HONDA MOTOR CO., LTD.

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'79

OWNER'S MANUAL

HONDA
MODEL
CB750K

READ BEFORE YOU RIDE!

IMPORTANT NOTICE

- **OPERATOR AND PASSENGER**
  This motorcycle is designed to carry the operator and one passenger. Never exceed the vehicle capacity load limit 360 lbs (163 kg) as shown on the tire information label.
- **ON-ROAD USE**
  This motorcycle is not equipped with a spark arrester and is designed to be used only on the road. Operation in forest, brush, or grass covered areas may be illegal. Obey local laws and regulations.
- **READ OWNER'S MANUAL CAREFULLY**
  Pay special attention to statements preceded by the following words:

WARNING

Indicates a possibility of personal injury or loss of life if instructions are not followed.

CAUTION

Indicates a possibility of equipment damage if instructions are not followed.

This manual should be considered a permanent part of the vehicle and should remain with the vehicle when resold.

HONDA CB750K
OWNER'S MANUAL

1979

WELCOME,

The motorcycle presents you a challenge to master the machine, a challenge to adventure. You ride through the wind, linked to the road by a vehicle that responds to your commands as no other does. Unlike an automobile, there is no metal cage around you. Like an airplane, a pre-ride inspection and regular maintenance are essential to your safety. Your reward is freedom.

To meet the challenges safely, and to enjoy the adventure fully, you should become thoroughly familiar with this owner's manual BEFORE YOU RIDE THE MOTORCYCLE.

When service is required, remember that your Honda dealer knows your motorcycle best. If you have the required mechanical "know-how" and tools, your dealer can supply you with an official Honda Shop Manual to help you perform many maintenance and repair tasks.

Pleasant riding, and thank you for choosing a Honda!

CONTENTS

MOTORCYCLE SAFETY

WARNING

* *Motorcycle riding requires special efforts on your part to ensure your safety. Know these requirements before you ride.*

SAFE RIDING RULES

1. Always make a pre-ride inspection (page 25) before you start the engine. You may prevent an accident or equipment damage.
2. Many accidents involve inexperienced riders. Most states require a special motorcycle riding test or license. Make sure you are qualified before you ride. NEVER lend your motorcycle to an inexperienced rider.
3. Many automobile/motorcycle accidents happen because the automobile driver does not "see" the motorcyclist. Make yourself conspicuous to help avoid the accident that wasn't your fault:
   - Wear bright or reflective clothing.
   - Don't drive in another motorist's "blind spot".
4. Obey all federal, state, and local laws and regulations.
   - Excessive speed is a factor in many accidents. Obey the speed limits, and NEVER travel faster than conditions warrant.
   - Signal before you make a turn or lane change. Your size and maneuverability can surprise other motorists.
5. Don't let other motorists surprise you. Use extra caution at intersections, parking lot entrances and exits, and driveways.
6. Keep both hands on the handlebars and both feet on the footpegs while riding. A passenger should hold on to the motorcycle or the operator with both hands and keep both feet on the passenger footpegs.

PROTECTIVE APPAREL

1. Most motorcycle accident fatalities are due to head injuries: ALWAYS wear a helmet. You should also wear a face shield or goggles; boots, gloves, and protective clothing. A passenger needs the same protection.
2. The exhaust system becomes very hot during operation, and it remains hot after operation. Never touch any part of the hot exhaust system. Wear clothing that fully covers your legs.
3. Do not wear loose clothing which could catch on the control levers, footpegs, drive chain or wheels.

MODIFICATIONS

WARNING

* *Modification of the motorcycle, or removal of original equipment may render the vehicle unsafe or illegal. Obey all federal, state, and local equipment regulations.*

LOADING AND ACCESSORIES

WARNING

* *A motorcycle is sensitive to changes in weight and aerodynamic forces. Improper addition of accessories or cargo can impair the motorcycle's stability and performance. To prevent an accident, use extreme care when adding and riding with cargo and accessories. These general guidelines may help you decide whether or how to equip your motorcycle:*

Loading

The vehicle capacity load limit is 360 lbs (163 kg). The combined weight of the rider, passenger, cargo, and all accessories must not exceed this limit. Cargo weight alone should not exceed 60 lbs.

1. Keep cargo and accessory weight low and close to the center of the motorcycle. Load weight equally on both sides to minimize imbalance. As weight is located farther from the motorcycle's center of gravity, handling is proportionally affected.
2. Luggage racks are for light weight items. Do not carry more than 60 lbs. of cargo on a luggage rack behind the seat. Bulky items too far behind the rider may cause wind turbulence that impairs handling.
3. All cargo and accessories must be secure for stable handling. Re-check cargo security and accessory mounts frequently.
4. Do not attach large, heavy items to the handlebars, front forks, or fender. Unstable handling or slow steering response may result.

Accessories

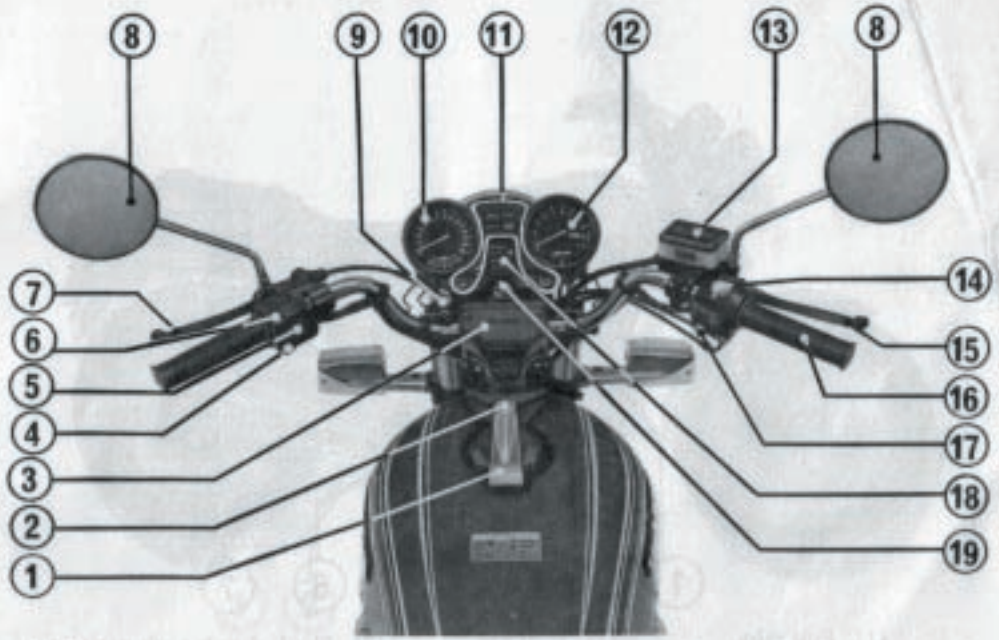
Genuine Honda accessories have been specifically designed for and tested on this motorcycle.

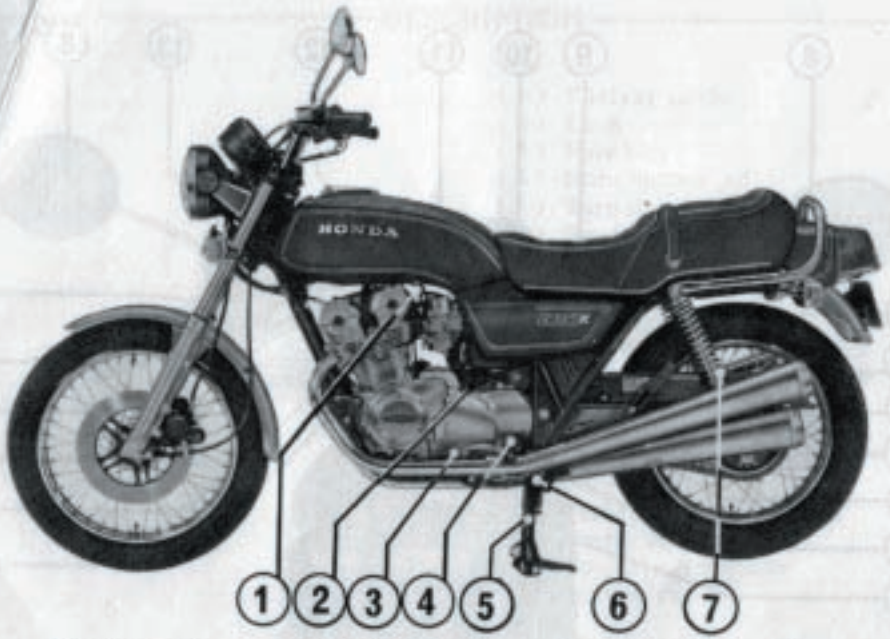
Because the factory can not test all other accessories, you are personally responsible for proper selection, installation, and use of non-Honda accessories. Always follow the guidelines under Loading above, and these:

1. Carefully inspect the accessory to make sure it does not obscure any lights, reduce ground clearance and banking angle, or limit suspension travel, steering travel or control operation.
2. Large fork-mounted fairings or windshields, or poorly designed or improperly mounted fairings can produce aerodynamic forces that cause unstable handling. Do not install fairings that decrease cooling air flow to the engine.
3. Accessoires which alter your riding position may increase reaction time in an emergency.
4. Do not add electrical equipment that will exceed the motorcycle's electrical system capacity. A blown fuse could cause a dangerous loss of lights or engine power at night or in traffic.
5. This motorcycle was not designed to pull a sidecar or trailer. Handling may be seriously impaired if so equipped.

