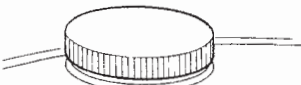

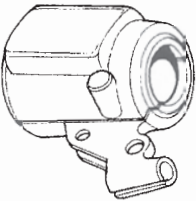
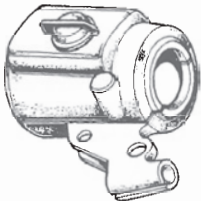
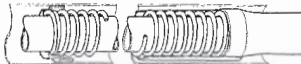
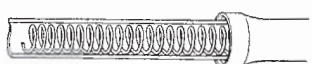
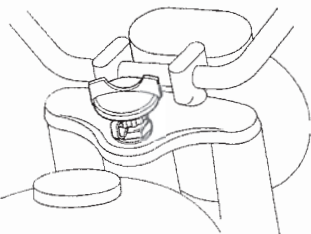
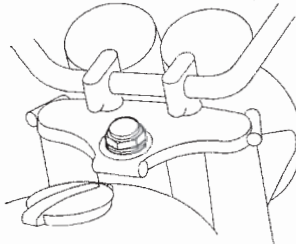
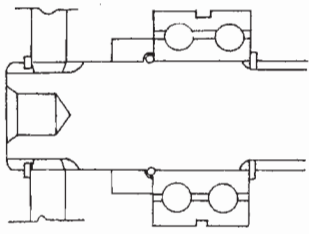
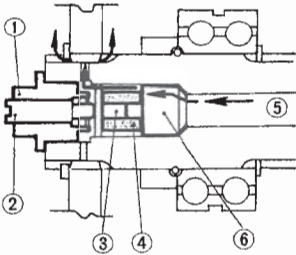
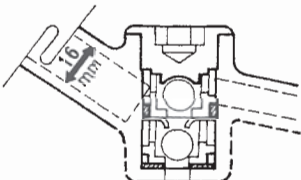
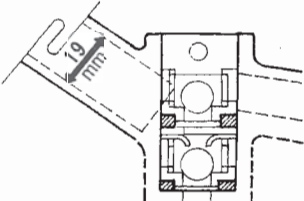


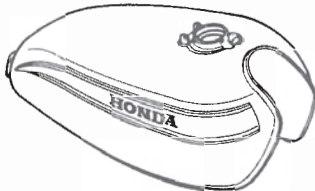
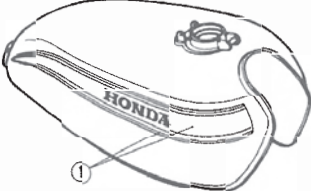

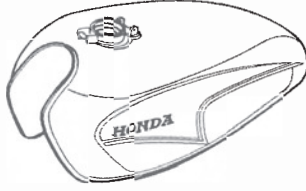
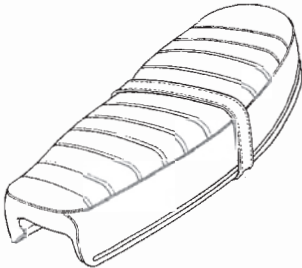
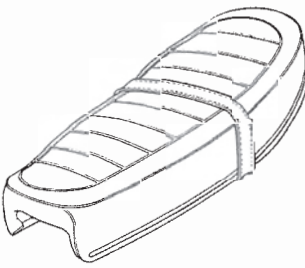
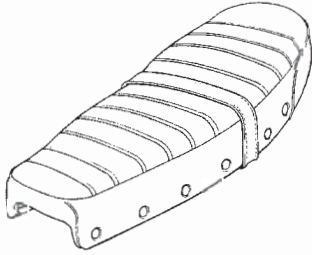
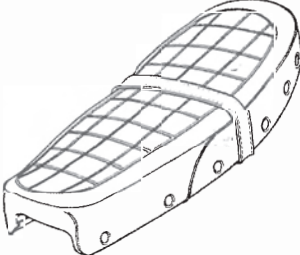
7. SUPPLEMENT OF CB/CL 450 K1~K7



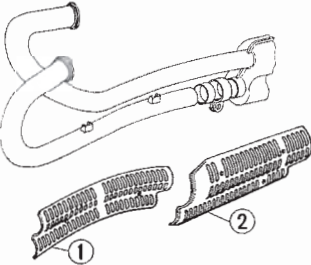
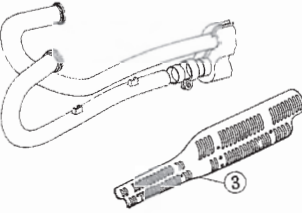
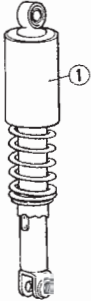

