



HONDA MOTOR CO., LTD.

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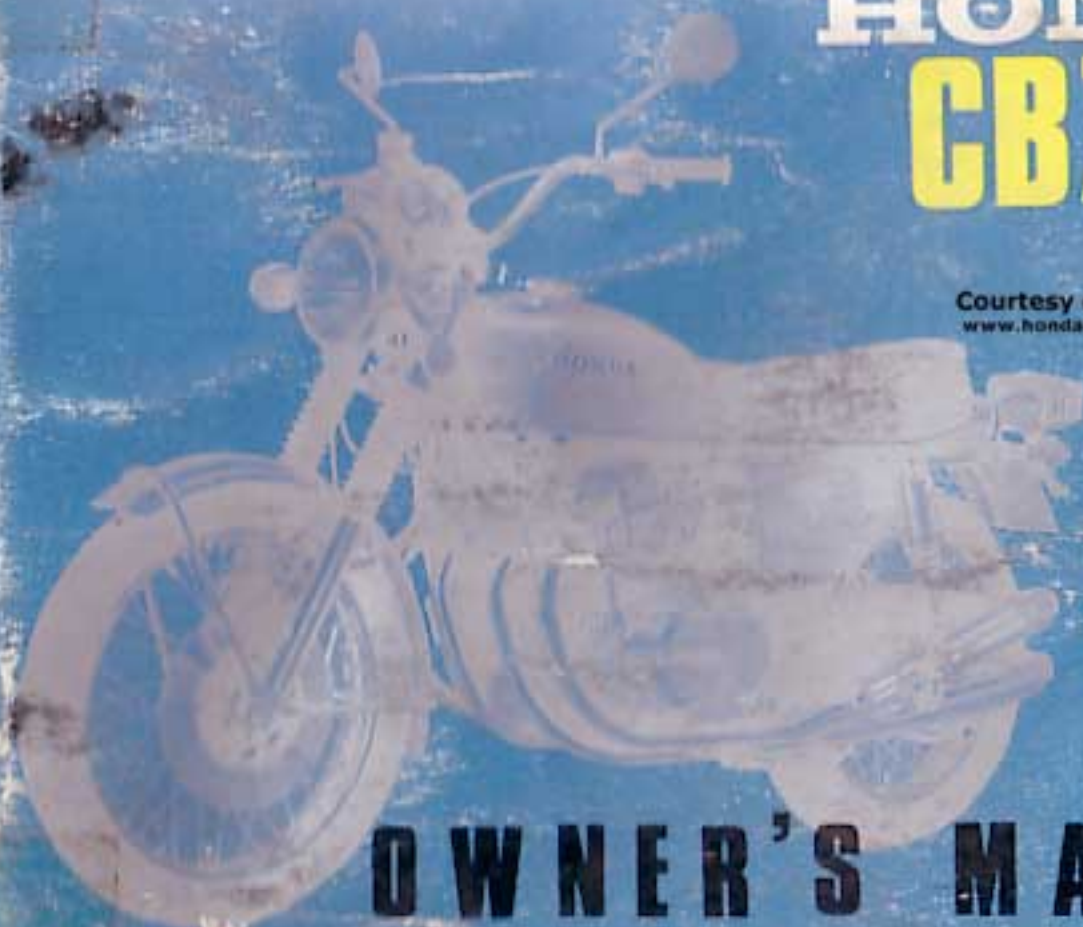
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HONDA
CB750

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OWNER'S MANUAL

CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

This figure 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 obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

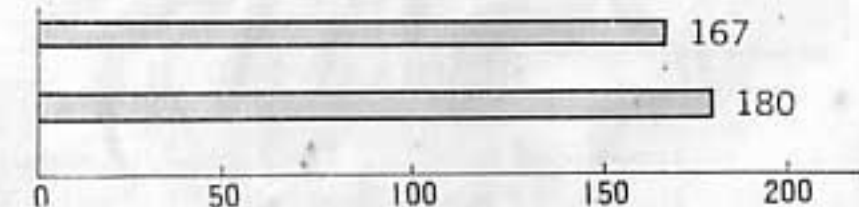
Description of vehicles to which this table applies: **HONDA CB 750**

Fully Operational Service Brake

Load

Light

Maximum



Stopping Distance in Feet from 60mph

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ACCELERATION AND PASSING ABILITY

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

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

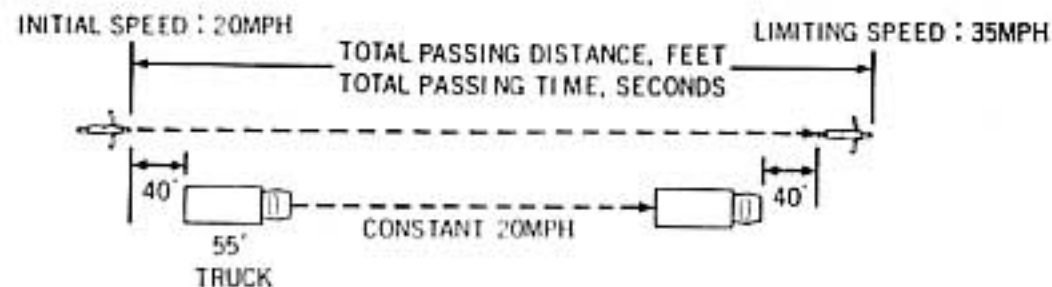
Description of vehicles to which this table applies: HONDA CB750

SUMMARY TABLE:

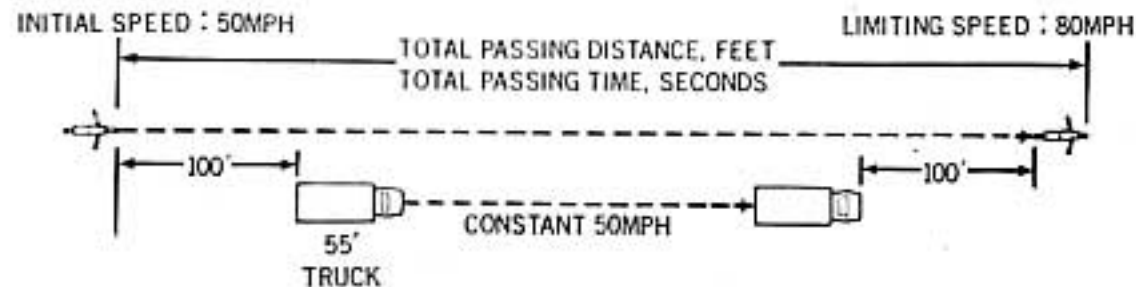
Low-speed pass..... 340 feet; 7.0 seconds

High-speed pass..... 889 feet; 8.6 seconds

LOW-SPEED



HIGH-SPEED



////////////////////////////////////// **PREFACE** //

It is with great pleasure that we welcome you to THE HONDA FOUR CB750. You have selected the finest high speed touring sport motorcycle available. The CB750 has been designed, engineered and tested to meet the demands and requirements of the most discriminating motorcyclist.

This manual is provided so that you can operate and maintain your HONDA CB750 at the highest level of performance. Therefore, for your satisfaction it is IMPORTANT

that you read and observe the information contained herein

When service is necessary, consult the HONDA dealer from whom you purchased the motorcycle or any authorized HONDA dealer and you will receive prompt and satisfying service.

We take this opportunity to thank you for selecting a HONDA and to assure you of our continuing interest in your safe and pleasant motorcycling.

CONTENTS

GENERAL DESCRIPTION	5
■ SERIAL NUMBER LOCATION	5
■ NOMENCLATURE	6
OPERATING INSTRUCTIONS	9
■ INSTRUMENTS AND INDICATOR LAMPS	9
■ ELECTRICAL CONTROLS	12
● Main Key Switch	12
● Ignition Switch	13
● Starter Switch	13
● Headlight (Control) Switch	13
● Turn Signal (Control) Switch	14
● Horn Button	14
● Stop Light Switches	14
■ MECHANICAL CONTROLS	15
● Steering Lock	15
● Seat Lock	15
● Helmet Holder	16
● Front Brake (Control) Lever	16
● Throttle (Control) Grip	17
● Rear Brake (Control) Pedal	18
● Clutch (Control) Lever	18

● Gear Change Pedal	19
● Kick Starter Pedal	20
● Choke Lever	20
■ FUEL AND OIL	21
● Fuel Tank	21
● Fuel Tank Cap	21
● Fuel (Control) Valve	21
● Oil Tank	22
● Engine Oil Recommendation	23
● Viscosity	23
■ PRE-RIDING INSPECTION	24
■ STARTING THE ENGINE	24
● Cold Engine Starting Procedure	24
● Starting in Extreme Cold Weather	25
● Warm Engine Starting Procedure	26
■ BREAK-IN PROCEDURE	26
■ RIDING THE MOTORCYCLE	26
■ PARKING	28
■ SAFE RIDING SUGGESTIONS	28
MAINTENANCE	29
■ MAINTENANCE SCHEDULE	29
■ MAINTENANCE OPERATIONS	32
● Engine Oil	32

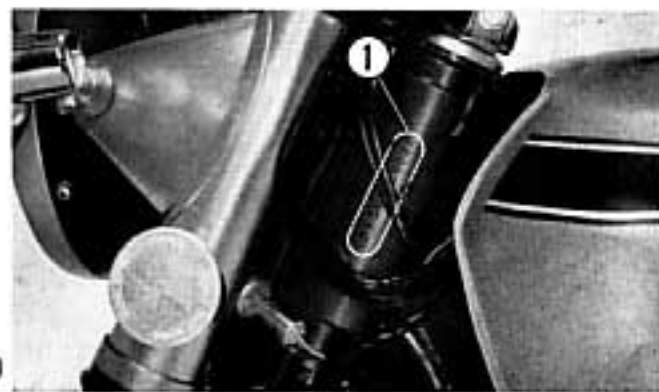
● Spark Plugs	35
● Ignition Timing Adjustment	36
● Valve Tappet Clearance Adjustment	39
● Cam Chain Adjustment	41
● Air Cleaner	42
● Throttle Cable Adjustment	43
● Carburetor Adjustment	44
● Fuel Valve Strainer	45
● Clutch Adjustment	46
● Drive Chain Inspection, Lubrication and Adjustment	48
● Brake Inspection and Adjustment	55
● Wheel Removal and Inspection	61
● Tires	63
● Front Suspension	66
● Rear Suspension	68
● Battery	70
● Fuse Replacement	72
● Head Light Beam Adjustment	73
● Stop Light Switch Adjustment	74
● Replacing Light Bulbs	75
TOOL KIT	77
SPECIFICATIONS	78
WIRING DIAGRAM	81

GENERAL DESCRIPTION

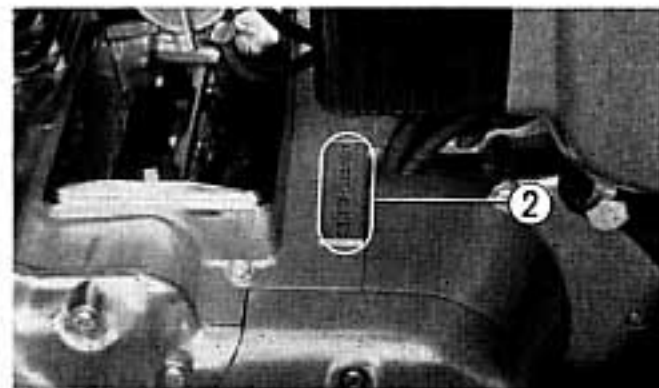
SERIAL NUMBER LOCATION

The frame serial number ① is stamped on the left of the steering head pipe, and the engine serial number ② is located on top of the upper crankcase left side. These numbers are required when registering the

motorcycle and also for processing warranty claims. Further, when ordering spare parts, engine serial number for engine parts and frame serial number for frame parts should be stated.