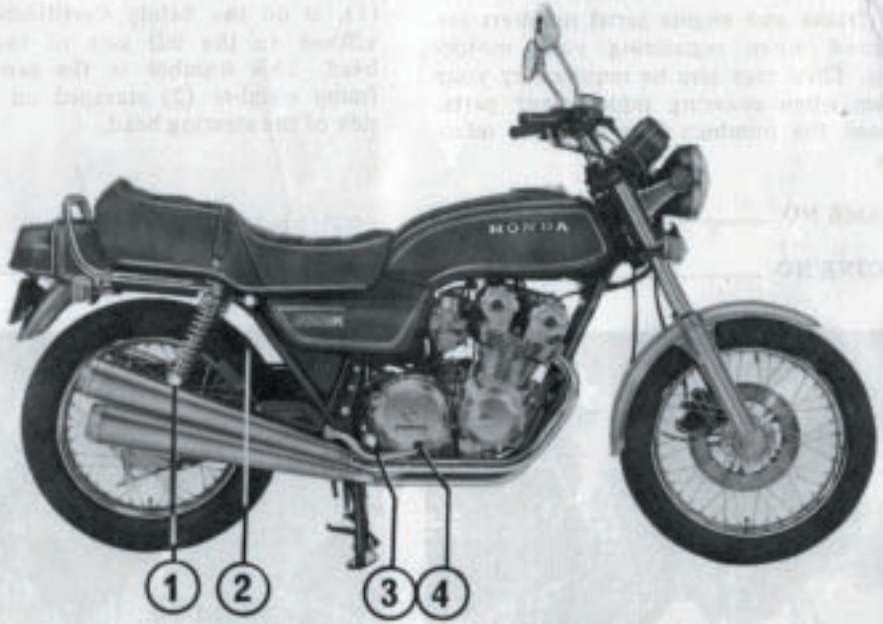
PARTS LOCATION

(1) Fuel cap latch
(2) Lock
(3) Fuse box
(4) Horn button
(5) Turn signal switch
(6) Headlight dimmer switch
(7) Clutch lever
(8) Rear view mirrors
(9) Choke knob
(10) Speedometer
(11) Warning and indicator lights
(12) Tachometer
(13) Front brake fluid reservoir
(14) Engine stop switch
(15) Front brake lever
(16) Throttle grip
(17) Starter button
(18) Odometer/tripmeter
(19) Ignition switch





(1) Fuel valve
(2) Oil filler cap/dipstick
(3) Gear change pedal
(4) Foot peg
(5) Center stand
(6) Side stand
(7) Shock absorber adjuster



(1) Shock absorber adjuster
(2) Seat lock
(3) Foot peg
(4) Rear brake pedal

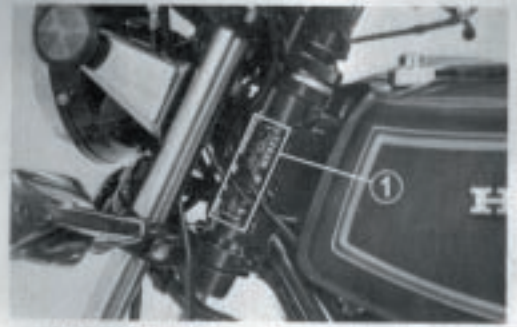
SERIAL NUMBERS

The frame and engine serial numbers are required when registering your motorcycle. They may also be required by your dealer when ordering replacement parts. Record the numbers here for your reference.

FRAME NO. _____

ENGINE NO. _____

The VIN, Vehicle Identification Number (1), is on the Safety Certification Label affixed to the left side of the steering head. This number is the same as the frame number (2) stamped on the right side of the steering head.



(1) VIN number

(2) Frame number

The engine number (3) is stamped on top of the crankcase.

(3) Engine number

PARTS FUNCTION

Instruments and Indicators

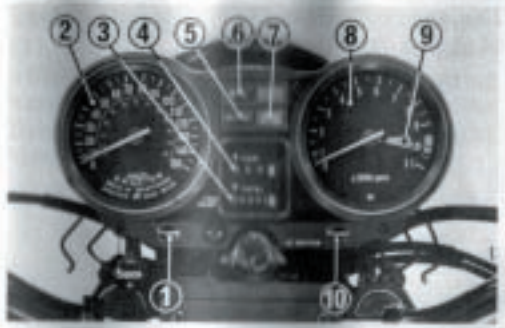
The indicators and warning lights are grouped between the instruments, above the headlight. Their functions are described in the tables on the following pages.

USA model:

Odometer and tripmeter read in miles.

Canadian model:

Odometer and tripmeter read in kilometers.



(1) Left turn signal indicator
(2) Speedometer
(3) Odometer
(4) Tripmeter
(5) Neutral indicator
(6) Oil pressure warning light
(7) High beam indicator
(8) Tachometer
(9) Tachometer red zone
(10) Right turn signal indicator
(11) Tripmeter reset button

Ref. No.	Description	Function
1	Left turn signal indicator (amber)	Flashes when left turn signal operates.
2	Speedometer	Shows driving speed.
3	Odometer	Shows accumulated mileage.
4	Tripmeter	Shows mileage per trip.
5	Neutral indicator (green)	Lights when transmission is in neutral.
6	Oil pressure warning light (red)	Lights when engine oil pressure is below normal operating range. Should light when ignition switch is "ON" and engine is not running. Should go out when engine starts, except for occasional flickering at or near idling speed when the engine is warm. CAUTION * *Running the engine with insufficient oil pressure will cause serious engine damage.*
7	High beam indicator (blue)	Lights when headlight is on high beam.

Ref. No.	Description	Function
8	Tachometer	Shows engine rpm.
9	Tachometer red zone	Do not operate engine in red zone when avoidable. NEVER operate beyond red zone. CAUTION * *Exceeding recommended maximum engine rpm may cause serious engine damage.*
10	Right turn signal indicator (amber)	Flashes when right turn signal operates.
11	Tripmeter reset button	Turn button clockwise (A) and push (B) to reset tripmeter to zero (0).

Ignition Switch

The ignition switch (1) is below the indicator panel.

(1) Ignition switch

Key Position	Function	Key Removal
LOCK (Steering lock)	Steering is locked. Engine and lights cannot be Operated. See page 16.	Remove the key.
OFF	Engine and lights cannot be operated.	Key can be removed.
ON (red dot)	Headlight, taillight and meter lights are on and other lights can be operated. Engine can be started.	Key cannot be removed.
P	For parking the motorcycle near traffic. The taillight is on, but all other lights are off. The engine cannot be started.	Remove the key.

Engine Stop Switch

The three position engine stop switch (1) is next to the throttle grip. In "RUN", the engine will operate. In either "OFF" position the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in "RUN"

NOTE:

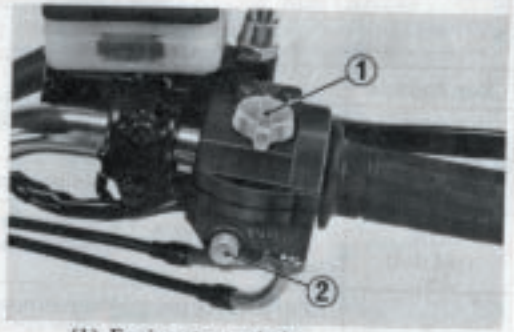
* If your motorcycle is stopped with the ignition switch "ON" and the engine stop swtich "OFF", the headlight and taillight will still be on, resulting in battery discharge.

Starter Button

The starter button (2) is below the engine stop switch (1).

When the starter button is pressed the starter motor will crank the engine, the headlight will automatically go out, but the taillight will stay on.

See pages 26–28 for starting procedure.



(1) Engine stop switch
(2) Starter button

The three controls next to the left handlebar grip are:

Headlight Dimmer Switch (1)

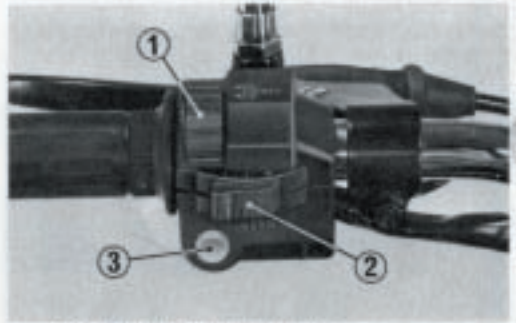
Select "HI" for high beam, "LO" for low beam.

Turn Signal Switch (2)

Move to "L" to signal a left turn, "R" to signal a right turn. Return to the center (off) when finished.

Horn Button (3)

Press the button to sound the horn.



(1) Headlight dimmer switch
(2) Turn signal switch
(3) Horn button

Steering Lock

To lock the steering, turn the handlebars all the way to the left or right, turn the key (1) to "LOCK" while pushing in. Remove the key.

WARNING

* *Do not turn the key to "LOCK" while riding the motorcycle.*

(1) Ignition key (A) Push in (B) Turn to "LOCK"

Seat Lock and Helmet Holders

The seat lock (1) is on the lower right side of the seat. Insert the ignition key and turn it counterclockwise to unlock and open the seat.

The helmet holders (2) are under the seat. Hang your helmet on the hook and lock the seat.

(1) Seat lock
(2) Helmet holders

WARNING

* *The seat is a double lock type. Make sure that the seat is locked by pushing it down.*
* *The helmet holder is designed for use while parking. Do not operate the motorcycle with a helmet attached to the holder. The helmet may interfere with the rear wheel, possibly stopping the wheel.*

Storage Compartment

The storage compartment (1) is under the seat.

This owner's manual and other documents should be stored in the plastic bag in the compartment. When washing your motorcycle, be careful not to flood this area with water.

(1) Storage compartment

Shock Absorbers

Each shock absorber (1) has five adjustment positions for different load or riding conditions.

Position I is for light loads and smooth road conditions. Positions II to V increase spring preload for a stiffer rear suspension, and can be used when the motorcycle is heavily loaded. Be certain to adjust both shock absorbers to the same position.

(1) Shock absorber

(2) Pin spanner

FUEL

Fuel Valve

The three way fuel valve (1) is on the left side of the fuel tank.

"OFF"

At "OFF", fuel cannot flow from the tank to the carburetors. Turn the valve off whenever the motorcycle is not in use.