1. COMPARISON OF CB/CL 450 K3 TO CB/CL 450 K1

Part or item	CB/CL 450 K1	CB/CL 450 K3	Modified part
Tank cap	 <p>Fig. 7.1</p> <ul style="list-style-type: none"> The tank cap is of a screw-in type 	 <p>Fig. 7.2</p> <ul style="list-style-type: none"> The tank cap can be opened by pressing it down and by moving the operating 	
Kill switch	 <p>Fig. 7.3</p> <ul style="list-style-type: none"> The kill switch is not used. The surface of the switch assembly finished by buffing. 	 <p>Fig. 7.4</p> <ul style="list-style-type: none"> The kill switch is used. The surface of the switch assembly is finished by black, semi-delustered painting. 	
Front brake	<ul style="list-style-type: none"> Drum type 	<ul style="list-style-type: none"> Disc type (See page 169.) 	
Front forks	 <p>Fig. 7.5</p> <ul style="list-style-type: none"> Springs: External installation Oil: Condor No. 3 hydraulic oil Pistons: Fixed type Damping force: 52kg/0.5m/sec. 	 <p>Fig. 7.6</p> <ul style="list-style-type: none"> Springs: Internal installation Oil: Ultra 10 W-30 Pistons: Oscillating type Damping force: 40kg/0.5m/sec. 	
Steering dampers	 <p>Fig. 7.7</p> <ul style="list-style-type: none"> with friction damper 	 <p>Fig. 7.8</p> <ul style="list-style-type: none"> Without friction damper 	

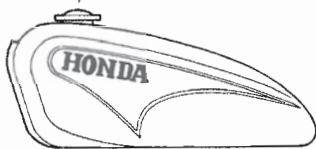
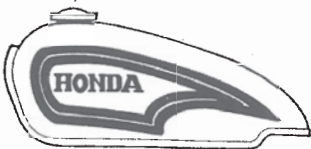
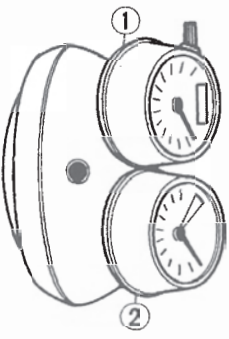
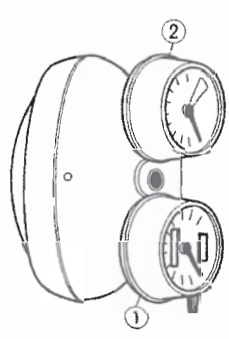
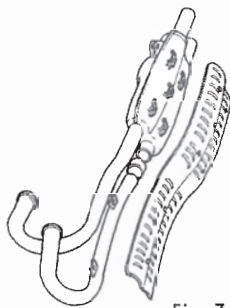
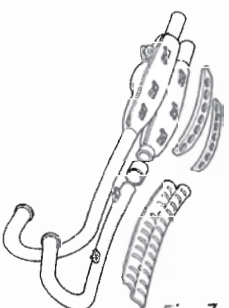
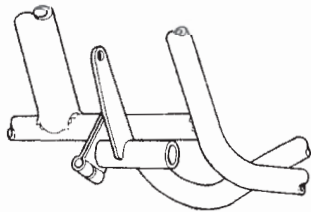
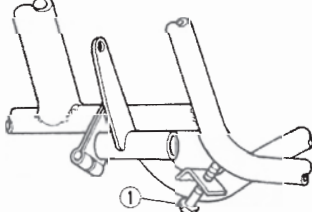
Part or item	CB/CL 450 K1	CB/CL 450 K3	Modified part
Transmission countershaft	 <p>Fig. 7.9</p>	 <p>Fig. 7.10</p> <ul style="list-style-type: none"> ① Oil reserving plug ② Adjusting screw ③ Stopper ④ Rubber orifice ⑤ Oil ⑥ Oil reserving element 	
For the operation see page 180			
Oil pump assembly	 <p>Fig. 7.11</p> <ul style="list-style-type: none"> • Plunger diameter: 16 mm (0.6299 in.) 	 <p>Fig. 7.12</p> <ul style="list-style-type: none"> • Plunger diameter: 19 mm (0.7480 in.) 	