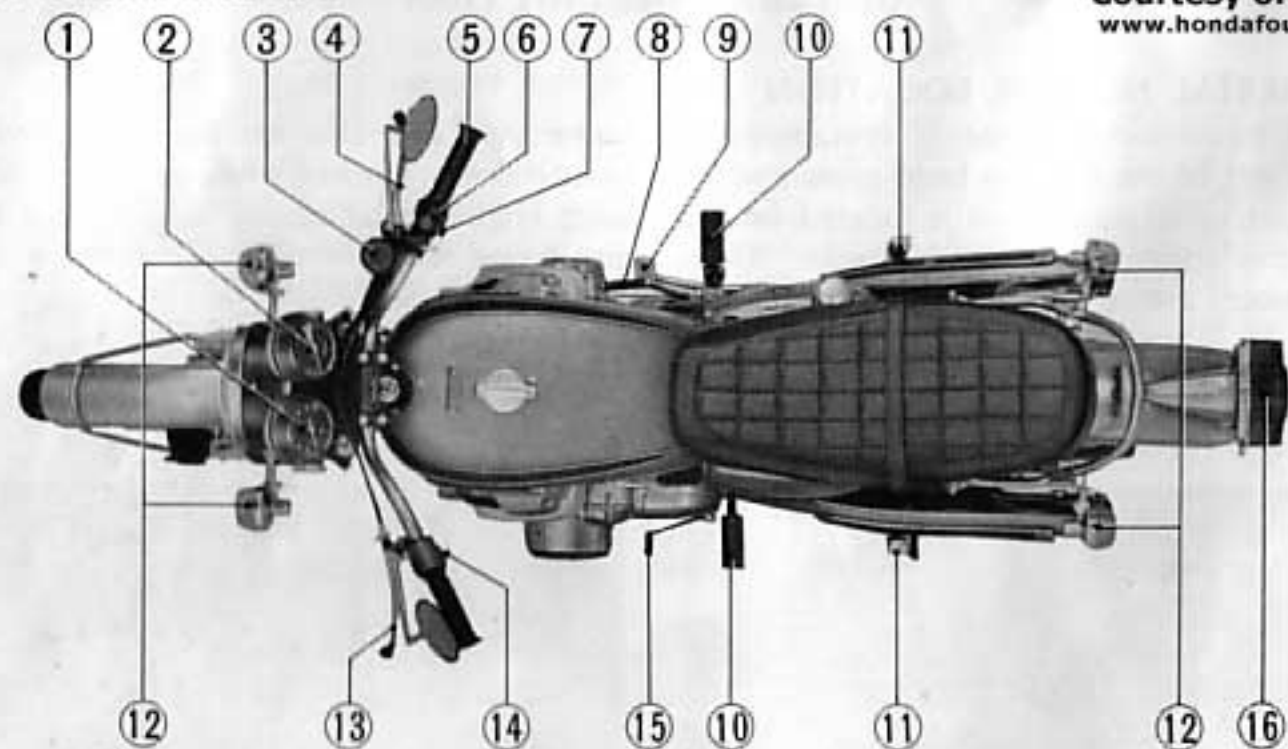
① Frame serial number



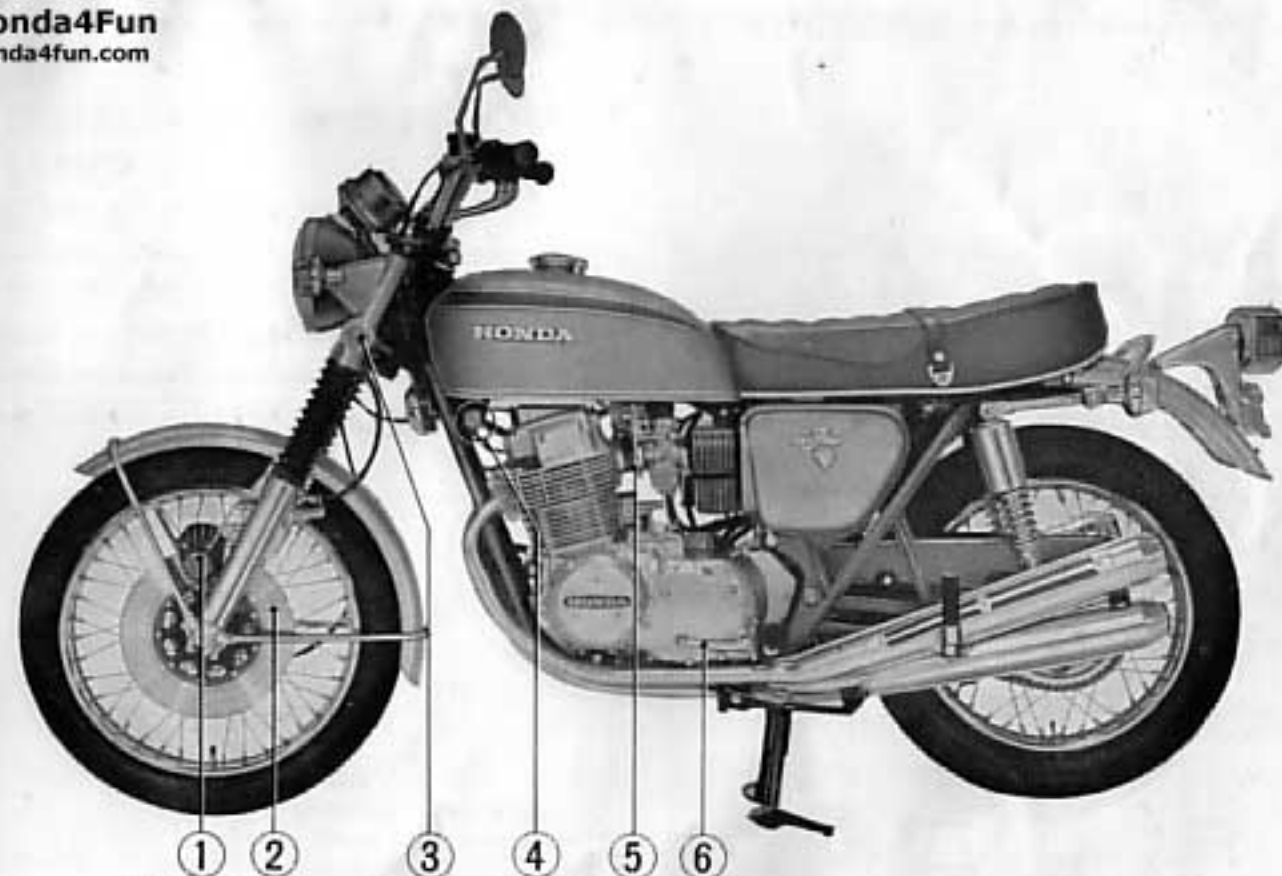
② Engine serial number

■ NOMENCLATURE

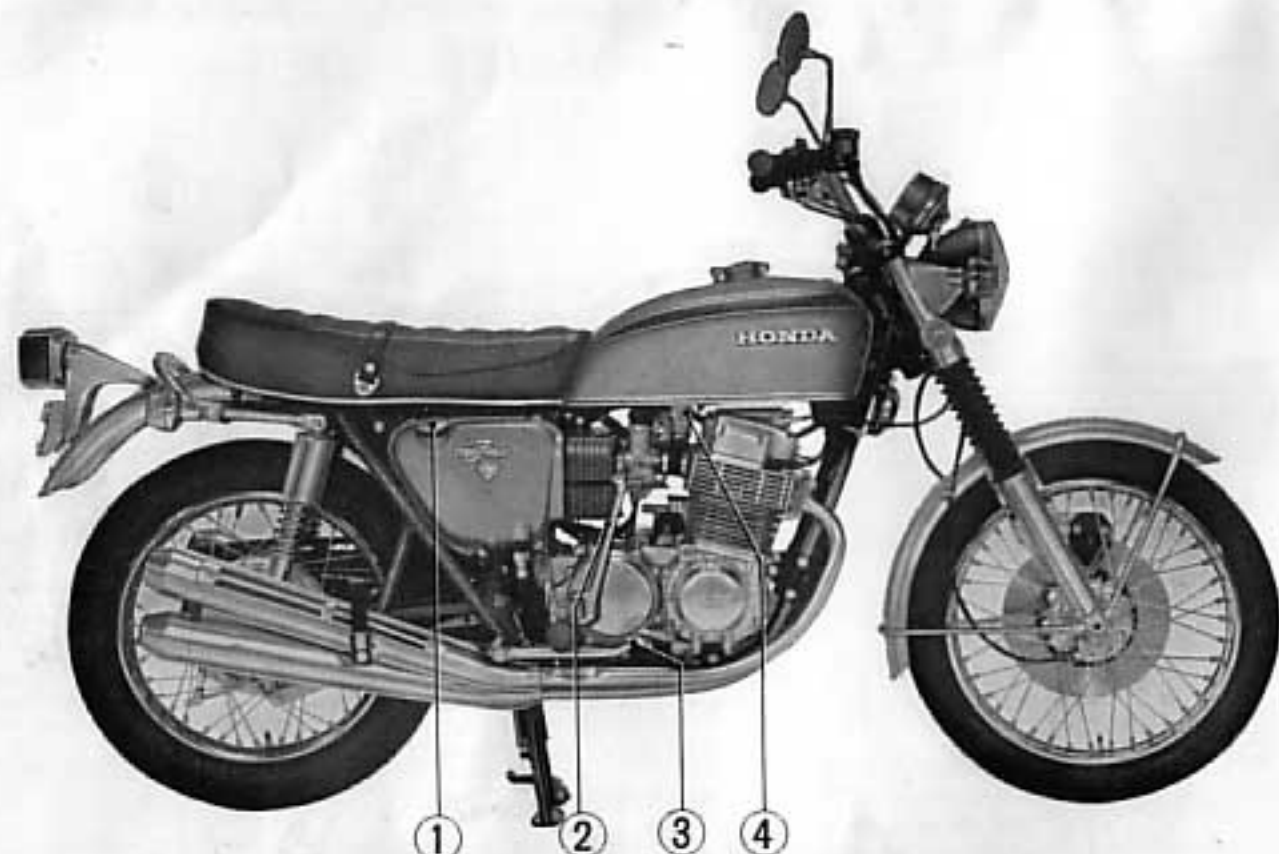
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- | | | |
|--|--|--------------------------------------|
| ① Speedometer | ⑦ Headlight beam selector switch (above) | ⑫ Turn signal lights |
| ② Tachometer | ⑧ Kick starter pedal | ⑬ Clutch lever |
| ③ Disc brake fluid reservoir and master cylinder | ⑨ Rear brake pedal | ⑭ Turn signal control switch (above) |
| ④ Front brake lever | ⑩ Foot rests-rider | ⑮ Horn button (below) |
| ⑤ Throttle control grip | ⑪ Foot rests-passenger | ⑯ Gear change pedal |
| ⑥ Ignition switch | | ⑰ Tail, stop and parking light |



- | | | |
|-----------------------|-------------------------|---------------------|
| ① Front brake caliper | ③ Side marker reflector | ⑤ Choke lever |
| ② Front brake disc | ④ Main key switch | ⑥ Gear change pedal |



- ① Oil tank filler cap
- ② Kick starter pedal

- ③ Rear brake pedal
- ④ Fuel control valve and filter screen

OPERATING INSTRUCTIONS

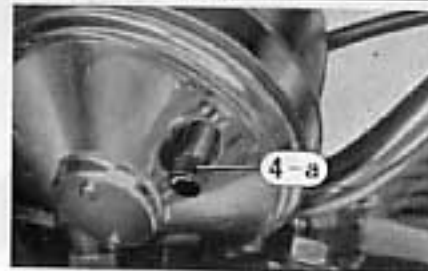
INSTRUMENTS AND INDICATOR LAMPS

The instruments are mounted above the headlight case and the indicator lamps in the indicator panel built in the upper holder of handlebars.