"ON"

At "ON", fuel will flow from the main fuel supply to the carburetors.

"RES"

At "RES", fuel will flow from the reserve fuel supply to the carburetors. Use the reserve fuel only when the main supply is gone. Refill the tank as soon as possible after switching to "RES". The reserve fuel supply is 5.0ℓ (1.3 US gal).

NOTE:

* Do not operate the machine with the fuel valve in the "RES" position after refueling. You may run out of fuel, with no reserve.

WARNING

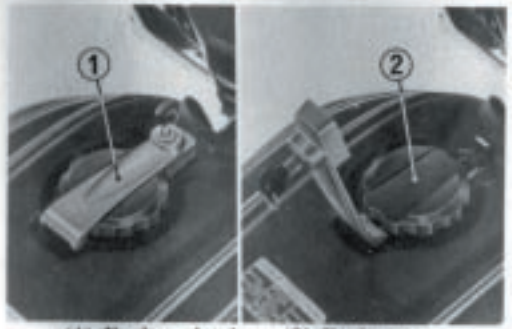
* ***Know how to operate the fuel valve while riding the motorcycle. You may avoid a sudden stop in traffic.***
* ***Be careful not to touch any hot engine parts while operating the fuel valve.***

(1) Fuel valve

Fuel Tank

Fuel tank capacity is 20 ℓ (5.3 US gal) including 5.0 ℓ (1.3 US gal) in the reserve supply. To open the fuel cap (2), open the latch (1) with the ignition key by turning clockwise. Then turn the cap counterclockwise.

Any automotive gasoline with a pump octane number ($\frac{R + M}{2}$) of 86 or higher, or a research octane number of 91 or higher may be used. If "knocking" or "pinging" occurs, try a different brand of gasoline or a higher octane grade.



(1) Fuel cap latch (2) Fuel cap

To close the fuel cap latch, push it down. The latch locks automatically.

WARNING

- *Gasoline is extremely flammable and explosive under certain conditions. Refuel in a well ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where the motorcycle is refueled or where gasoline is stored.*
- *Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the fuel cap is closed securely.*

ENGINE OIL

Engine Oil Level Check

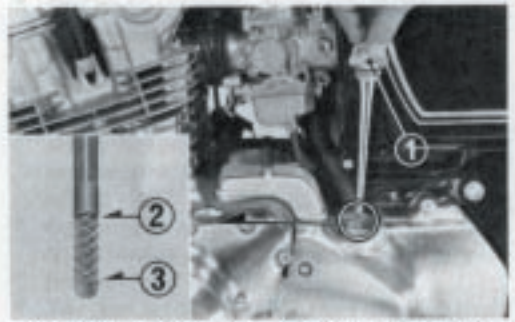
Check the engine oil level each day before riding the motorcycle.

The level must be maintained between the upper (2) and lower (3) marks on the dipstick (1).

1. Start the engine and let it idle for a few minutes. Make sure the red oil pressure warning light goes off. If the light remains on, stop the engine immediately.
2. Stop the engine and put the motorcycle on its center stand on level ground.
3. After a few minutes, remove the oil filler cap/dipstick (1), wipe it clean, and reinsert the dipstick without screwing it in. The oil level should be between the upper (2) and lower (3) marks on the dipstick.
4. Add the specified oil up to the upper level mark, if required.
5. Replace the filler cap/dipstick. Check for oil leaks.

CAUTION

- *Running the engine with insufficient oil can cause serious engine damage.*



(1) Filler cap/dipstick (3) Lower level mark
(2) Upper level mark

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR AN EQUIVALENT

Use only high detergent, premium quality motor oil certified to meet or exceed US automobile manufacturer's requirements for Service Classification SE.

Motor oils intended for Service SE will show this designation on the container. The use of special oil additives is unnecessary and will only increase operating expenses.

CAUTION

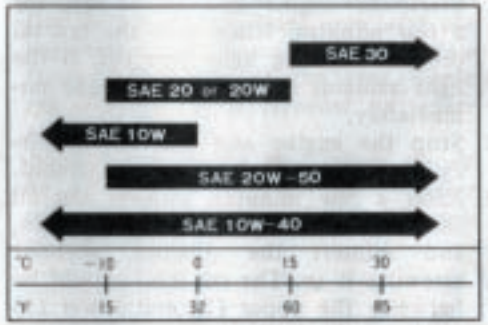
* *Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent, vegetable, or castor based racing oils, are not recommended.*

Recommended oil viscosity

General, all temperatures

SAE 10W–40

Other viscosities shown in the chart below may be used when the average temperature in your riding area is within the indicated range.



TIRES

Proper air pressure will provide maximum stability, riding comfort and tire life.

Check tire pressures frequently and adjust if necessary.

NOTE:

* Tire pressure should be checked when the tires are "cold", before you ride.

Cold tire pressures PSI (kg/cm²)	Up to 200lb (90 kg)	Front: 28 (2.0) Rear: 32 (2.25)
	Up to vehicle capacity load	Front: 28 (2.0) Rear: 40 (2.8)
Vehicle capacity load limit	360 lbs (163 kg)	
Tire size	Front: 3.50H19–4PR Rear: 4.25H18–4PR	
Tire brand	Front: GOLD SEAL F11 (DUNLOP) M3G. MOPUS-S703 (BRIDGESTONE) Rear: GOLD SEAL K127 (DUNLOP) M3G. MOPUS-S710 (BRIDGESTONE)	

Check the tires for cuts, imbedded nails, or other sharp objects. See your authorized Honda Dealer for replacement of damaged tires or punctured inner tubes.

WARNING

* *Do not attempt to patch a damaged tire or inner tube. Wheel balance and tire reliability may be impaired.*
* *Improper tire inflation will cause abnormal tread wear and create a safety hazard. Underinflation may result in the tire slipping on, or coming off of the rim.*
* *Operation with excessively worn tires is hazardous and will adversely affect traction and handling.*
* *The use of tires other than those listed on the tire information label may adversely affect handling.*

WARNING

- *Proper wheel balance is necessary for safe, stable handling of the motorcycle. Do not remove or change any wheel balance weights. When wheel balancing is required, see your authorized Honda dealer.*

Replace tires before tread depth at the center of the tire reaches the following limit.

Minimum Tread Depth	
Front:	1.5 mm (1/16 in)
Rear:	2.0 mm (3/32 in)

PRE-RIDE INSPECTION

WARNING

- *If the Pre-ride Inspection is not performed, serious damage or an accident may result.*

Inspect your motorcycle every day before you start the engine. The items listed here will only take a few minutes, and in the long run they can save time, expense, and possibly your life.

1. Engine oil level–add engine oil if required (page 21). Check for leaks.
2. Fuel level–fill fuel tank when necessary (page 20). Check for leaks.
3. Front and rear brakes–check operation; make sure there is no brake fluid leakage. Adjust free play if necessary (page 55).
4. Tires–check condition and pressure (pages 23–24).
5. Drive chain–check condition and slack (pages 57–61). Adjust and lubricate if necessary.
6. Throttle–check for smooth opening and closing in all steering positions.
7. Lights and horn–check that headlight, tail/stoplight, turn signals, indicators and horn function properly.
8. Engine stop switch–check for proper function (page 14).

Correct any discrepancy before you ride. Contact your authorized Honda dealer for assistance if you cannot correct the problem.

STARTING THE ENGINE

WARNING

* ***Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.***

NOTE:

* Do not use the electric starter for more than 5 seconds at a time. Release the starter button for approximately 10 seconds before pressing it again.
* The electric starter will work when the transmission is in gear with the clutch disengaged.
* Do not flood the engine by twisting the throttle repeatedly. The carburetors have an accelerator pump.

PREPARATION

Make sure the transmission is in neutral, and the engine stop switch is at "RUN". Turn the fuel valve "ON". Insert the key and turn the ignition switch "ON".
Check that the red oil pressure warning light comes "ON".

STARTING PROCEDURE

To restart a warm engine, follow the procedure for "High Air Temperature".

(1) Choke knob (A) Fully closed (B) Fully open

Normal Air Temperature

10°–35°C (50°–95°F)

1. Pull the choke knob (1) up all the way to "Fully Closed" (A).
2. Start the engine, leaving the throttle closed.

CAUTION

* *The red oil pressure warning light should go off a few seconds after the engine starts. If the light stays on, stop the engine immediately and check engine oil level. Do not operate the engine with insufficient oil pressure.*

3. Immediately after the engine starts, operate the choke knob to keep fast idle at 1,000–2,500 rpm.
4. About a half minute after the engine starts, push the choke knob down all the way to "Fully Open" (B).
5. If idling is unstable, open the throttle slightly.

High Air Temperature

35°C (95°F) or above

1. Do not use the choke.
2. Open the throttle slightly.
3. Start the engine.

Low Air Temperature

10°C (50°F) or below

1. Follow steps 1 and 2 under "Normal Air Temperature".
2. When engine rpm begins to pick up, operate the choke knob to keep fast idle at 1,000–2,500 rpm.
3. To speed warm up, open and close the throttle, keeping engine rpm below 2,500.
4. About 6 minutes after the engine starts, push the choke knob down all the way to "Fully Open" (B).
5. Continue warming up the engine by opening and closing the throttle until it will idle smoothly.

CAUTION

* *Extended use of the choke may impair piston and cylinder wall lubrication.*

Flooded Engine

If the engine fails to start after repeated attempts, it may be flooded with excess fuel. To clear a flooded engine, turn the engine stop switch "OFF" and push the choke knob down all the way to "Fully Open" (B). Open the throttle fully and crank the engine for 5 seconds. Turn the engine stop switch "ON" and follow the "High Air Temperature" Starting Procedure.