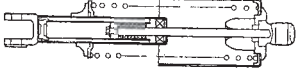
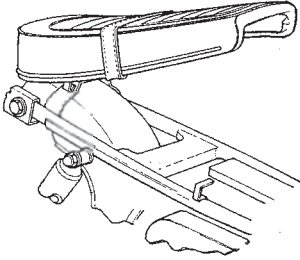
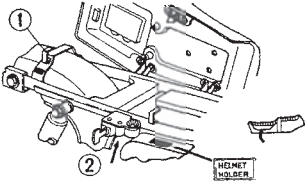
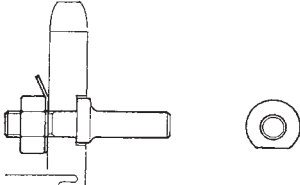
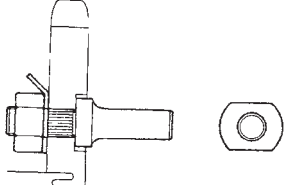
2. COMPARISON OF CB/CL 450 K4 TO CB/CL 450 K3

Part or item	CB/CL 450 K3	CB/CL 450 K4	Modified part
Fuel tank	[CB type]  Fig. 7.13	 Fig. 7.14 ① Black Color of strips are changed	
	[CL type]  Fig. 7.15	Shape of strips is changed  Fig. 7.16	
Duble seat	[CB type]  Fig. 7.17	Pattern is changed  Fig. 7.18	
	[CL type]  Fig. 7.19	Pattern is changed  Fig. 7.20	



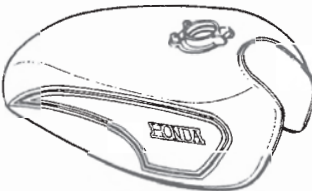
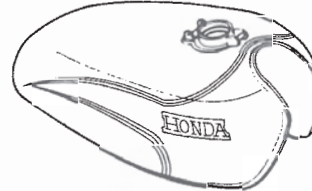
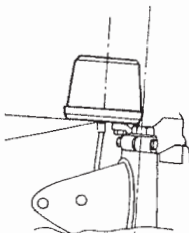
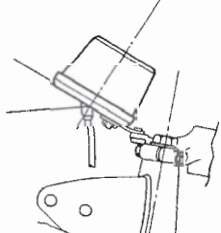

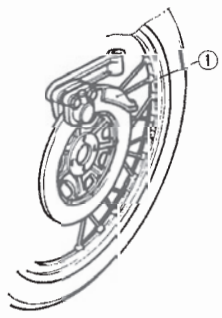
Part or item	CB/CL 450 K3	CB/CL 450 K4	Modified part
Air cleaner emblem	 <p>Fig. 7.21</p>	 <p>Fig. 7.22</p> <ul style="list-style-type: none"> • DOHC is changed to double overhead cam • Emblem plate changed from one to two pieces • Double Over Head Cam emblem is applicable to K3 model by providing two hole on air cleaner cover 	
R.L. exhaust muffler	<p>[CL type]</p>  <p>Fig. 7.23</p> <p>① Exhaust pipe protector ② Muffler protector</p>	 <p>Fig. 7.24</p> <p>③ Exhaust pipe muffler protector</p> <ul style="list-style-type: none"> • Protect or is changed from two to one piece • Stay tightening protectes is transfered from lower to upper exhaust pipe 	
	 <p>Fig. 7.25</p> <p>① Upper cover</p>	 <p>Fig. 7.26</p> <p>Rubber mount is discontinued</p>	

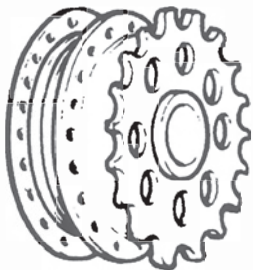
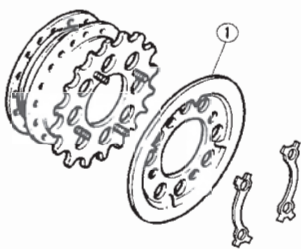
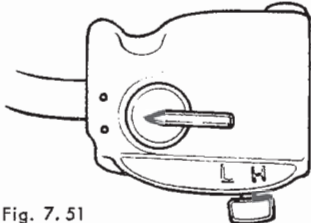
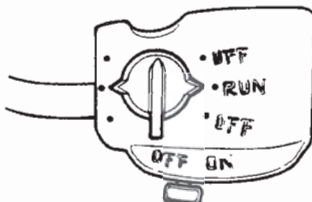
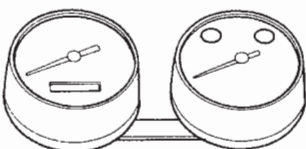
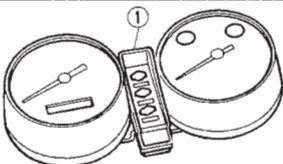
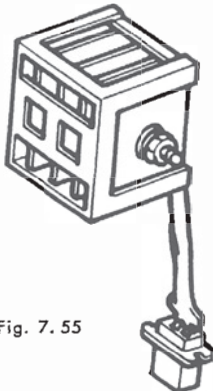