Their functions and operating methods are described in the table in the next page.



- ① Tachometer
- ①-a Tachometer RED zone
- ② Speedometer
- ③ Odometer
- ④ Trip-meter
- ④-a Trip-meter reset knob
- ⑤ High beam indicator lamp
- ⑥ Turn signal indicator lamp
- ⑦ Oil pressure warning lamp
- ⑧ Neutral indicator lamp



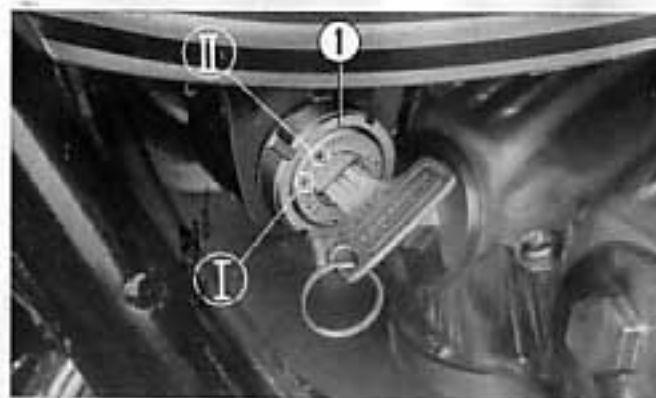
Ref. No.	Description	Function and Operating Method
1.	Tachometer	Indicates engine RPM.
1-a.	Tachometer RED ZONE	Indicates critical engine operating range. To avoid over-stressing engine components the tachometer needle must NEVER be permitted to enter the RED ZONE.
2.	Speedometer	Indicates driving speed.
3.	Odometer	Indicates total accumulated distance travelled.
4.	Trip-meter	Indicates distance travelled (meter can be reset for each trip).
4-a.	Trip-meter reset knob	Reset the trip-meter to zero (0) by turning the trip-meter reset knob in the direction of the arrow.
5.	High beam indicator lamp (red)	Lamp will be on when headlight is on high beam. (Refer to page 16)
6.	Turn signal indicator lamp (amber)	Lamp will flash when the turn signal light is operating. (Refer to page 17).

Ref. No.	Description	Function and Operating Method
7.	Oil pressure warning lamp (red)	After turning on the main switch but before starting engine, check to make sure the oil pressure warning lamp is functioning (lamp comes on). The oil pressure warning lamp comes on when the main key switch is switched on; it goes off when the engine is started and the prescribed engine oil pressure reached. Should the lamp light up while driving, it is an indication of a malfunction in the lubricating system in which case the motorcycle must be stopped at once, the engine turned off and the oil level in the oil tank checked. If the check reveals that the engine oil level is within the prescribed limits, the cause of the malfunction will have to be determined and corrected by contacting the nearest HONDA dealer. However, an occasional flickering of the warning lamp at or near idling speeds when the engine is at operating temperature is of no significance.
8.	Neutral indicator lamp (green)	Lamp will be on when the transmission is in neutral.

■ ELECTRICAL CONTROLS

● Main Key Switch

The main key switch ① is located on the left side under the forward end of the fuel tank. Functions are shown in the chart below.



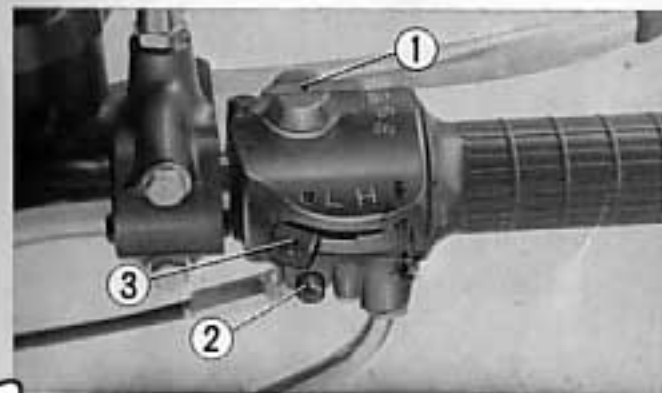
① Main key switch

Key Position	Function	Key Removal
OFF	Electric circuit is open, engine will not start and all lights will not operate.	Key can be removed.
I (ON)	Electric circuit is completed, lights will operate and engine can be started.	Key can not be removed.
II (Parking)	Electric circuit is open, however, the tail light will be lighted. The key should be removed when parking the motorcycle.	Key can be removed.

● Ignition Switch

The three position ignition switch is located on top of the right handle grip switch housing. In the ON position (center) the ignition circuit will be completed and engine will operate. In the "OFF" position (either side of center) the ignition circuit will be open and the engine will not operate.

This switch is intended primarily as a safety or emergency switch and can nor-



① Ignition switch ② Starter switch ③ Headlight control switch

mally remain in the "ON" position.

The ignition will not operate unless the main key switch is in the "ON" position. When parking the motorcycle the main key switch must be turned to the "OFF", or parking position and the key should be removed.

● Starter Switch

This is a push button switch ② located directly below the headlight control switch ③. While the starter switch is depressed the starter motor will crank the engine. Refer to the section on STARTING THE ENGINE (page 24) for the correct starting procedure.

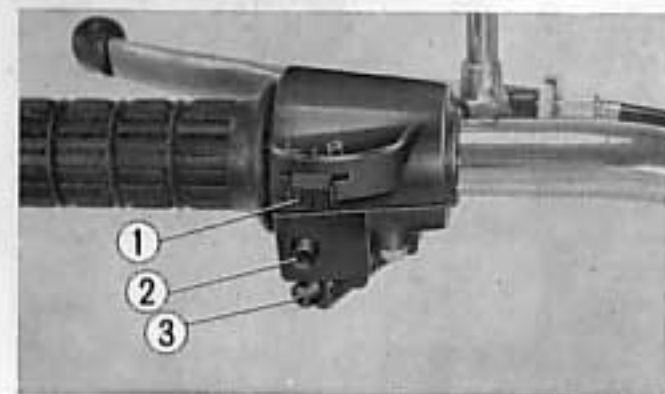
● Headlight (Control) Switch

The click type, sliding switch ③ is located on the right handle grip switch housing. It can be operated without taking the hand off the handle grip. The red dot is the "OFF" position (headlight and tail light off). "L" is the low beam position (low beam light and tail light on). "H" is the

high beam position (high beam light and tail light on). The headlight will only operate when the main key switch is in the ON position. Refer to main key switch page 15.

● Turn Signal (Control) Switch

The turn signal control switch ①, located at the left of handlebars, can be thumb-operated without taking the hand off the handle grip. Move the switch to the "L" position to signal a left turn and to the "R"



① Turn signal switch ③ Buzzer stop button
② Horn button

position to signal a right turn. A warning buzzer which starts sounding when the switch is moved to either position is provided to prevent a rider from forgetting to return the switch after completing a turn. When a turn signal has to be kept flashing for any length of time at a crossing or the like, the buzzer can be stopped by pushing the buzzer stop button ③.

● Horn Button

This is a push button switch ② located directly below the turn signal switch ①. While the horn button switch is depressed the horn will operate.

● Stop Light Switches

These switches operate the stop light when the front or rear brake is applied. The front brake switch is incorporated in the front brake hydraulic system and requires no adjustment. The rear brake switch, which is adjustable plunger type, is located near the rear brake pedal (See page 59).

■ MECHANICAL CONTROLS

● Steering Lock

This steering lock ① is located on the steering stem directly below the head light case. Turn the handle bar all the way to the steering stop, either to the left or right, insert the key into the lock, turn key 60° to the left and press in, turn the lock to the original position and remove the key. This locks steering to prevent theft.



① Steering key lock

● Seat Lock

The seat lock ① is located at the left center of bottom side. To raise the seat, insert the key into the lock and turn it counter-clockwise. The document box ② is built in the seat and its lid is accessible from bottom side by raising the seat.



① Seat lock



② Document box

● Helmet Holder

Two helmet holders ① are located at the three-quarter rear side of the seat. To hang helmets, raise the seat, hang helmets and push down the seat.



① Helmet holder

● Front Brake (Control) Lever

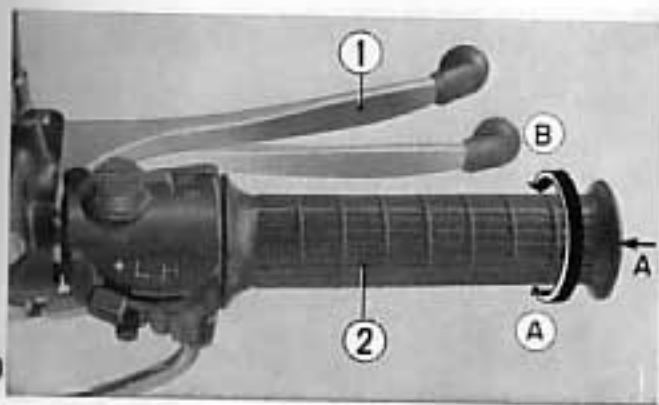
The brake lever ① (page 17) is located at the right handle bar grip. Application of the front brake is effected by squeezing the lever with a force proportional to the braking effort required.

NOTE: If lever free play is excessive, see page 55 for inspection and servicing information.