BREAK-IN

During initial break-in, newly machined surfaces will be in contact with each other and these surfaces will wear in quickly. Break-in maintenance at 600miles is designed to compensate for this initial minor wear. Timely performance of brake-in maintenance will ensure optimum service life and performance from the engine. The general rules are as follows:

1. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 5,000 rpm.
2. Increase the maximum continuous engine speed by 2,000 rpm between odometer readings of 1,000 km (600 miles) and 1,600 km (1,000 miles). Drive briskly, vary speeds frequently and use full throttle for short spurts only. Do not exceed 7,000 rpm.
3. Bear in mind never to lug the engine with heavy throttle at low engine speeds. This rule is applicable not only during break-in but at all times.

4. Upon reaching an odometer reading of 1,600 km (1,000 miles), you can subject the motorcycle to full throttle operation. However, do not exceed 9,500 rpm at any time (tachometer RED ZONE limit).

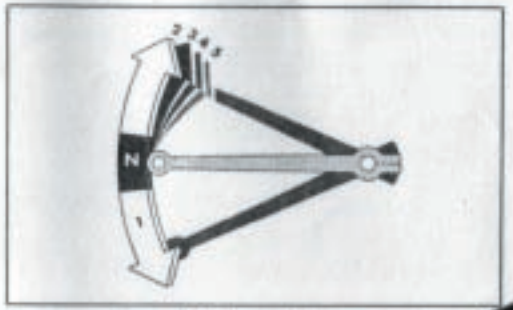
NOTE: (USA ONLY)

* After break-in maintenance, remove the "BREAK-IN" caution label from the speedometer lens.

RIDING

WARNING

* *Review Motorcycle Safety (pages 1–3) before you ride.*
* *Make sure the side stand is fully retracted before riding the motorcycle. If the stand is extended, it may interfere with control during a left turn.*



Shifting pattern

Proper shifting will provide better fuel economy. When changing gears under normal conditions, use the shift points recommended by Honda as follows:

Shifting Up:

From 1st to 2nd: 19 mph (30 km/h)
From 2nd to 3rd: 25 mph (40 km/h)
From 3rd to 4th: 31 mph (50 km/h)
From 4th to 5th: 37 mph (60 km/h)

Shifting Down:

From 5th to 4th: 25 mph (40 km/h)
From 4th to 3rd: 19 mph (30 km/h)

Disengage the clutch when speed drops below 9 mph (15 km/h), when engine roughness is evident, or when engine stalling is imminent; and shift down to 1st gear for acceleration.

NOTE:

* The battery will not charge while the engine speed is below 1,700 rpm. Avoid idling for prolonged periods, or continuous operation below 1,700 rpm.

WARNING

* *Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.*

CAUTION

* *Do not shift gears without disengaging the clutch and closing the throttle. The engine and drive train could be damaged by overspeed and shock.*
* *Do not tow the motorcycle or coast for long distances while the engine is off. The transmission will not be properly lubricated and damage may result.*
* *Do not exceed 8,000 rpm when running the engine without a load. Serious engine damage may result.*

BRAKING

1. For normal braking, gradually apply both front and rear brakes while downshifting to suit your road speed.
2. For maximum deceleration, close the throttle and apply the front and rear brakes simultaneously. Disengage the clutch before the motorcycle stops.

WARNING

* *Independent use of only the front or rear brake reduces stopping performance. Extreme braking may cause either wheel to lock, reducing control of the motorcycle.*
* *When possible, reduce speed or brake before entering a turn. Wheel slip will reduce control of the motorcycle.*
* *When riding in wet or rainy conditions, or on loose surfaces, the ability to maneuver and stop will be reduced. For your safety, exercise extreme caution when braking, accelerating, or turning.*
* *When descending a long, steep grade, use engine compression braking by downshifting, with intermittent use of both brakes. Continuous brake application can overheat the brakes and reduce their effectiveness.*

PARKING

1. After stopping the motorcycle, shift the transmission into neutral, turn the fuel valve "OFF", and turn the ignition switch "OFF".
2. Use the side or center stand to support the motorcycle while parked.

CAUTION

* *Park the motorcycle on firm, level ground to prevent overturning.*

3. Lock the steering to help prevent theft (page 16).

NOTE:

* When stopping for a short time near traffic at night, the ignition switch may be turned to "P" and the key removed. This will turn on the taillight to make the motorcycle more visible.
* The battery will discharge if the ignition swtich is left at "P" for too long a time.

SPECIAL PROCEDURES

These special procedures are intended to help you out in case of trouble on the road: a flat tire, or a blown fuse. In case of a flat tire, you can remove the entire wheel and take it to a qualified repair facility. Refer to "TIRES" on page 23. Because of the critical nature of wheel attachment, you should proceed to an authorized Honda dealer as soon as possible after repair to verify proper assembly.

WARNING

* *Stop the engine and support the motorcycle securely on a level surface before performing these procedures.*

Tool Kit

The tool kit (1) is in the storage compartment under the seat. Some roadside repairs, minor adjustments and parts replacement can be performed with the tools contained in the kit.

- 10 x 12mm open end wrench
- 14 x 17mm open end wrench
- Pliers
- No. 2 screwdriver
- No. 2 phillips screwdriver
- No. 3 phillips screwdriver
- 6 mm hex wrench
- Screwdriver grip
- 12 mm box end wrench
- 22 mm box end wrench
- 24 mm box end wrench
- Spark plug wrench
- Pin spanner
- Feeler gauge 0.7 mm
- Tool bag

(1) Tool kit

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Remove the front axle holder nuts (3) (two on each side), and remove the front axle holders (4) (one on each side).
4. Remove the front wheel.

NOTE:

* Do not depress the brake lever when the wheel is off the motorcycle. The caliper piston will be forced out of the cylinder with subsequent loss of brake fluid. If this occurs, servicing of the brake system will be necessary. See your authorized Honda dealer.

Installation Notes:

Reverse the removal procedure.

CAUTION

* *When installing the wheel, fit the brake disc carefully between the brake pads to avoid damaging the pads.*

(1) Speedometer cable set screw
(2) Speedometer cable
(3) Axle holder nuts
(4) Axle holder

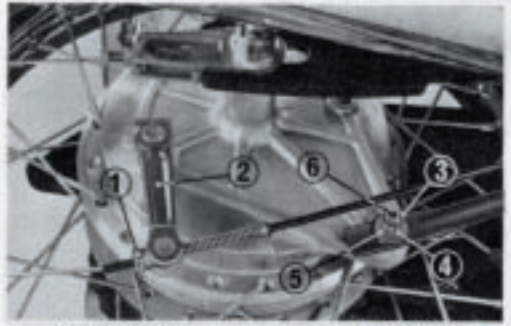
* Install the axle holders (4) with the "F" arrow (high mating surface) forward and tighten the forward holder nuts (3) to the specified torque first, then tighten the rear nuts to the same torque.
  Axle holder nut torque:
  1.8–2.5 kg-m (13–18 ft-lb)
* After installing the wheel, apply the brake several times and check for free wheel rotation.

WARNING

* *If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.*

Rear Wheel Removal

1. Place the motorcycle on its center stand.
2. Remove the rear brake adjusting nut (1). Disconnect the brake rod from the brake arm (2) by pushing down on the brake pedal. Disconnect the stopper arm from the brake panel by removing the cotter pin (3), stopper arm nut (4), washer (5) and rubber grommet.



(1) Adjusting nut
(2) Brake arm
(3) Cotter pin
(4) Nut
(5) Washer
(6) Bolt

3. Remove the cotter pin from the axle.
4. Remove the axle nut (7) and pull out the axle. Push the wheel forward and derail the drive chain from the sprocket.

Installation Notes:

- To install the rear wheel, reverse the removal procedure.
  Torque:
  Axle nut:
  8.0–10.0 kg-m (58–73 ft-lb)
  Stopper arm nut:
  1.8–2.5 kg-m (13–18 ft-lb)
- Adjust the brake (page 55) and drive chain (page 57).
- Apply the brake several times and check for free wheel rotation.

WARNING

* *If a torque wrench was not used for installation, see your dealer as soon as possible to verify proper assembly.*

CAUTION

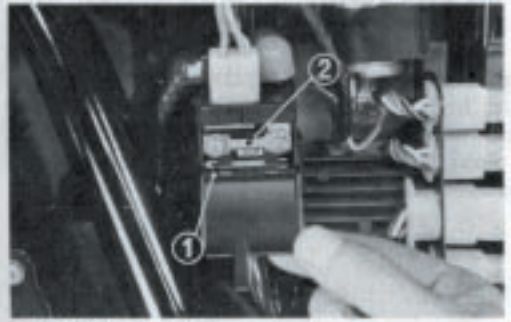
* *Always replace used cotter pins with new ones.*

(7) Axle nut

Fuse Replacement

The main fuse, near the battery on the positive lead is 30A.

The fuse box (3) is located between the handlebars. The specified fuses are 10A. When frequent fuse failure occurs, it usually indicates a short circuit or an overload in the electrical system. See your authorized Honda dealer for repair.



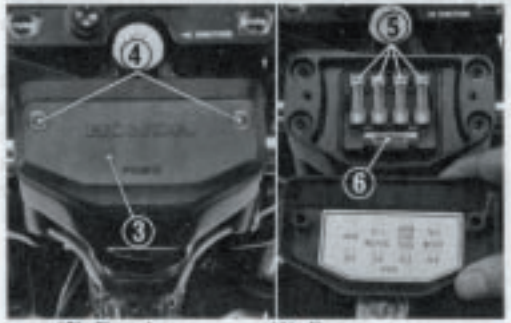
(1) Main fuse holder
(2) Main fuse

WARNING

* *Never use a fuse with a different rating from that specified. Serious damage to the electrical system or a fire may result, causing a dangerous loss of lights or engine power at night or in traffic.*

CAUTION

* *Turn the ignition switch "OFF" before checking or replacing fuses to prevent accidental short-circuiting.*



(3) Fuse box
(4) Screws
(5) Fuses
(6) Spare fuse

MAINTENANCE

- The Federal Clean Air Act requires manufacturers to certify that motorcycles built after December 31, 1977 will comply with applicable emissions standards during their useful life, when operated and maintained according to the instructions provided. Compliance with the terms of the Distributor's Warranty for Honda Motorcycle Emission Control Systems is necessary in order to keep the emissions system warranty in effect. (USA ONLY).