3. COMPARISON OF CL 450 K5 TO CL 450 K3, K4

Part or item	CB/CL 450 K3, K4	CB/CL 450 K5	Modified part
Fuel tank	(CL only)  Fig. 7.27	(CL only)  Fig. 7.28 • The body and stripes were changed in type	• Stripes
Speedometer	 Fig. 7.29 ① Speedometer	 ② Tachometer Fig. 7.30 • The speedometer and tachometer were reversed in position. (The tachometer is interchangeable with the model CL 450 K3 tachometer.)	• Speedometer cable • Tachometer cable
Exhaust mufflers	(CL only)  Fig. 7.31	(CL only)  Fig. 7.32 • The right and left mufflers can be separated from the exhaust pipes and each protector separated into half. The components are not interchangeable as a single part, but they are interchangeable as an assembly.	• Muffler protectors • Exhaust pipe protectors • Muffler stays A and B • Muffler brackets
Brake pedal	 Fig. 7.33	 ① Adjust bolt Fig. 7.34 • An adjuster was added to the brake pedal to adjust the pedal up and down.	

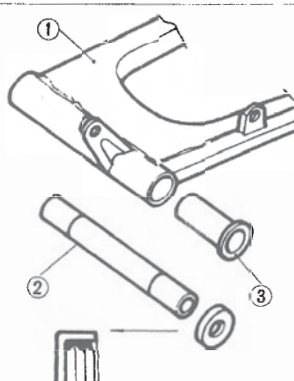
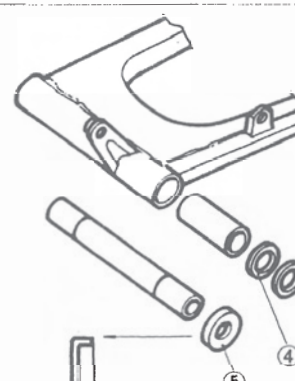
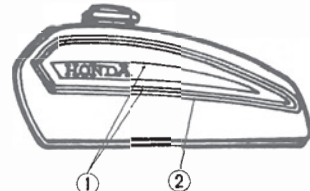
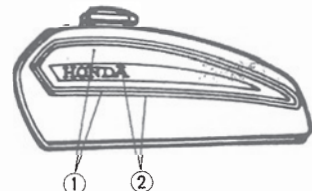
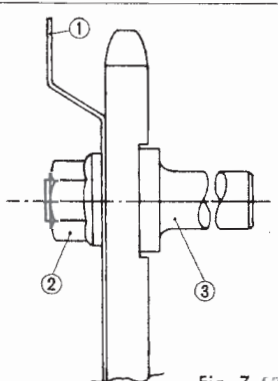
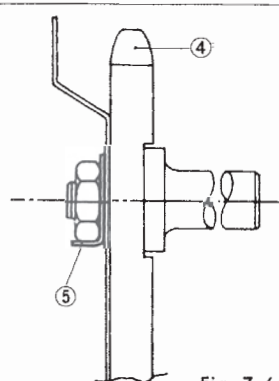
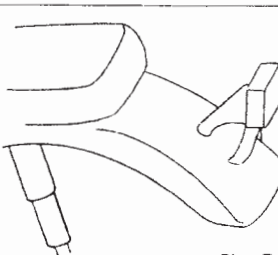
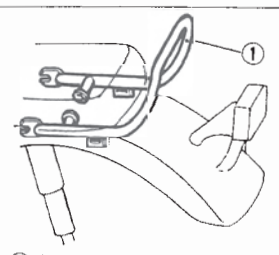
Part or item	CB/CL 450 K3, K4	CB/CL 450 K5	Modified part
Front forks	 <p>Fig. 7.35</p> <ul style="list-style-type: none"> • Type: Piston type • Oil: ATF • Internal construction: Same as the model CB 750 K1 <p>The front forks of both models are not interchangeable. For the operation see page 181.</p>	 <p>Fig. 7.36</p> <ul style="list-style-type: none"> • Type: Rod type • Oil: ATF • Internal construction: Same as the model CB 500 	<ul style="list-style-type: none"> • Frame body • Seat catch • Helmet holder • Seat hinges • Seat lower lid
Rear shock absorbers	 <p>Fig. 7.37</p> <ul style="list-style-type: none"> • Do carbon type <p>The rear shock absorbers of both models are not interchangeable in appearance, but they may be interchangeable on either side in performance. For the operation see page 185.</p>	 <p>Fig. 7.38</p> <ul style="list-style-type: none"> • Double tube, double acting type (The upper covers are removed from the model CB 500 rear shock absorbers.) 	
Seat	 <p>Fig. 7.39</p>	 <p>Fig. 7.40</p> <p>① Helmet ② Seat catch</p> <ul style="list-style-type: none"> • The seat is opened or closed sideways. • The seat catch is of a one-chuck type. • A helmet holder was added to hang a helmet. • The seat and frame body are not interchangeable with those of the model CL 450 K3. 	
Fixing bolt	 <p>Fig. 7.41</p>	 <p>Fig. 7.42</p> <p>① Knurled</p> <ul style="list-style-type: none"> • The final driven sprocket fixing bolt is knurled. <p>The fixing bolt is not interchangeable as a unit, but it is interchangeable as an assembly including a sprocket, fixing bolt, tongue washer and nut.</p>	