● Throttle (Control) Grip

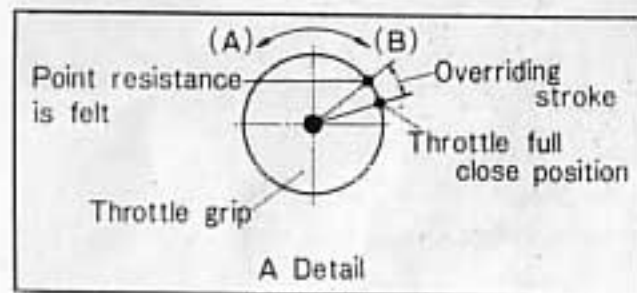
Throttle control is the right handle bar grip ②. Twisting the throttle grip inward ④ opens the throttle and increases the engine rpm; twisting the grip outward ③ will close the throttle. As the throttle grip is closed all the way, a resistance will be felt. At this point the engine

speed should drop to idling (950 rpm); if not, twist grip further into the overriding stroke. If the engine does not drop to the idle speed, the throttle control should be adjusted by referring to the section on THROTTLE CABLE and CARBURETOR ADJUSTMENT on page 43 to 44.



① Front brake lever

② Throttle grip



● Rear Brake (Control) Pedal

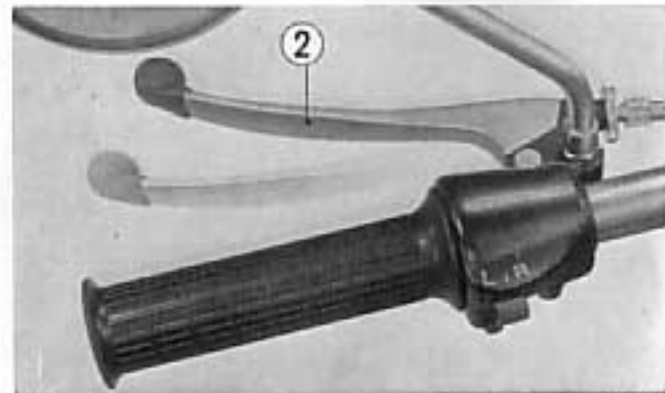
The rear brake pedal ① is located at the right foot rest. Application of the rear brake is effected by depressing the pedal with a force proportional to the braking effort required. If pedal free travel is excessive, see page 66 for inspection and servicing. Normal free travel is approximately 1 in. (25 mm).



① Rear brake pedal

● Clutch (Control) Lever

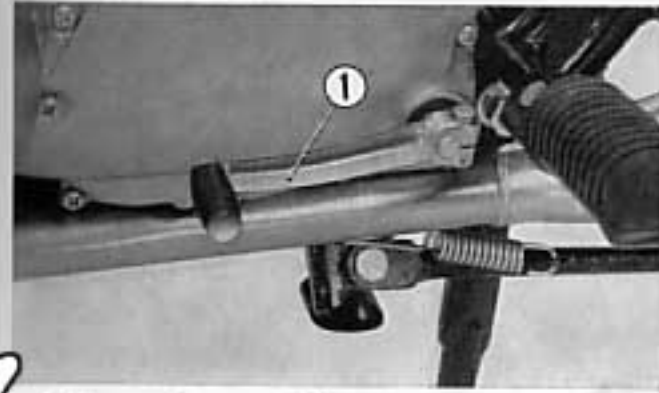
The clutch lever ② is located at the left handle grip. Squeezing the lever towards the handle bar grip disengages the clutch. Gradually releasing the lever will result in smooth clutch engagement. The clutch lever should have 0.4~1.0 in. (10~25 mm) free play measured at the lever end. See page 46 for adjustment information.



② Clutch lever

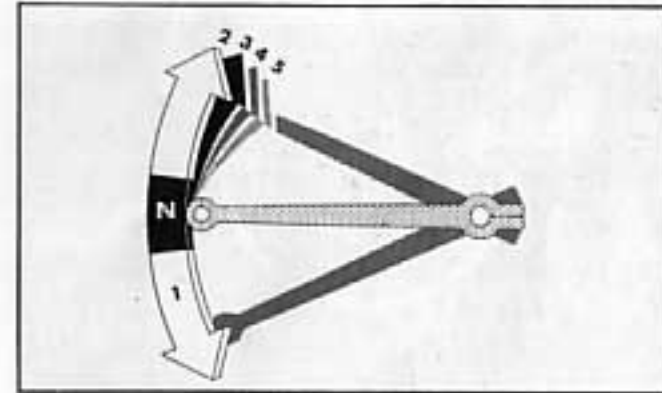
● Gear Change Pedal

The gear change pedal ① located near the left foot rest is of the progressive shift, positive stop type, which means one full stroke of the gear change pedal will shift only one gear position. The shifting sequence is arranged as shown in the figure. Shifting from the neutral position into low gear (1st) is performed by depressing the gear change pedal with the toe. Shifting to 2nd, 3rd, 4th and top gear (5th) is



① Gear change pedal

performed by progressively raising the pedal. Shifting down to the lower gears is performed by progressively depressing the pedal. The transmission neutral position is located between 1st and 2nd gear. **CAUTION: During all normal gear changes the clutch must be disengaged and the throttle momentarily closed to avoid excessive engine R.P.M. and under stress on drive train components.**



SHIFTING SEQUENCE

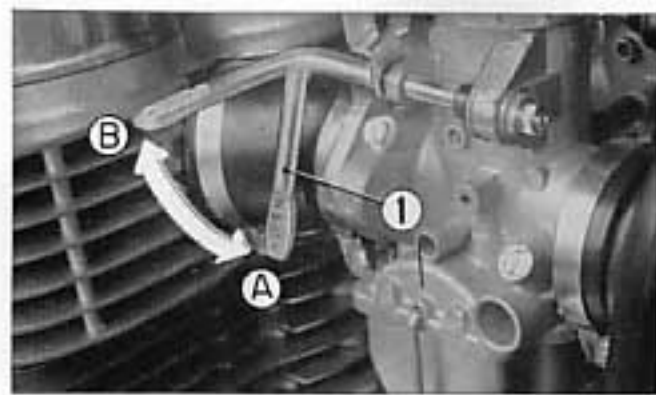
● Kick Starter Pedal

The kick starter pedal located at the right side of the engine can be used to start the engine in event the battery charge is too low to crank the engine with the electric starter. Operate the kick starter pedal with the right foot, starting from the top of the stroke and following through with a rapid and continuous kick.

CAUTION: Do not allow the kick starter pedal to snap back freely against the pedal stop.

● Choke Lever

The choke lever ① is located at the left side of the engine near the left cylinder carburetor. When the choke lever is down ④ (normal driving position), the chokes are fully open. When the choke lever is up ③, the chokes are fully closed (Cold Engine Starting Position)



① Choke lever

■ FUEL AND OIL

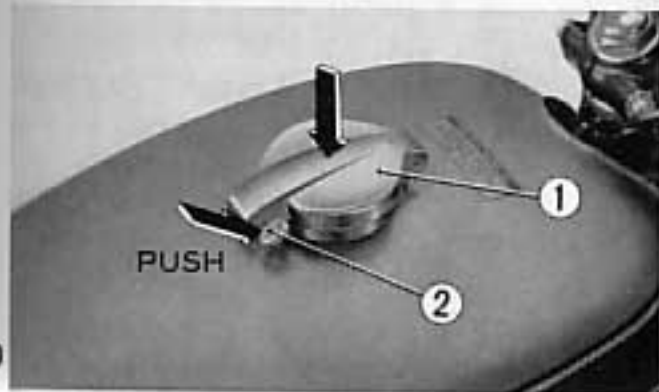
● Fuel Tank

The fuel tank capacity is 4.4 U.S. gallons (3.7 Imp. gal., 17 liters) including the 1.3 U.S. gallon (1.1 Imp. gal., 5 liters) in the reserve supply.

Use of low-lead gasoline with 91 research octane number or higher is recommended. If such gasoline is not available, you may use a leaded regular grade gasoline.

● Fuel Tank Cap

It is designed so that the cap ① cannot be opened by merely operating the lever to



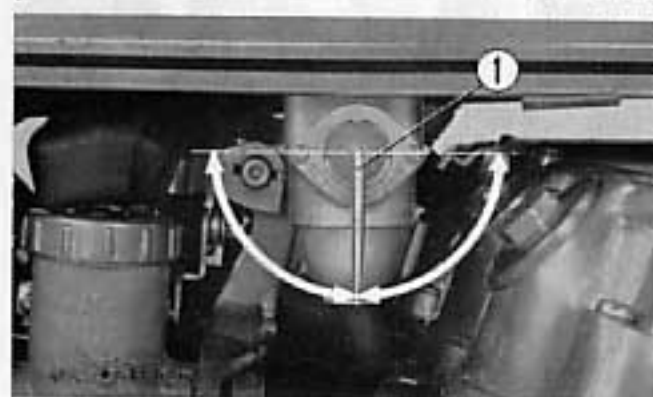
① Fuel tank cap

② Lock lever

prevent tampering. While pressing down the cap, depress the lock lever ②, and the cap will be opened.

● Fuel (Control) Valve

The fuel valve ① is located at the right under side of the fuel tank. When the fuel valve is in the "STOP" (forward) position, fuel can not flow from the fuel tank to the carburetors. The fuel valve should be set in this "STOP" position when the motorcycle is parked. Turning the fuel valve to the "ON" (straight down) position allows fuel to flow to the carbu-



① Fuel valve

retors from the main fuel supply. Turning the fuel valve to the "RES" (rearward) position allows fuel to flow from the reserve supply. When the main fuel supply is exhausted, the fuel valve should be turned to the "RES" position thereby allowing you to proceed to the nearest service station. The fuel valve also incorporates a filter screen and sediment bowl which requires periodic inspection and cleaning. (See page 45)

NOTE: When changing from the "ON" to "RES" fuel valve position and while operating with a minimum "RES" fuel supply, it is recommended that moderate speeds be used. If high vehicle speeds are maintained during the two conditions mentioned above an uneven fuel flow to the carburetors may cause a temporary lean fuel-air mixture and excessive engine heat.

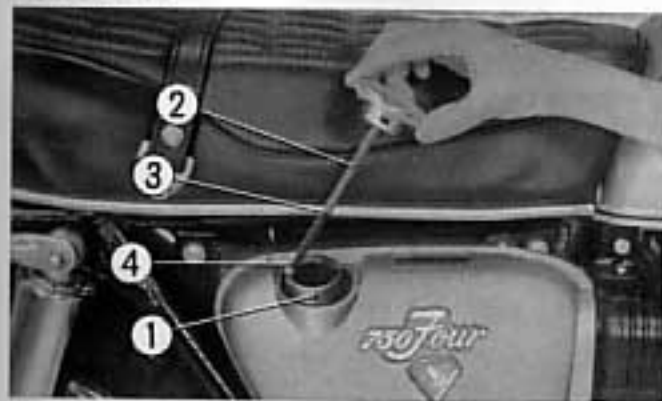
When adding fuel, avoid overfilling into tank filler cap neck.

● Oil Tank

The oil tank ① is located on the right side of the motorcycle below and to the rear of the seat center. This tank serves as a reservoir containing oil which is supplied to engine, transmission and clutch components by an oil feed pump. A scavenge pump returns the oil to the oil tank. The CB750 engine incorporates a "dry sump" lubrication system, therefore, oil level inspection and oil change are performed at the oil tank.