- When Service is required, remember that your authorized Honda dealer knows your motorcycle best and is fully equipped to maintain and repair it. The scheduled maintenance may also be performed by a qualified service facility that normally does this kind of work; or you may perform most of the work yourself if you are mechanically qualified and have the proper tools and service data.

- These instructions are based on the assumption that the motorcycle will be used exclusively for its designed purpose. Sustained high speed operation, or operation in unusually wet or dusty conditions will require more frequent service than specified in the MAINTENANCE SCHEDULE. Consult your authorized Honda dealer for recommendations applicable to your individual needs and use.

If your motorcycle is overturned or involved in a collision, have your Honda dealer inspect the major components; frame, suspension and steering parts, for misalignment or damage.

WARNING

- *Stop the engine and support the motorcycle securely on a level surface before performing any maintenance.*
- *Use new, genuine Honda parts or their equivalent for maintenance and repair. Parts which are not of equivalent quality may impair the safety of your motorcycle and the effective operation of the emission control systems.*

The Vehicle Emission Control Information label is attached to the frame near the left side cover. (USA ONLY)

(1) Vehicle Emission Control Information label

MAINTENANCE SCHEDULE

Perform the Pre-ride Inspection (Page 25) at each scheduled maintenance period.
I: INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY.
C: CLEAN R: REPLACE A: ADJUST L: LUBRICATE

		ITEM \ FREQUENCY	WHICHEVER COMES FIRST ➡ EVERY	ODOMETER READING [NOTE (3)] 600mi (1,000km)	4,000mi (6,400km)	8,000mi (12,800km)	12,000mi (19,200km)	16,000mi (25,600km)	20,000mi (32,000km)	REFER TO
EMISSION RELATED ITEMS		ENGINE OIL	YEAR	R	R	R	R	R	R	Page 45
		ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	Page 46
		CRANKCASE BREATHER	NOTE (1)		C	C	C	C	C	Page 50
		AIR CLEANER	NOTE (2)		C	R	C	R	C	Page 49
	*	FUEL LINES			I	I	I	I	I	
		SPARK PLUGS			I	R	I	R	I	Page 47
	*	VALVE CLEARANCE		I	I	I	I	I	I	
	*	CAM CHAIN TENSION		A	A	A	A	A	A	
	*	THROTTLE OPERATION		I	I	I	I	I	I	
	*	CARBURETOR-CHOKE			I	I	I	I	I	
	*	CARBURETOR-SYNCHRONIZE		I	I	I	I	I	I	
	*	CARBURETOR-IDLE SPEED		I	I	I	I	I	I	Page 48

		ITEM \ FREQUENCY	WHICHEVER COMES FIRST ➡ EVERY	ODOMETER READING [NOTE(3)] 600mi (1,000km)	4,000mi (6,400km)	8,000mi (12,800km)	12,000mi (19,200km)	16,000mi (25,600km)	20,000mi (32,000km)	REFER TO
NON-EMISSION RELATED ITEMS		DRIVE CHAIN		I, L EVERY 300 mi (500km)						Pages 57–61
		BATTERY	MONTH	I	I	I	I	I	I	Pages 62–63
		BRAKE FLUID (FRONT)	MONTH I 2 YEARS R	I	I	I	*R	I	I	Pages 53–54
		BRAKE PAD/SHOE WEAR			I	I	I	I	I	Pages 54–56
		BRAKE SYSTEM		I	I	I	I	I	I	
	*	BRAKE LIGHT SWITCH		I	I	I	I	I	I	
	*	HEADLIGHT AIM		I	I	I	I	I	I	
		CLUTCH FREE PLAY		I	I	I	I	I	I	Pages 51–52
		SIDE STAND			I	I	I	I	I	Page 61
	*	SUSPENSION		I	I	I	I	I	I	
	*	NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	
	**	WHEELS/SPOKES		I	I	I	I	I	I	
	**	STEERING HEAD BEARING		I		I		I		

* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA AND IS MECHANICALLY QUALIFIED. REFER TO THE OFFICIAL HONDA SHOP MANUAL.
** IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

NOTE: (1) Service more frequently when riding in rain or at full throttle (USA ONLY).
(2) Service more frequently when riding in dusty areas.
(3) For higher odometer readings, repeat at the frequency interval established here.

MAINTENANCE RECORD

Miles	Performed By	Odometer	Date
600			
4,000			
8,000			
12,000			
16,000			
20,000			

- Make sure that whoever performs the maintenance completes this record. All scheduled maintenance, including the 600 mile (1,000 km) break-in maintenance, is considered a normal owner operating cost and will be charged for by your dealer.
- Detailed receipts verifying the performance of required maintenance should be retained. These receipts should be transferred with the motorcycle to the new owner if the motorcycle is sold.

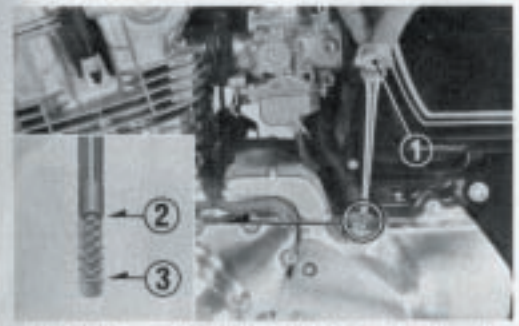
Engine Oil

Engine oil quality is the chief factor affecting engine service life. Change the engine oil when specified by the maintenance schedule.

NOTE:

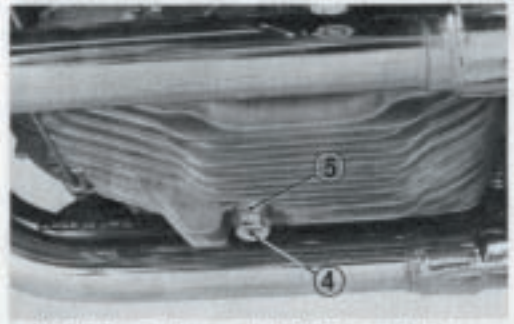
- Change engine oil with the engine warm and the motorcycle on its center stand to assure complete and rapid draining.

1. To drain the oil remove the oil filler cap, crankcase drain plug and oil filter cover.



(1) Filler cap/dipstick (3) Lower level mark
(2) Upper level mark

2. After the oil is completely drained check that the sealing washer on the drain plug is in good condition and install the plug.
   Drain Plug Torque:
   3.5–4.0 kg-m (25–28 ft-lb)
3. Check that the oil filter bolt and cover O-rings are in good condition and install the cover.
   Oil Filter Bolt Torque:
   2.8–3.2 kg-m (20–23 ft-lb)



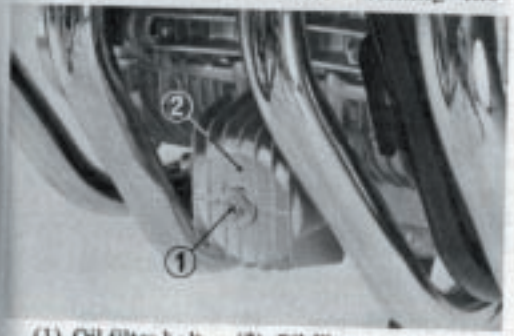
(4) Oil drain plug (5) Sealing washer

4. Fill the crankcase with approximately 3.5 liters (3.7 US qt) of the recommended oil.
5. Install the oil filler cap.
6. Start the engine and let it idle for 2–3 minutes.
7. Stop the engine and check that the oil level is at the upper level mark on the dipstick. Make sure there are no oil leaks.

Engine Oil Filter

NOTE:

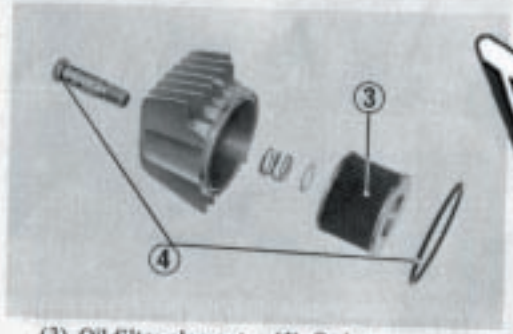
* Change the filter after draining the engine oil.



(1) Oil filter bolt (2) Oil filter cover

1. Remove the oil filter element from the cover.
2. Check that the O-rings on the oil filter bolt and cover are in good condition.
3. Insert a new oil filter element. Check that all parts are installed as shown. Install the oil filter cover.

   Oil Filter Bolt Torque:
   2.8–3.2 kg-m (20–23 ft-lb)
4. Perform steps 4–7 of Engine Oil Change.



(3) Oil filter element (4) O-rings

Spark Plugs

Recommended spark plugs:

USA model

Standard:
X24ES-U (ND), D8EA (NGK)
For cold climate:
X22ES-U (ND), D7EA (NGK)
For extended high speed driving:
X27ES-U (ND), D9EA (NGK)

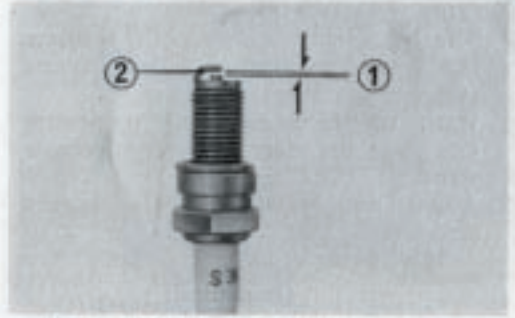
Canadian model

X24ESR-U (ND) or DR8ES-L (NGK)

1. Clean any dirt from around the spark plug base.
2. Disconnect the spark plug caps and remove the plugs.
3. Visually inspect the spark plug. Discard the spark plug if the insulater is cracked or chipped.
4. Make sure that the spark plug gap (1) is 0.6–0.7 mm (0.024–0.028 in) using a wire type feeler gauge. If adjustment is necessary, bend the side electrode (2) carefully.
5. With the plug washer attached, thread the spark plug in by hand to prevent crossthreading.
6. Tighten a new spark plug 1/2 turn with a spark plug wrench to compress the washer. If you are reusing a plug, it should only take 1/8–1/4 turn after the plug seats.

