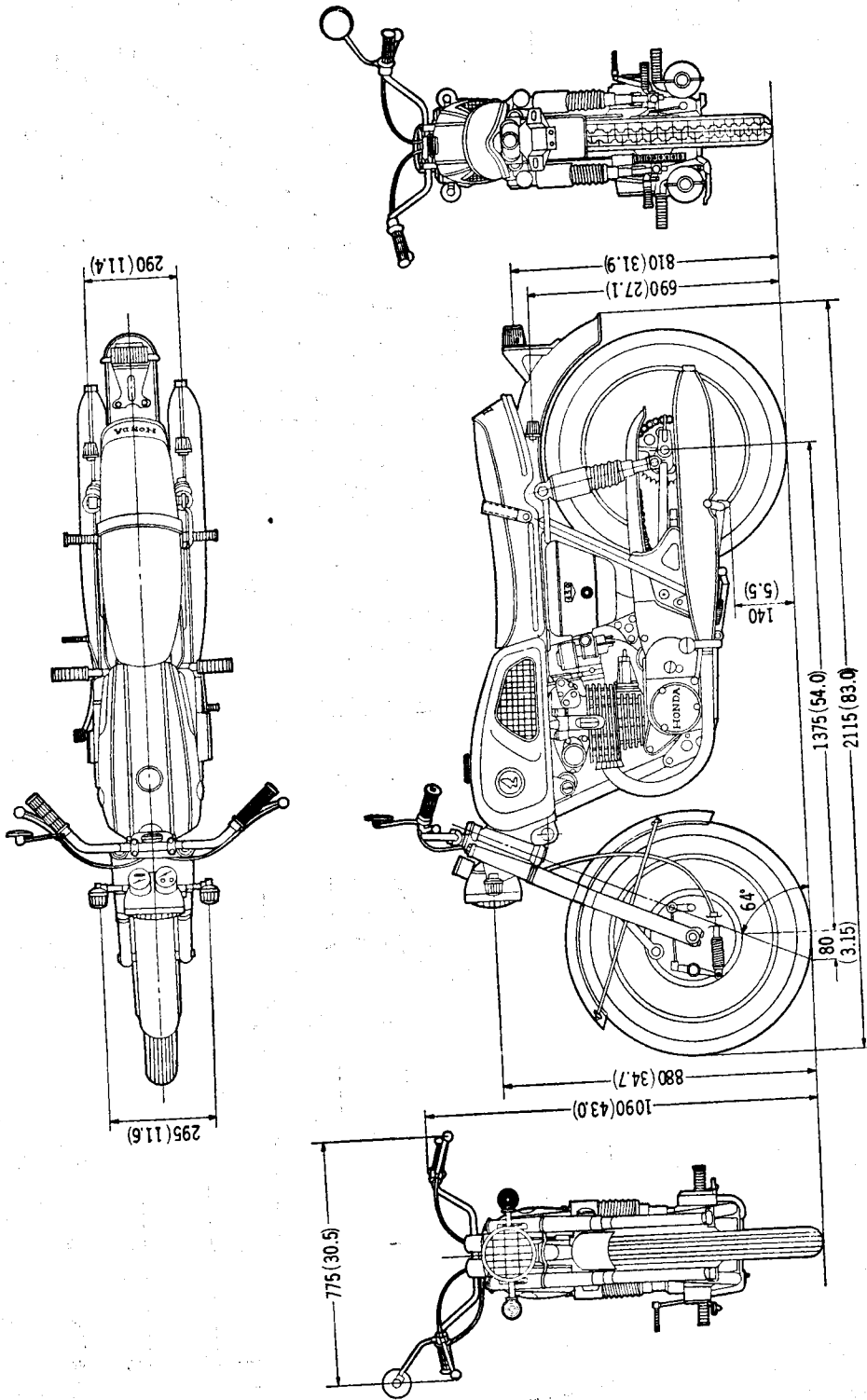


CB450 ENGINE PERFORMANCE CURVE



2. SPECIFICATIONS

DIMENSIONAL DRAWING (CB 450) UNIT: mm (inch)



3. ENGINE

Special Tools Required for Disassembly and Reassembly