The oil tank capacity is 2.1 U.S. quarts. The motorcycle should be on the main stand when checking oil level. To check oil level, remove oil tank filler cap ② and observe oil level as indicated on the oil dipstick. If the oil level is between the upper ③ and lower ④ oil level marks on the dipstick, the engine can be operated. If the oil level is at or below the lower mark ④, yet some oil is visible in the tank, do not add oil to the tank

until the engine has been started and allowed to operate for several minutes and oil level on the dipstick has been rechecked



① Oil tank ③ Upper level mark
② Oil tank filler cap ④ Lower level mark

● Engine Oil Recommendation

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 regular use of special oil additives is unnecessary and will only increase operating expenses.

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 29.

NOTE: Engine oil is a major factor affecting the performance and service life of the engine. Non-detergent and low quality oils are specifically not recommended.

● Viscosity

Viscosity selection should be based on the average atmospheric temperature in your riding area. Change to the proper viscosity oil whenever the average atmospheric temperature changes substantially. Recommended oil viscosity:

General all temperatures SAE 10W-40

Extreme high temperatures SAE 20W-50

Alternate:

Above 59°F (15°C) SAE 30 or 30W

32° (0°C) to 59°F (15°C) SAE 20 or 20W

Below 32°F (0°C) SAE 10W

■ PRE-RIDING INSPECTION

Prior to starting your motorcycle, it is advised that you perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition. This inspection will only require a few minutes and can save you much time and expense in the long run. Check the following items and if adjustment or servicing is necessary, refer to the appropriate section in the manual.

1. Oil Tank Level. (page 22)
2. Fuel Level. (page 21)
3. Front and Rear Brakes. (page 16, 18, 55)
4. Wheels and Tires. (page 63)
5. Steering Operation. (Page 66)
6. Front and Rear Suspension Units. (page 66, 68)
7. Lighting System. (page 12~14, 73~74)
8. Battery electrolyte. (page 70)
9. Drive Chain. (page 48)
10. Throttle Operation. (page 43)
11. Clutch Control Operation. (page 46)

12. Visually check the security of all controls, axles, suspension and steering components.

■ STARTING THE ENGINE

● Cold Engine Starting Procedure

1. Turn the fuel tank valve to the "ON" position.
2. Insert the key into the main switch and turn to the "ON" position. At this time, observe the GREEN neutral indicator lamp. The lamp will be lit when the transmission is in the neutral position. Also at this time the RED oil pressure warning lamp should be lit. If the lamp fails to come on, the connection be checked for an open circuit and the bulb checked and replaced, if it has failed.
3. Make sure that handle grip ignition switch is in the "ON" position.

4. Raise the choke lever to the full closed position.
5. Twist the throttle grip inward slightly and depress the starter switch button. If the engine does not start within 5 seconds, release the starter button and allow the starter motor to rest for approximately 10 seconds before pressing the starter button again. If the engine does not start readily with the electric starter, to prevent excess battery discharge, use the kick starter pedal to start the engine.

If the engine fails to start after several repeated attempts, turn off the ignition switch and lower the choke lever to the full open position, twist the throttle grip inward fully and crank the engine using either the electric starter or the kick starter pedal. This is then followed by turning the ignition switch to the "ON" position and following the starting procedure outlined in steps 1 through

- 5, however, at this time the use of the choke is not necessary.
6. After the engine starts, operate at approximately 2,000 RPM until the engine will properly respond to the throttle when the choke is open.

NOTE: The oil pressure warning lamp should go off within several seconds after the engine is started. If the lamp remains lighted, turn off the engine immediately and check the oil tank level. If the oil level is adequate, do not operate the motorcycle until the lubrication system can be examined by a qualified mechanic.

● Starting in Extreme Cold Weather

Prime the engine before starting by cranking several times with the kick starter pedal. The main key switch or handle bar ignition switch should be turned off. The choke should be fully closed and the throttle opened. Followed by the procedure for COLD ENGINE STARTING.

● Warm Engine Starting Procedure

When the engine is to be re-started while it is still warm, proceed as for COLD ENGINE STARTING PROCEDURE. however, the use of the choke is not necessary.

■ BREAK-IN PROCEDURE

Continued excellence of performance and economy depend to a great degree upon the treatment and handling given during the first 600 miles of operation. It cannot be over-emphasized that not only will the engine benefit from proper break-in, but the motorcycle as a whole. During this crucial period the motorcycle must not be driven at full power over extended distances, nor should it be driven too slow. The general rules are as follows:

1. Maximum continuous engine speed during the first 600 miles must not exceed 5,000 rpm.
2. Increase the maximum continuous engine speed by 2,000 rpm between

odometer readings of 600 and 1,000 miles, meaning not to exceed 7,000 rpm. Drive briskly, vary speeds frequently, and use full throttle for short spurts only.

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 1,000 miles, you can subject the motorcycle to full throttle operation, however, do not exceed 8,000 rpm at any time (observe RED ZONE limit on tachometer).

NOTE: Do not exceed 7,000 rpm when running the engine without a load.

■ RIDING THE MOTORCYCLE

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gear

change pedal to shift into low gear (1st).

3. Slowly release the clutch lever and at the same time gradually increase the engine speed by twisting the throttle grip inward. Coordination of the throttle and clutch lever will assure a smooth, positive start of the motorcycle.
4. When the motorcycle attains a speed of approximately 10 mph, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal.
5. This sequence is repeated to progressively shift to 3rd, 4th and top gear (5th).

NOTE: When shifting gears either up or down, the throttle should be closed and the clutch disengaged. Also, special attention must be given when operating in low (1st) and 2nd gears because the engine revolution will easily exceed engine maximum (RED ZONE) rpm during rapid acceleration.

When decelerating the motorcycle, coordination of the throttle and the front and rear brakes is most important.

1. The smooth gradual application of both the front and rear brakes together with the required throttle coordination will, under most conditions, assure positive speed reduction and stability. As the motorcycle speeds are reduced, it is common practice to shift the transmission progressively into the gear appropriate for the speed of the motorcycle. This assures maximum control through better braking effectiveness and acceleration when necessary.
2. For maximum deceleration and stopping, simultaneously close the throttle, disengage the clutch and apply both the front and rear brakes, as the motorcycle comes to a stop. This maneuver requires smooth coordination of the four controls and to maintain skill it should be practiced frequently.

Independent application of either the front or rear brakes is possible, but if only one brake is applied strongly enough to lock the respective wheel, braking effectiveness is greatly reduced and control of the motorcycle is difficult.

NOTE: When descending a steep grade, the engine may be used for braking without causing damage to the engine as long as the maximum rpm (RED ZONE) is not exceeded.

■ PARKING

When parking the motorcycle, position the main key switch to the "OFF" position and remove the key. The steering should also be located. Turn the fuel valve to the "STOP" position. When parking at night near traffic, the main key switch can be positioned to the parking position and the key removed. (Refer to page 12) This will turn on the taillight and make the motorcycle visible to traffic.

■ SAFE RIDING SUGGESTION

1. Prior to starting riding, make PRE-RIDING INSPECTION (see page 24).
2. When it is necessary to make your motorcycle more visible to approaching cars or to persons during day-time riding, turn on the headlight.
3. Be sure to signal when making a turn or when changing a lane.
4. While riding, place your hands on the handlebars and your feet on the foot rests. Encourage a passenger to hold himself with both hands and use the passenger foot rests if necessary.
5. Always wear a helmet when riding. Keep in mind that a helmet is the only insurance against injuries to a rider.
6. It is recommended that you become familiar with your new HONDA CB 750 by riding it in an uncongested area under favorable conditions before going on a public road.
7. Never be a ramp rider. Remember that a motorcyclist should always preserve nature and structures.

MAINTENANCE

■ MAINTENANCE SCHEDULE

The month and mileage intervals shown in the service schedule are intended as a guide for establishing regular maintenance and lubrication periods for your HONDA CB750. Perform maintenance service according to the indicated intervals of months or miles whichever occurs first. For each service operation make reference to the respective page indicated in this MAINTENANCE SCHEDULE. Sustained severe or high speed operation under adverse conditions may necessitate more

frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized HONDA Dealer. Especially when your HONDA CB750 has been turned over or involved in a collision, have your HONDA dealer carefully inspected the major components, eg. frame, suspension and steering parts, for misalignment or damage to insure further safe operation.

Service Required	Months or Miles, whichever occurs first					Page Reference
	First	Second	Third	Repeat Every		
	Month	6	12	6	12	
	Mile	3,000	6,000	3,000	6,000	
km	5,000	10,000	5,000	10,000		
*Engine Oil—change	○	Every 2,000 miles (3,000 km)				32
*Oil Filter Element—replace	○	Every 4,000 miles (6,000 km)				32
Engine Oil Pressure—check			○		○	34
Oil Pump Strainer—clean	Every 24 months or 12,000 miles (20,000 km)					34
Oil Tank and Lines—check		○	○	○		34
*Spark Plugs—clean and adjust to replace		○	○	○		35
*Contact Breaker Points—check or service		○	○	○		36
Ignition Timing—check or adjust	○	○	○	○		36
Valve Tappet Clearance—check or adjust	○	○	○	○		39
Cam Chain—adjust	○	○	○	○		41
*Air Cleaner—clean and replace		○			○	42
Throttle Operation—check		○	○	○		—
Carburetor—check or adjust		○	○	○		43
*Fuel Valve Strainer—clean		○	○	○		44
*Fuel Tank and Fuel Lines—check		○	○	○		45
*Clutch—check or adjust	○	○	○	○		45
*Drive Chain and Sprockets—adjust and lubricate or replace	○	○	○	○		46
	○	○	○	○		48

** denotes do-it-yourself service. Others should be serviced at dealer's service shop. Take your motorcycle to the nearest dealer for servicing at the specified intervals

Service Required	Months or Miles, whichever occurs first					Page Reference
	First	Second	Third	Repeat Every		
	Month	6	12	6	12	
	Mile	3,000	6,000	3,000	6,000	
km	5,000	10,000	5,000	10,000		
* Brake Fluid Level—check and replenish if necessary	○	○	○	○		55
Front Brake Pads—check or replace		○	○	○		58
Front Brake Lines—check		○	○	○		55
*Rear Brake Pedal—adjust	○	○	○	○		59
Rear Brake Shoes—check or replace			○		○	60
Rear Brake Links—check		○	○	○		60
Wheel Rims and Spokes—check	○	○	○	○		63
Tires—check or replace		○	○	○		63
Front Fork Oil—check and change		○			○	67
Steering Head Bearings—check or adjust			○		○	67
Steering Handle Lock—check for operation			○		○	66
*Side Stand Springs—check		○	○	○		15
Rear Fork Bushing—grease		○	○	○		68
Battery Electrolyte Level—check and replenish if necessary	○	○	○	○		68
* Lights, Horn, Speedometer and Tachometer—check for operation or adjust		○	○	○		70
		○	○	○		73, 10, 11