CAUTION

* *The spark plug must be securely tightened. An improperly tightened plug can become very hot and possibly damage the engine.*
* *Never use a spark plug with an improper heat range.*



(1) Spark plug gap (2) Side electrode

Idle Speed

NOTE:

* Do not attempt to compensate for other faults by adjusting idle speed.

The idle speed adjustment procedure given here should only be used when riding conditions (temperature, humidity, altitude, etc.) cause a change in normal idling speed as set by your dealer. See your authorized Honda dealer for regularly scheduled carburetor adjustment, including individual carburetor adjustment and synchronization.

NOTE:

* The engine must be warm for accurate idle speed adjustment. Ten minutes of stop-and-go riding is sufficient.

1. Warm up the engine, shift to neutral and place the motorcycle on its center stand.
2. Adjust idle speed with the throttle stop screw.

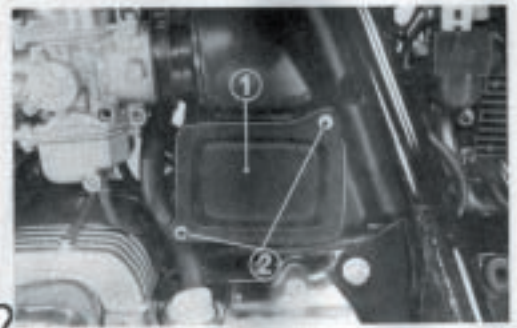
Idle Speed: 1,000 ± 100 rpm
(In neutral)

(1) Throttle stop screw (A) Increase (B) Decrease

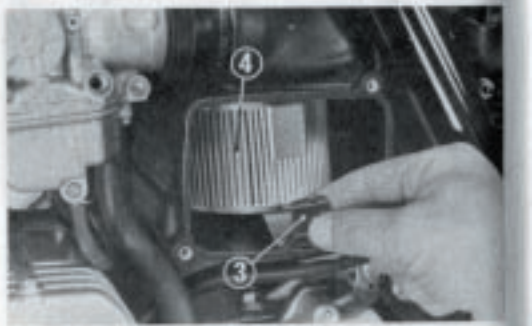
Air Cleaner

The air cleaner should be serviced at regular intervals (page 42). Service more frequently when riding in dusty areas.

1. Remove the left side cover.
2. Remove the two screws (2) and the air cleaner cover (1). Pull out the set spring (3) and element (4).
3. Clean the element by tapping it lightly to loosen dust. Blow away the remaining dust by applying compressed air to the inside of the element. Replace the element if it is excessively dirty, torn or damaged.
4. Reinstall the element, set spring, air cleaner cover and left side cover.



(1) Air cleaner cover
(2) Screws



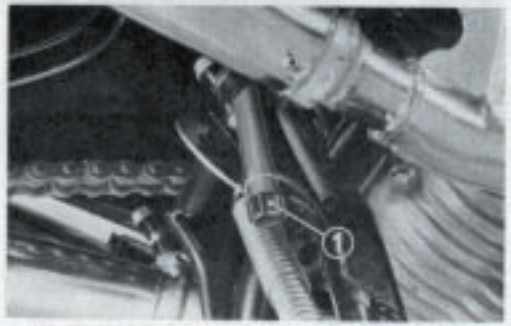
(3) Set spring
(4) Air cleaner element

Crankcase Breather
(USA ONLY)

1. Remove the drain plug from the tube, and drain the deposits.
2. Reinstall the drain plug (1).

NOTE:

* Service more frequently when ridden in rain, at full throttle, or when deposits can be seen in the transparent section of the drain tube.

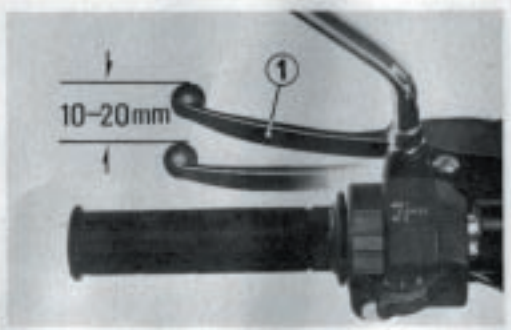


(1) Drain plug

Clutch

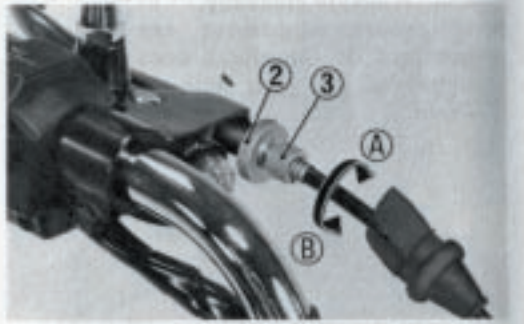
Clutch adjustment may be required if the motorcycle stalls when shifting into gear, or tends to creep; or if the clutch slips, causing acceleration to lag behind engine speed.

Normal clutch lever free play is 10–20 mm (3/8–3/4 in) at the lever (1). Minor adjustment can be made with the clutch cable upper adjuster (3) at the lever.



(1) Clutch lever

1. Pull back the rubber dust cover. Loosen the upper lock nut (2) and turn the upper adjuster (3). Tighten the upper lock nut (2), and check adjustment.
2. If the adjuster is threaded out near its limit or if the correct free play can not be obtained, loosen the upper lock nut (2) and turn in the cable adjuster (3) completely. Tighten the lock nut (2) and pull on the dust cover.



(2) Upper lock nut
(3) Clutch cable upper adjuster
(A) Increase free play
(B) Decrease free play

3. At the lower end of the cable, loosen the lower lock nut (5). Turn the adjusting nut (4) to obtain the specified free play. Tighten the lower lock nut (5), and check adjustment.
4. Start the engine, pull in the clutch lever and shift into gear. Make sure the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle. The motorcycle should start smoothly and accelerate gradually.
5. If proper adjustment can not be obtained or the clutch does not work correctly, see your authorized Honda dealer.

(4) Adjusting nut (A) Increase free play
(5) Lower lock nut (B) Decrease free play

Front Brake

This model has a hydraulic disc front brake. As the brake pads wear, the brake fluid level drops in the reservoir.

There are no adjustments to perform, but fluid level and pad wear must be inspected periodically. The system must be inspected frequently to ensure there are no fluid leaks.

If the control lever free travel becomes excessive and the friction pads are not worn beyond the recommended limit (page 54), there is probably air in the brake system and it must be bled. See your authorized Honda dealer.

Brake fluid level:

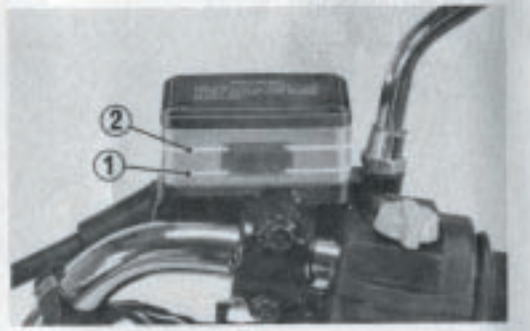
WARNING

* *Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.*

Remove the reservoir cap and diaphragm. Whenever the level is below the lower level mark (1) on the reservoir, fill the reservoir with DOT 3 BRAKE FLUID from a sealed container, up to the upper level mark (2). Reinstall the diaphragm, and tighten the reservoir cap securely.

CAUTION

* *When adding brake fluid be sure the reservoir is horizontal before the cap is removed or brake fluid may spill out.*



(1) Lower level mark
(2) Upper level mark

CAUTION

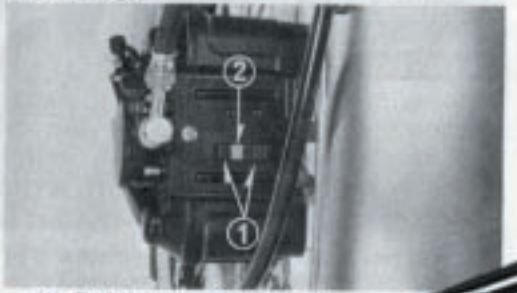
- *Use only DOT 3 brake fluid from a sealed container.*
- *Handle brake fluid with care because it can damage paint and instrument lenses.*
- *Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.*

Brake pads:

Brake pad wear will depend upon the severity of usage, type of driving, and condition of the roads. The pads will wear faster on dirty and wet roads. Inspect the pads visually during all regular service intervals to determine the pad wear. Remove the inspection hole cap. If the pad wears to the red line (1), both pads must be replaced.

Other Checks:

Make sure there are no fluid leaks. Check for deterioration or cranks in the hoses and fittings.



(1) Red lines (2) Brake disc

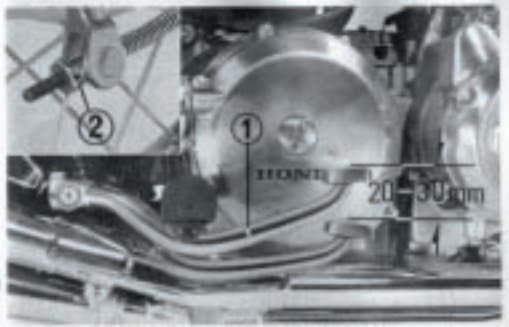
Rear Brake

Adjustment:

1. Measure the distance the rear brake pedal (1) moves before the brake starts to take hold.
   Free play should be 20–30 mm (3/4–1-1/4 in). If adjustment is necessary, turn the rear brake adjusting nut (2).