4. COMPARISON OF CB/CL 450 K6 TO CB/CL 450 K5

Part or item	CB/CL 450 K5	CB/CL 450 K6	Modified part
Fuel tank	<p>(ICB type)</p>  <p>(ICL type)</p>  <p>Fig. 7. 43</p>	<p>(ICB type)</p>  <p>(ICL type)</p>  <p>Fig. 7. 44</p> <ul style="list-style-type: none"> • The stripes wear changed in shape. 	
Speedometer Tachometer	 <p>Fig. 7. 45</p>	 <p>Fig. 7. 46</p> <ul style="list-style-type: none"> • The speedometer and tachometer were changed in mounting angle and their dial plates were changed to the transparent illumination type for better visibility. 	
Disc cover	 <p>Fig. 7. 47</p> <ul style="list-style-type: none"> • The disc cover and stays are not used. 	 <p>Fig. 7. 48</p> <p>① Disk cover</p>	

Part or item	CB/CL 450 K5	CB/CL 450 K6	Modified part
Sprocket side plate	 <p>Fig. 7.49</p> <ul style="list-style-type: none"> The side plate is not used. 	 <p>Fig. 7.50</p> <p>① Sprocket side plate</p>	
Kill switch	 <p>Fig. 7.51</p>	 <p>Fig. 7.52</p> <ul style="list-style-type: none"> The kill switch knob was changed in shifting pattern from the up-down motion to the right-left motion. 	
Pilot box	 <p>Fig. 7.53</p> <ul style="list-style-type: none"> The pilot box is not used. 	 <p>Fig. 7.54</p> <p>① Pilot box</p> <ul style="list-style-type: none"> The pilot lamps are grouped for improved serviceability. 	
Silicon rectifier	 <p>Fig. 7.55</p>	 <p>Fig. 7.56</p> <ul style="list-style-type: none"> The silicon rectifier was changed in shape. The new rectifier can also be used in the model CB 350 K5. 	
Fuel tube cover	 <p>Fig. 7.57</p>	 <p>Fig. 7.58</p> <p>① Fuel tube cover</p> <ul style="list-style-type: none"> A tube cover was added. 	

5. COMPARISON OF CB 450 K7 TO CB 450 K6

Part or item	CB 450 K6	CB 450 K7	Modified part
Rear fork pivot bushings	 <p>Fig. 7.59</p> <p>① Rear fork ② Rear fork center collar ③ Rear fork pivot bush</p>	 <p>Fig. 7.60</p> <p>④ Felt ⑤ Dust seal cap</p>	<ul style="list-style-type: none"> • Rear fork • Rear fork center collar • Dust seal caps • Felt rings
Fuel tank	 <p>Fig. 7.61</p> <p>① Gold</p>	 <p>Fig. 7.62</p> <p>② Black • The stripes were changed in color.</p>	
Driven sprocket	 <p>Fig. 7.63</p> <p>① Side plats ② U.B.S. nut ③ Fixing bolt</p>	 <p>Fig. 7.64</p> <p>④ Sprocket ⑤ Tanged washer • The hitherto-used tongued washer was abolished and a U.B.S. nut was newly employed.</p>	
Rear grip pipe	 <p>Fig. 7.65</p>	 <p>Fig. 7.66</p> <p>① Rear grip pipe • A rear grip pipe was added.</p>	