MAINTENANCE OPERATIONS

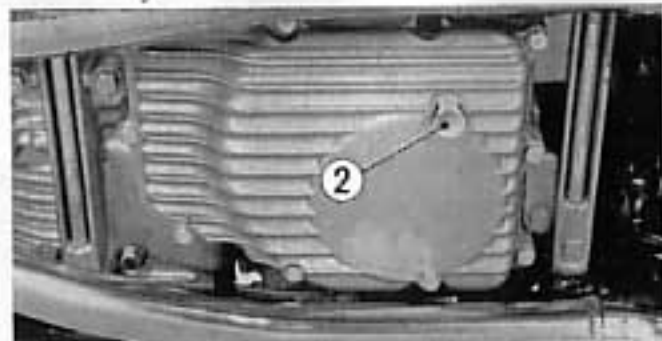
Engine Oil

1. Changing Oil and Oil Filter Element

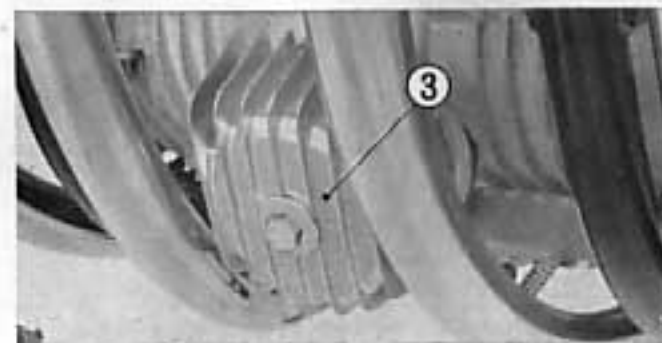
The engine oil is the chief factor affecting the performance and the service life of the engine. Therefore, the oil recommendations on page 23 should be used and the oil always maintained at the proper level. Further, the oil and the oil filter should be changed at the specified schedule as shown on page 30. Perform the engine oil change in the following manner. Draining the oil should be performed while

the engine is still warm as this will assure complete and rapid draining, saving much time.

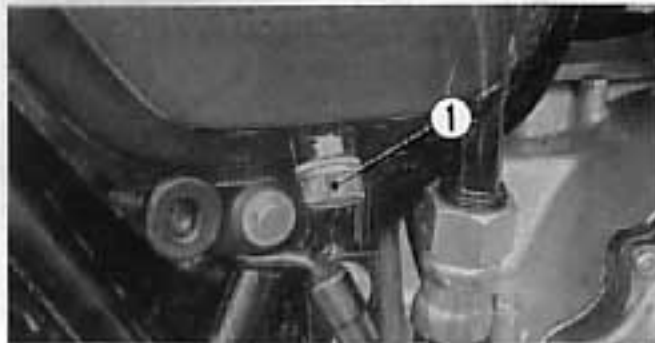
Fig. 3 1/2



② Crankcase drain plug



③ Oil filter cover



① Oil tank drain plug

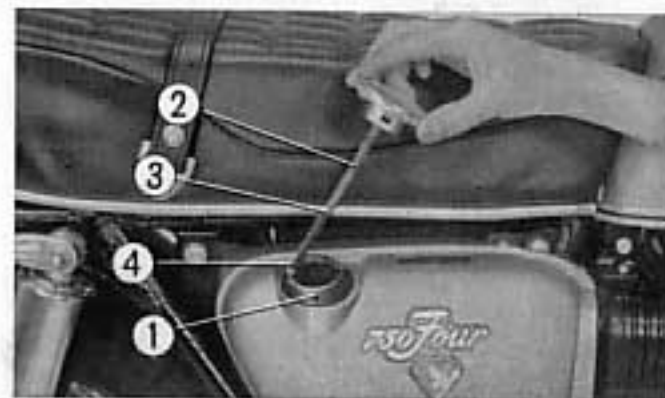
- Place an empty vessel of adequate size (1 gal.) under the oil tank to catch the oil. Remove the drain plug ① with a 19 mm wrench and drain the oil. Place another empty vessel under the crankcase, remove the crankcase drain plug ② with a 19 mm box wrench and drain the oil. Also remove the oil filter cover ③ and the filter element.

- After draining from the oil tank and crankcase has been completed, operate the kick starter pedal several times to force out all residual oil remaining in the oil system passages.

- When the oil has been completely drained, reinstall the crankcase and oil tank drain plugs, making sure that the drain plug seals are in good condition.

- Install the **oil filter element** and tighten the filter cover making sure the cover seal is in good condition.

At the 600 mile (1,000 km) service remove and discard the original oil filter



① Oil tank
② Filler cap dipstick
③ Upper level mark
④ Lower level mark

element and install a new filter element. Thereafter, it is recommended that a new filter element be installed at every 4,000 miles (6,000 km).

- Fill the oil tank with approximately 3 quarts of premium quality, SE, SAE 10 W-40 or 20 W-50 oil or its equivalent. Start the engine and operate for several minutes. Stop the engine and check the oil level with the filler cap dipstick ①.

NOTE:

- (1) Do not operate the motorcycle if the oil level is below the lower oil level mark ③ on the dipstick.
- (2) Overfilling the tank will cause oil to be discharged out of the breather system.
- (3) When operating the motorcycle in unusually dusty conditions, it is recommended that oil changes be performed at more frequent intervals than that which is specified in the maintenance schedule; this will have a very beneficial effect on the engine.
- (4) If the motorcycle is going to be stored for an extended period, the oil should be changed prior to storage.

The oil change interval for your HONDA engine is based on the use of oils that meet the requirements indicated in the section OIL RECOMMENDATION on page 23. Oil change intervals longer than those listed in the MAINTENANCE SCHEDULE

will result in serious reductions in engine life and may affect HONDA obligation under the provisions of the new motorcycle guarantee.

2. Oil Pressure Check

To detect the condition of oil pump, it is recommended that an oil pressure check be performed during the 12 months or 6,000 miles (10,000km) service. As this check requires a special oil pressure gauge it should be done at your HONDA dealer. An inspection of the oil tank and oil lines should also be performed at this time to insure that there is no leakage.

3. Cleaning Oil Pump Strainer

The oil pump strainer is located under the oil pump inside the crankcase oil pan. Remove the crankcase oil pan by removing ten retaining bolts to dismantle the oil pump strainer. Clean the pump strainer and sump pan thoroughly and re-install. This operation must be performed by a qualified mechanic and should be done

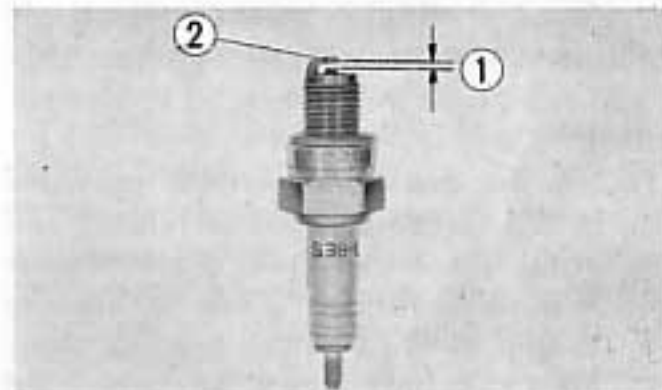
during 24 months or 12,000 miles (20,000 km) service.

● Spark Plugs

The NGK D-8ES(L) or DENSO X-24ES spark plug is used as standard equipment on the CB750. For most riding conditions this spark plug heat range number is satisfactory. However, if the motorcycle is going to be operated for extended periods at extremely high speeds and near maximum power in hot climates, the spark plugs should be changed to a colder heat range number.

Servicing of the spark plug is as follows.

- a. Detach the high tension cord cap and remove the spark plug with the special wrench provided in the tool kit.
- b. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded



① Spark plug gap ② Negative electrode

excessively, replace the spark plug with a new one. If the spark plug is carbon or wet fouled, the plug can sometimes be cleaned with a spark plug cleaner. When the spark plug cleaner is not available use a stiff wire such as a pin to remove carbon, wash with fuel and dried.

- c. Adjust the spark plug gap ① to **0.024-0.028 inch (0.6-0.7 mm)**. The gap can be measured with a thickness gauge. The adjustment is made by bending the negative (grounded) electrode ②.

- d. When installing the spark plug, it should be first screwed in finger tight and then torqued with the wrench 1/2 to 3/4 turn.

NOTE:

- (1) Use the spark plug wrench provided in the Honda tool kit to remove and install these spark plugs, otherwise it is possible for the plugs to become lodged in the cylinder head cavities.
- (2) All spark plugs must be tight. An improperly tightened plug can become very hot and possibly cause damage to the engine.
- (3) Never use an improper heat range spark plug.
- (4) Do not attempt to dry or remove soot from the spark plug by burning.

● **Ignition Timing Adjustment**

Adjustment of both the contact breaker point gaps and ignition timing is required to establish correct ignition timing.

1. Contact Breaker Point Gap Adjustment

- a. Remove the point cover.

- b. Open contact points ① with finger or small screw driver blade and examine for pitting. If pitted or burned, the points should be replaced and the condensers checked. A gray discoloration is normal and can be removed with a point file.

Filing should be done carefully. Clean the point contacts after filing with a clean piece of unwaxed paper such as a business card, or chemical point cleaner

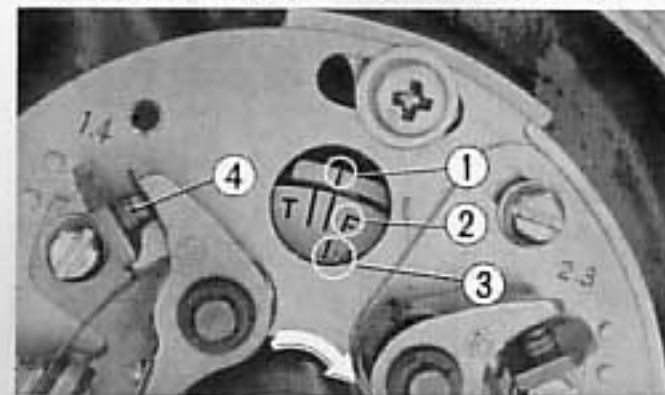


- ① Contact breaker points
② Contact breaker plate locking screw

- c. Rotate the crankshaft in the clockwise direction (see arrow) to find the point where each breaker point gap is at maximum and check using a thickness gauge.

- d. The standard gap is 0.012-0.016 in. (0.3-0.4 mm).

- e. When adjustment is necessary, loosen the contact breaker plate locking screw ② and move the contact breaker plate to achieve correct gap. When properly gapped, retighten locking screw ②



- ① Index mark ④ 1.4 cylinder breaker points
② "F" mark ⑤ Contact breaker base plate
③ Cylinder number ⑥ Base plate locking screw

2. Ignition Timing Adjustment

Do not perform this operation until point gaps have been adjusted.