NOTE:

- Make sure that the cut-out on the adjusting nut is seated on the brake arm pin.



(1) Rear brake pedal (2) Adjusting nut

2. If proper adjustment cannot be obtained by this method, see your authorized Honda dealer.
3. Apply the brake several times and check for free wheel rotation.

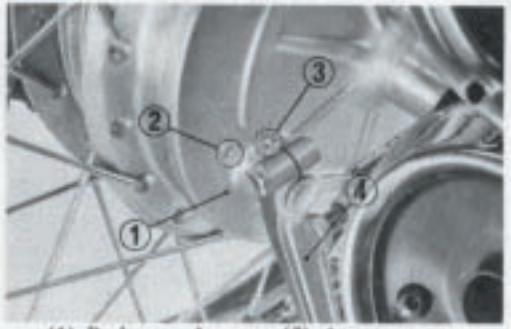
Other Checks:

Make sure the brake rod, brake arm, spring and fasteners are in good condition.

Wear Indicator:

When the brake is applied, an arrow (3), attached to the brake arm (4), moves toward a reference mark (2) on the brake panel (1).

If the arrow aligns with the reference mark on full application of the brake, the brake shoes must be replaced.



(1) Brake panel
(2) Reference mark
(3) Arrow
(4) Brake arm

Drive Chain

The service life of the drive chain is dependent upon proper lubrication and adjustment. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain should be checked and lubricated as part of the Pre-Ride Inspection (page 25). Under severe usage, or when the motorcycle is ridden in unusually dusty areas, more frequent maintenance will be necessary.

Inspection:

1. Turn the engine off, place the motorcycle on the center stand and shift the transmission into neutral.
2. Check slack in the lower drive chain run midway between the sprockets.
   Drive chain slack should be adjusted to allow approximately 15–25 mm (5/8–1.0 in) vertical movement by hand. Rotate the rear wheel and check drive chain slack as the wheel rotates.
   Drive chain slack should remain constant as the wheel rotates. If the chain is slack in one section and taut in another, some links are kinked and binding. Binding can frequently be eliminated by lubrication.

(1) Drive chain

3. Turn the rear wheel slowly, and inspect the drive chain and sprockets for any of the following conditions:

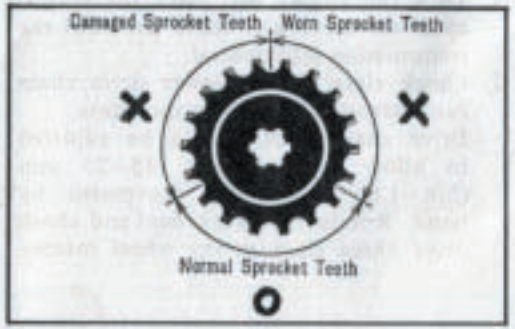
DRIVE CHAIN

* Damaged Rollers
* Loose Pins
* Dry or Rusted Links
* Kinked or Binding Links
* Excessive Wear
* Improper Adjustment
* Missing O-rings

SPROCKETS

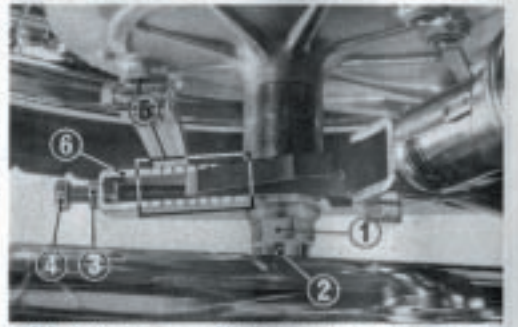
* Excessively Worn Teeth
* Broken or Damaged Teeth

A drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. A chain which appears dry, or shows signs of rust, requires supplementary lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed the chain must be replaced.



Adjustment:

Drive chain slack should be checked and adjusted if necessary, every 300 miles (500 km). When operated at sustained high speeds, or under conditions of frequent rapid acceleration, the chain may require more frequent adjustment.



(1) Axle nut
(2) Cotter pin
(3) Lock nut
(4) Drive chain adjusting bolt
(5) Index marks
(6) Chain adjuster plate

If the drive chain requires adjustment the procedure is as follows:

1. Place the motorcycle on its center stand, with the transmission in neutral and the ignition switch off.
2. Remove the cotter pin (2) from the rear axle nut (1), and loosen the nut.
3. Loosen the lock nuts (3) on both adjusting bolts (4).
4. Turn both adjusting bolts an equal number of turns until the correct drive chain slack is obtained. Turn adjusting bolts clockwise to tighten the chain, or counterclockwise to provide more slack.
   Adjust to provide 15–25 mm (5/8–1.0 in) of chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck slack at other sections of the chain.
5. Check rear axle alignment with the index marks (5) on the chain adjuster plate (6) and swingarm.

Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting bolt until the marks correspond on both sides of the chain adjuster plate, and recheck chain slack.

6. Tighten both adjusting bolt lock nuts.
7. Tighten the axle nut and install a new cotter pin. Torque the axle nut to 8.0–10.0 kg-m (58–73 ft-lb).

CAUTION

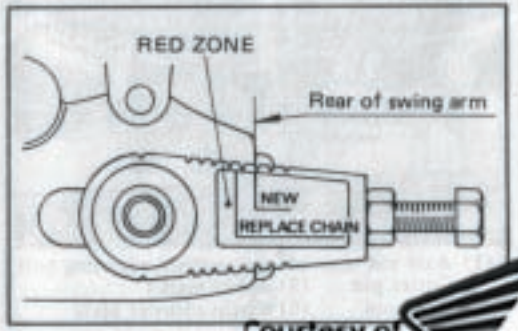
* *The drive chain on this motorcycle is equipped with small O-rings between the link plates. These O-rings retain grease inside the chain to improve its service life. However, special precautions must be taken when adjusting, lubricating, washing and replacing the chain.*
* *Always replace used cotter pins with new ones.*

Wear inspection:

Check the chain wear label when adjusting the chain. If the red zone on the label aligns with the rear of the swing arm after the chain has been adjusted to 15–25 mm (5/8–1 in) slack, the chain is excessively worn and must be replaced.

CAUTION

* *Excessive chain slack, 50 mm (2 in) or more, may damage the bottom part of the frame.*

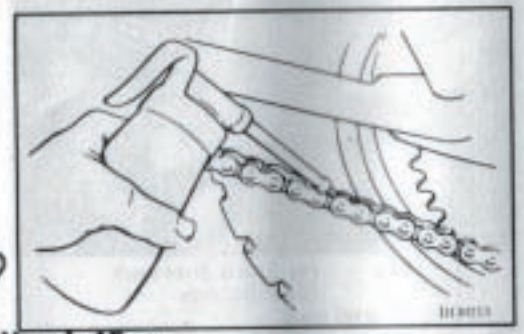


Lubrication and cleaning:

Lubricate every 300 miles (500 km) or sooner if chain appears dry.

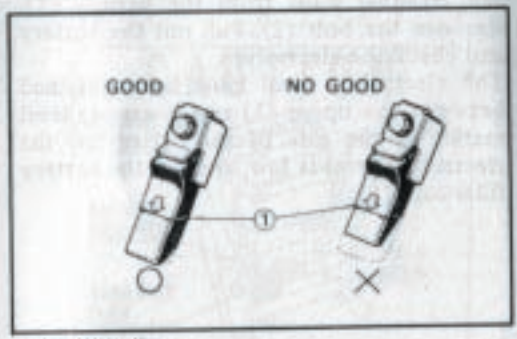
The O-rings in this chain can be damaged by steam cleaning, high pressure washers, and certain solvents. Clean the chain with kerosene. Wipe dry and lubricate only with SAE 80 or 90 gear oil. Commercial chain lubricants may contain solvents which could damage the rubber O-rings.

Replacement Chain: D.I.D. 630V or RK 630SO



Side Stand

Check the rubber pad for deterioration and wear. Replace if wear extends to the wear line (1) as shown. Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement. See your authorized Honda dealer for replacement.



(1) Wear line

Battery

If the motorcycle is operated with insufficient battery electrolyte, sulfation and battery plate damage will occur.

If rapid loss of electrolyte is experienced, or if your battery seems to be weak, causing slow starting or other electrical problems, see your authorized Honda dealer.

Battery electrolyte:

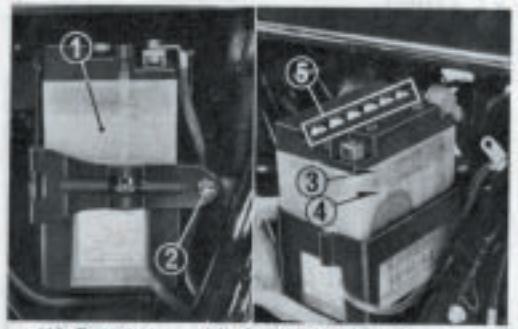
The battery (1) is behind the right side cover. Remove the side cover. Remove the terminal leads from the battery (1). Remove the bolt (2). Pull out the battery and check the electrolyte.

The electrolyte level must be maintained between the upper (3) and lower (4) level marks on the side of the battery. If the electrolyte level is low, remove the battery filler caps (5).

Carefully add distilled water to the upper level mark, using a small syringe or plastic funnel.

NOTE:

* Use only distilled water in the battery. Tap water will shorten the service life of the battery.



(1) Battery
(2) Bolt
(3) Upper level mark
(4) Lower level mark
(5) Filler caps

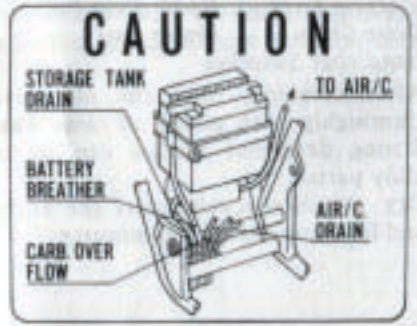
WARNING

* *The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flames and cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.*

KEEP OUT OF REACH OF CHILDREN.