- a. Rotate the crankshaft in the clockwise (see arrow) direction and align the "F" timing mark ② (1-4 cylinder ③) to the timing index mark ①. At this time contact breaker points ④ should just start to open. To determine accurately the exact moment of point opening, a continuity light should be connected



- ⑦ Contact breaker right base plate
⑧ Right base plate locking screws
⑨ 2-3 cylinder breaker points

- across the 1-4 cylinder breaker points ④.
- b. If breaker point opening moment is incorrect (too early or too late), adjustment is made by loosening the three base plate locking screws ⑧ and carefully rotating the base plate ⑤ until the continuity light flickers. Tighten base plate locking screws.

NOTE: Rotating the base plate clockwise will retard ignition timing, counterclockwise rotation will advance ignition timing. Adhere to the "F" mark position as advanced or retarded timing will cause engine damage.

- c. Connect a continuity light to 2-3 cylinder breaker points ⑨.
- Next rotate the crankshaft 180° (1/2 turn) in the clockwise direction and align the "F" (2-3 cylinder) timing mark to the index mark ①. If when these marks

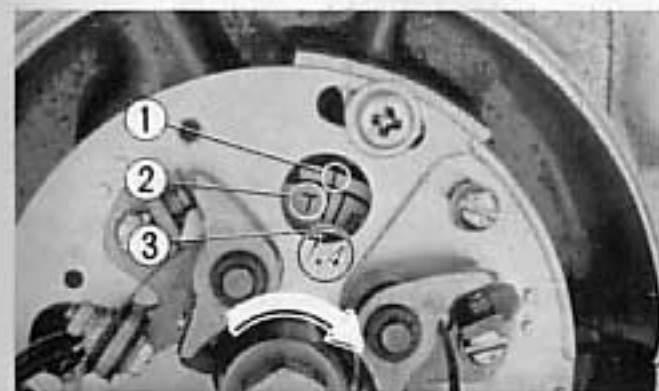
come into perfect alignment, the continuity light flickers or goes off, no adjustment is necessary. If point opening moment is incorrect, adjustment is made in the same manner as mentioned in section b. by loosening the two (2-3 cylinder) right base plate locking screws ⑧ and carefully shifting the plate ⑦ until the continuity light flickers. Tighten base plate locking screws.

- d. Recheck the contact breaker point gaps and recheck the ignition timing with the continuity light. This static timing procedure is relatively accurate if done with care, however, for best results a strobo timing light should be used as both the initial and advanced engine ignition timing can be checked. Your HONDA dealer has this equipment and can perform this operation for you.

● Valve Tappet Clearance Adjustment

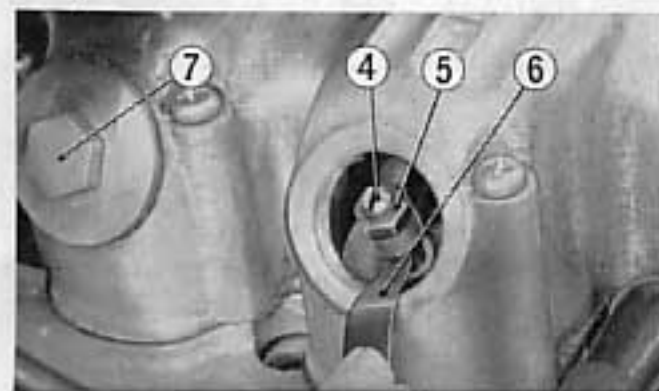
Excessive valve clearance will cause tappet noise, and negative clearance will cause valve damage and low power. Therefore, the valve tappet clearance should be maintained properly. Perform the valve tappet clearance check at the specified intervals.

NOTE: The cylinders are numbered 1-4 starting from the left side when facing forward while sitting in the motorcycle.



① Index mark
② "T" mark
③ 1-4 cylinder mark

- a. Turn fuel valve to the "OFF" position, remove both fuel lines from the fuel valve body, raise the seat and pull the rear fuel tank rubber mounting away from the rear tank mount. Raise the back of the fuel tank slightly and pull the tank back until it clears the forward tank mounts. Remove and set tank aside.
- b. Remove the ignition breaker point cover and the eight tappet adjusting hole caps ⑦.

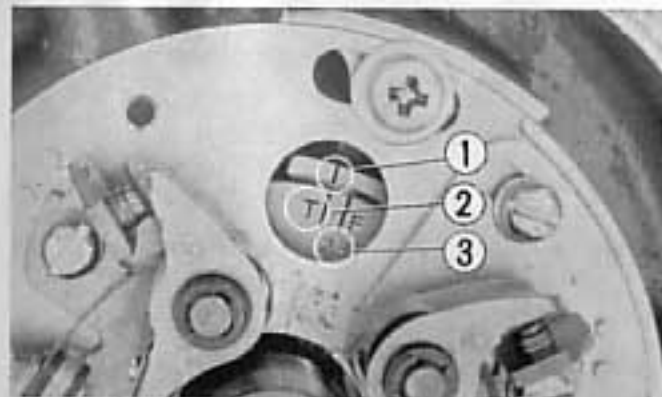


④ Tappet adjusting screw ⑥ Thickness gauge
⑤ Lock nut ⑦ Hole cap

- c. While slowly rotating the crankshaft clockwise (see arrow), watch the #1 cylinder inlet valve tappet. When this tappet goes down all the way and then starts to lift, you must then watch for the alignment of the index mark ①, the "T" mark ②. Check the 1-4 cylinder mark ③. In this position, the piston in #1 cylinder will be at T.D.C. (top dead center) of the compression stroke and the inlet and exhaust valves in that cylinder should be fully closed.
- d. Check the clearance of both valves by inserting the thickness gauge ⑥ between the tappet adjusting screw ④ and the valve stem. If clearance is correct there will be slight drag or resistance as the gauge is inserted. If clearance is too close or loose, adjustment is necessary.

The standard tappet clearance is
 (In 0.0019 in. (0.05 mm))
 (Ex 0.0031 in. (0.08 mm))

- e. Adjustment is made by loosening the tappet screw lock nut ⑤ and turning the adjusting screw ④ until there is slight drag on the thickness gauge ⑥. Hold the tappet adjusting screw in this position and tighten the lock nut ⑤. Recheck the clearance with the gauge.
- f. To check or adjust clearance of #4 cylinder valves, rotate the crankshaft clockwise one full turn (360°) and align the marks as in step c above, then follow steps d and e.
- g. Valve tappet adjustment for 2-3 cylinder can be performed as in steps 3 through 4, however, the 2-3 cylinder mark ③ must show (not 1-4 mark) when the index mark ① and "T" mark ② are aligned. The number 2 cylinder inlet tappet should be watched (not #1).
- h. To check or adjust #3 cylinder tappets, rotate the crankshaft one full turn (360°) and align the marks ② as in step 7 above then follow steps 4 and 5.



① Index mark
 ② "T" mark
 ③ 2-3 cylinder mark

- i. Install all tappet adjusting hole caps—do not overtighten.

NOTE: If at this time the cam chain tension is to be adjusted or the carburetors checked and adjusted, leave the fuel tank off for ease of service. To reinstall the fuel tank, reverse the removal procedure described in step 1.

● Cam Chain Adjustment

A loosen cam chain will cause the valve timing to change, resulting in poor per-

formance. It will also cause excessive engine noise.

- a. Adjustment is made by loosening the tensioner lock nut ① and lock bolt ②, this will automatically release the tensioner push bar applying the proper tension to the cam chain.
- b. After completing the adjustment, tighten the lock bolt ② and lock nut ①.

NOTE: Do not apply additional pressure on the tension push bar.

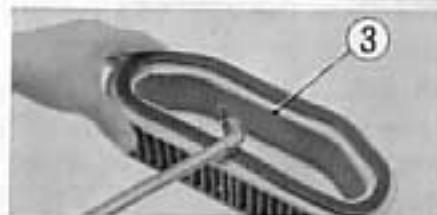
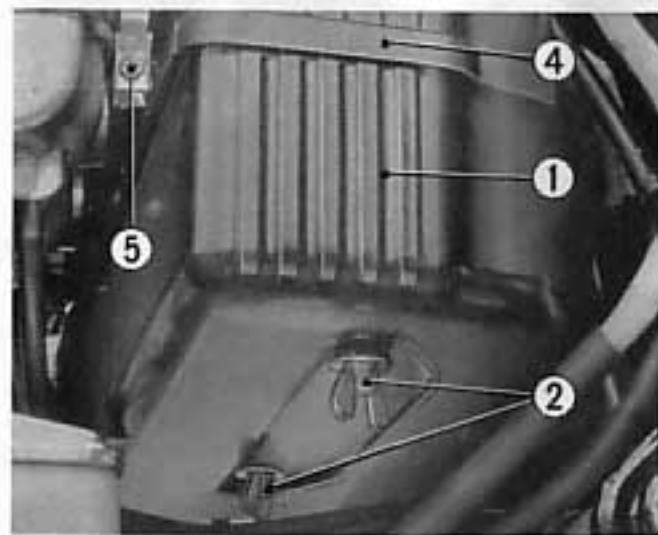


① Lock nut
 ② Tensioner lock bolt

● Air Cleaner

Air cleaner element cleaning and/or replacement depends on the motorcycle operating conditions. Your HONDA dealer can help you to determine the frequency of cleaning or replacing the element.

- Remove the air cleaner lower case ① by loosening the wing nuts ②.
- Remove the air cleaner element ③ and clean it by tapping lightly to loosen dust then using a soft brush, the remaining dust can be brushed from the outer element surface or apply compressed air from the inside of the element as shown in the illustration.
- If carburetor adjustment is to be made, the air cleaner upper case ④ is removed by loosening the four air cleaner hose clamp screws ⑤ and removing the mounting bolts. Push down and pull back on the upper case to remove from the carburetors.
- When ready to install the air cleaner, assemble in the reverse order steps c, b and a.



- ① Air cleaner lower case
- ② Wing nut
- ③ Air cleaner element
- ④ Air cleaner upper case
- ⑤ Air cleaner hose clamp screw

● Throttle Cable Adjustment

For safe, positive and consistent engine response, proper function of both throttle control grip and cables is imperative.

Check for smooth operation of throttle grip through the entire range from full open to full close with the steering handle set to the extreme right and left steering positions.

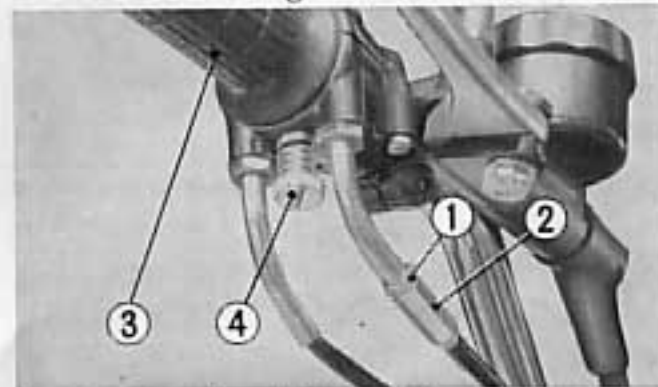
Inspect the physical condition of the throttle cables housing between the throttle grip and the carburetors for kinks, chafing, other damages or for improper routing; replace any damaged section or reroute if required.

Recheck the cables for tension condition with the steering handle in the extreme right and left steering positions.