CAUTION

* *The battery breather tube must be routed as shown on the label. Do not bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.*



CLEANING

Clean your motorcycle regularly to protect the surface finishes and inspect for damage, wear, and oil or hydraulic fluid leakage.

CAUTION

* *Avoid spraying high pressure water (typical in coin-operated car washes) at the following areas:*

Wheel Hubs	*Ignition Switch*
Carburetors	*Brake Master Cylinder*
Instruments	*Muffler Outlets*
Steering Lock	*Under Fuel Tank*
Drive Chain	*Under Seat*
Handlebar Switches	

1. After cleaning, rinse the motorcycle thoroughly with plenty of clean water. Strong detergent residue can corrode alloy parts.
2. Dry the motorcycle, start the engine, and let it run for several minutes.
3. Test the brakes before riding the motorcycle in traffic. Several applications may be necessary to restore normal braking performance.

WARNING

* ***Braking performance may be impaired immediately after washing the motorcycle.***

4. Lubricate the drive chain immediately after washing the motorcycle.

STORAGE

Storage for more than a month, or winter storage requires preventive maintenance to prevent corrosion and deterioration of the fuel, tires and battery.
See your authorized Honda dealer for this service.

EMISSION CONTROL SYSTEM (USA ONLY)

- **Source of Emissions**

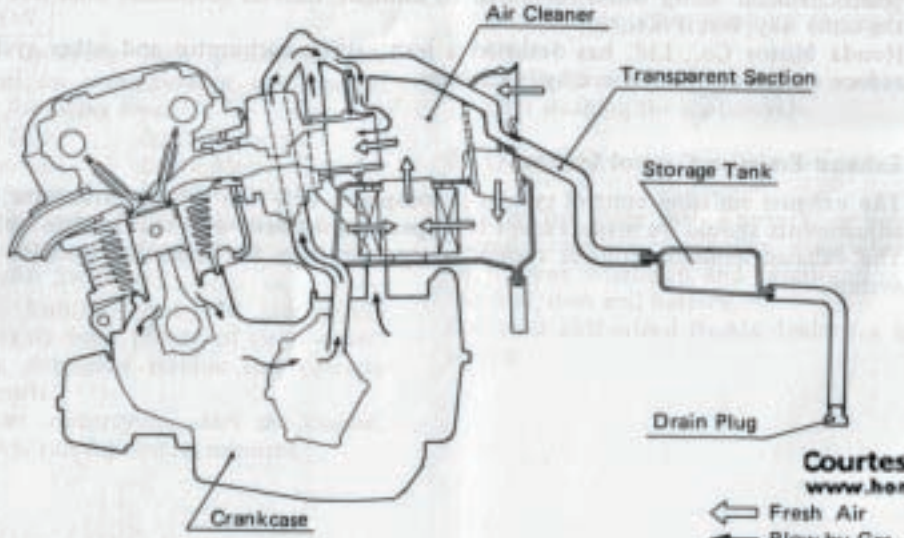
  The combustion process produces carbon monoxide and hydrocarbons. Control of hydrocarbons is very important because, under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.
  Honda Motor Co., Ltd. has designed a lean setting carburetor and other systems to reduce carbon monoxide and hydrocarbons.

- **Exhaust Emission Control System**

  The exhaust emission control system is composed of a lean setting carburetor, and no adjustments should be made except idle speed adjustment with the throttle stop screw. The exhaust emission control system is separate from the crankcase emission control system.

- **Crankcase Emission Control System**

The engine is equipped with a "Closed Crankcase System" to prevent discharging crankcase emissions into the atmosphere.
Blow-by gas is returned to the combustion chamber through the air cleaner and the carburetor.



- **Problems which may affect Motorcycle Emissions**

If you are aware of any of the following symptoms, have the vehicle inspected and repaired by your local Honda Motorcycle Dealer.

Symptoms:
1. Hard starting or stalling after starting
2. Rough idle
3. Misfiring or backfiring during acceleration
4. After-burning (backfiring)
5. Poor performance (driveability)

CONSUMER INFORMATION

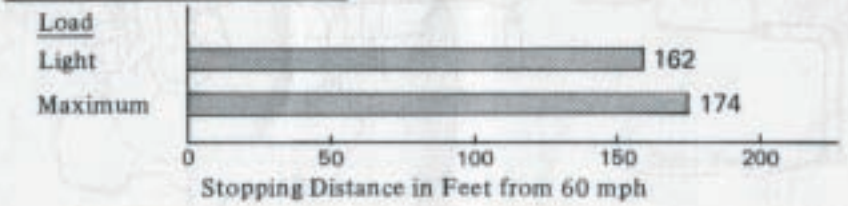
VEHICLE STOPPING DISTANCE

This table indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels under different conditions of loading.

The information presented represents results obtained by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies. **HONDA CB 750K**

Full Operational Service Brake



ACCELERATION AND PASSING ABILITY

This table indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page.

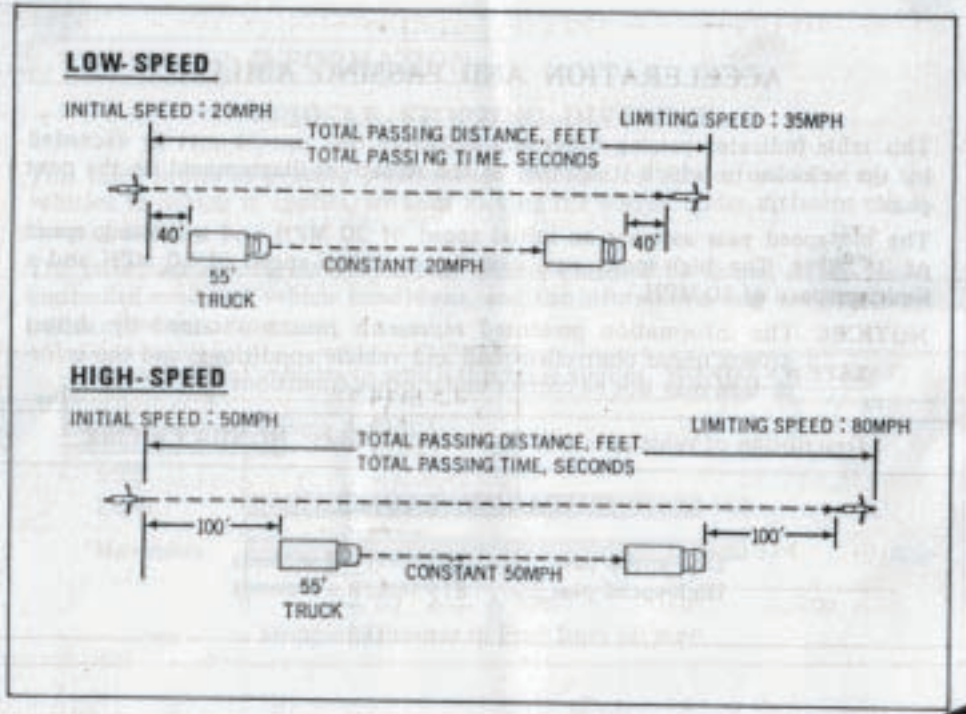
The low-speed pass assumes an initial speed of 20 MPH and a limiting speed of 35 MPH. The high-speed pass assumes an initial speed of 50 MPH and a limiting speed of 80 MPH.

NOTICE: The information presented represents results obtained by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: **HONDA CB 750K**

SUMMARY TABLE:

Low-speed pass . . . . . 352 feet; 7.2 seconds
High-speed pass . . . . . 879 feet; 8.4 seconds



SPECIFICATIONS

Item	
DIMENSIONS	
Overall length	2,220 mm (87.4 in)
Overall width	880 mm (34.6 in)
Overall height	1,160 mm (45.7 in)
Wheel base	1,520 mm (59.8 in)
WEIGHT	
Dry weight	233 kg (512 lbs)
CAPACITIES	
Engine oil	4.5 lit (4.7 US qt) When disassembled
Fuel tank	20 lit (5.3 US gal)
Fuel reserve tank	5 lit (1.3 US gal)
Passenger capacity	Operator and one passenger
Vehicle capacity load limit	163 kg (360 lbs)
ENGINE	
Bore and stroke	62.0 x 62.0 mm (2.44 x 2.44 in)
Compression ratio	9.0 : 1
Displacement	749 cc (45.7 cu. in)

Item	
Spark plug	USA model Standard: X24ES-U (ND) or D8EA (NGK) For cold climate: X22ES-U (ND) or D7EA (NGK) For extended high speed driving: X27ES-U (ND) or D9EA (NGK) Canadian model X24ESR-U (ND) or DR8ES-L (NGK)
Spark plug gap	0.6–0.7 mm (0.024–0.028 in)
Valve clearance	INTAKE / EXHAUST: 0.08 +0.05 −0.02 mm (0.003 +0.002 −0.001 in)
Idle speed	1,000 ± 100 rpm
CHASSIS AND SUSPENSION	
Caster	62°30′
Trail	121 mm (4.76 in)
Tire size, front	3.50 H19 (4PR)
Tire size, rear	4.25 H18 (4PR)

Item	
POWER TRANSMISSION	
Primary reduction	2.382
Final reduction	2.533
Gear ratio, 1st	2.533
2nd	1.789
3rd	1.391
4th	1.160
5th	0.964
ELECTRICAL	
Battery	12V–14AH
Generator	Three Phase A.C. 12V–0.26 kW at 5,000 rpm
Firing order	1–2–4–3
Fuse	10A, 30A

Item	
LIGHTS	
Headlight	12V–65W/50W
Tail/stoplight	12V–3 CP/32 CP SAE No. 1157
Turn signal light	12V–32 CP FRONT: SAE No. 1034 REAR: SAE No. 1073
Meter lights	12V–2 CP SAE NO.: No. 57

MEMO