- The standard throttle grip play is 0.08~0.16 in. (2~4 mm) measured at the throttle grip flange. This measurement is made from the throttle grip in the closed position to the point the engine rpm starts to increase as the throttle-grip is twisted inward ④. If adjustment

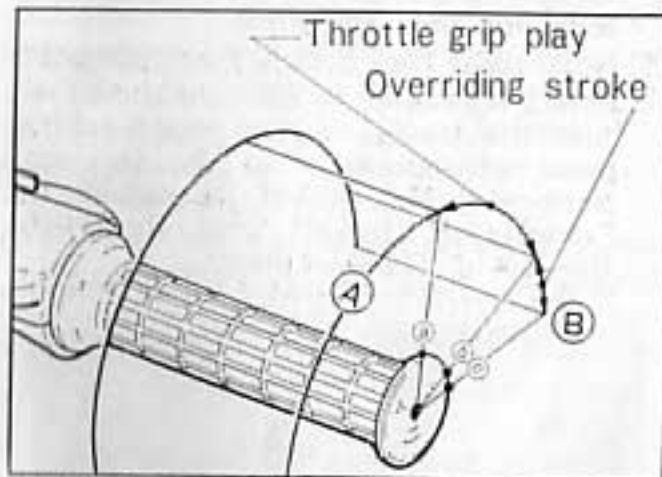
is necessary, loosen the throttle grip adjuster lock nut ① and turn the throttle grip adjuster ②. Tighten the lock nut after adjustment.

- Next, twist the throttle grip outward ③ until a resistance is felt and then measure the travel of the grip from the point of resistance to the full stop position. This travel is called the "overriding stroke" and should be 1/8~1/4 in. (3.2~6.4 mm). If the overriding stroke is less than the



- ① Throttle grip adjuster lock nut
- ② Throttle grip adjuster
- ③ Throttle grip
- ④ Throttle grip adjust bolt

standard specified, have the adjustment performed by an authorized HONDA dealer.



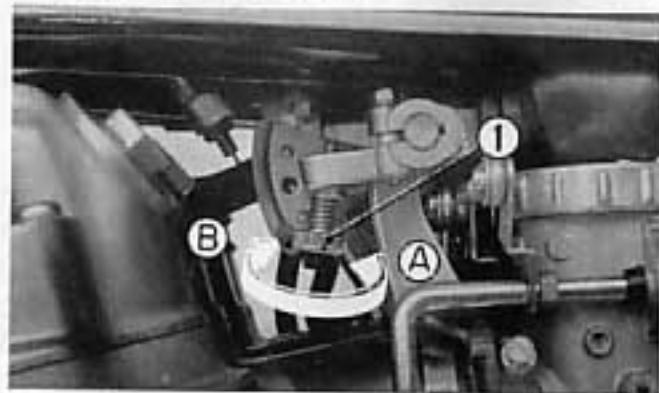
- Ⓐ Engine rpm starts to increase from idling rpm
- Ⓛ Point resistance is felt
- ⓐ Throttle full closed position

3. The adjustment of throttle grip damping movement can be made to suit the rider's preference. This adjustment is made by the throttle grip adjust bolt ④. Turning the adjust bolt in the grip will tighten the grip movement.

● Carburetor Adjustment

The motorcycle equipped with the linkage type carburetor is adjusted in the following manner.

1. Start and warm up the engine for several minutes.
2. Set the engine idle speed between 900 to 1,000 rpm by adjusting the stop screw ①. Turning the stop screw in the Ⓐ direction will increase the rpm, and turning in the Ⓑ direction will result in a decrease.



① Stop screw

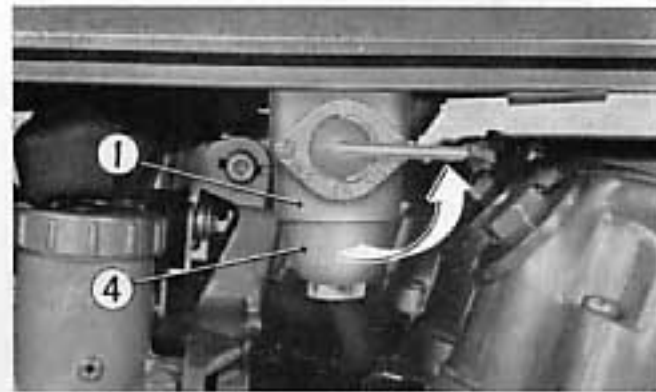
3. After performing the adjustment in section 1 and 2 above, if the proper idling speed cannot be obtained or if the exhaust back pressures from the cylinders are not uniform, have the engine readjusted by an authorized HONDA dealer.

NOTE: (1) Do not attempt to adjust the air screw or the top of the carburetor without referring to the shop manual and without the use of the proper gauge.

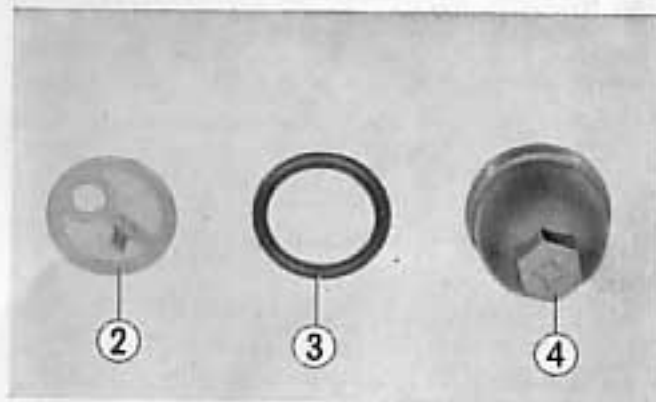
- (2) Replace the dust cap with new one every two years.

● Fuel Valve Strainer

The fuel strainer is incorporated in the fuel valve body ① which is mounted on the bottom side of the fuel tank at the right side. Accumulation of dirt in the strainer will restrict the flow of the fuel and cause the carburetors to malfunction, therefore, the fuel strainer should be serviced periodically. Turn control valve to "STOP" position and unscrew the strainer cup,



① Fuel valve body



② Screen filter
③ O ring seal

④ Strainer cup

remove the O ring seal ③ and the screen filter ② can be lifted out. Wash the screen and cup in solvent and reassemble. Turn control valve to "ON" position and check for leaks. At same time check if there is any seepage around the fuel tank, its fuel leveling tube and fuel line to the carburetors and if the hose clamps are properly installed.

● Clutch Adjustment

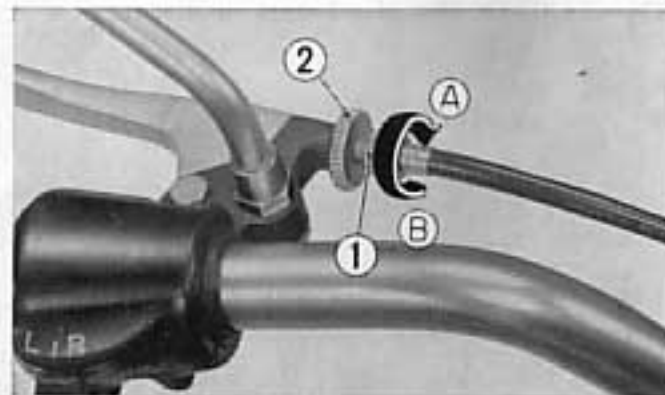
The clutch should be adjusted so that the application of the clutch lever will completely disengage the transmission of power. If the clutch does not completely disengage, the engine will stall when shifting into gear or else the motorcycle will have the tendency to creep even with the clutch lever disengaged.

However, in the other case, if the clutch does not fully engage, the clutch will slip and the motorcycle will not accelerate in response to the acceleration of the engine. In order for the full engine output to be delivered to the rear wheel, it is necessary to have the clutch properly adjusted.

NOTE: The normal clutch lever free play is measured 0.4~1.0 in. (10~25 mm) at lever end before the clutch starts to disengage.

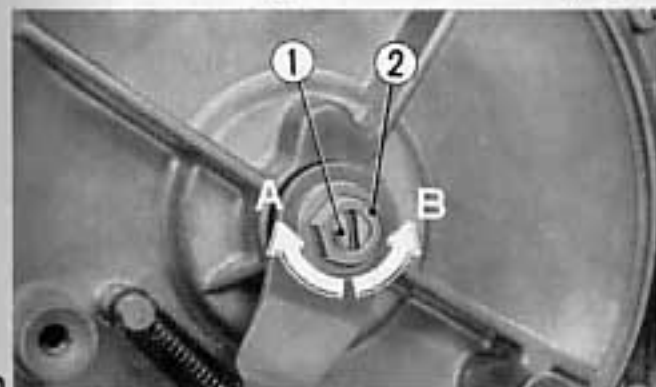
To adjust, perform the following steps.

- Screw the clutch cable adjusting bolt ①, located at the clutch lever, all the way into ④ the clutch lever bracket.
- Turn the clutch cable adjusting bolt ③, located at the clutch housing, in the direction ⑥ to loosen the clutch cable.



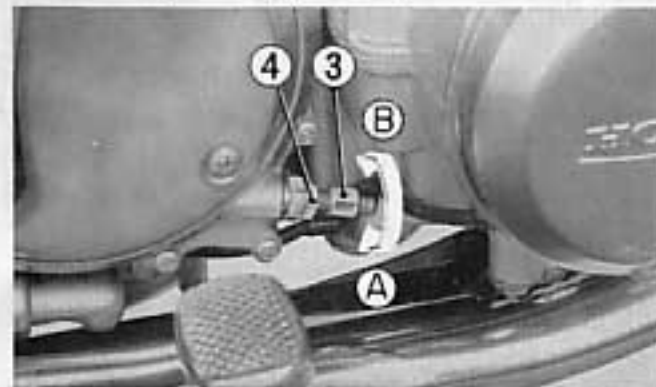
① Clutch cable adjusting bolt
② Lock nut

- Loosen the clutch lifter adjusting screw lock nut ②, turn the clutch adjusting screw ① in the counterclockwise direction ⑤ until a slight resistance is felt. From this position, turn the adjusting screw in the clockwise direction ⑥ 1/4 ~1/2 turn. Tighten the lock nut ②.
- Turn the clutch cable adjusting bolt, located at the clutch housing side of engine, in the ④ direction so that there is approximately 3/4 of free play at the clutch lever, then tighten lock nut ④.
- The remaining clutch lever free play is



① Clutch adjusting screw
② Adjusting screw lock nut

- obtained by the clutch cable adjusting bolt ①.
- After the adjustment has been made, check to see that the clutch is not slipping or that the clutch is properly disengaging. After the engine starts, pull in the clutch lever and shift into gear, and make sure that the engine does not stall, nor the motorcycle start to creep. Gradually release the clutch lever and open the throttle, the motorcycle should start smoothly and gradually accelerate.



③ Clutch cable adjusting bolt
④ Lock nut

• Drive Chain Inspection, Lubrication and Adjustment

The service life of the drive chain is dependent upon proper lubrication and adjustment. Proper maintenance will help to extend service life and ensure smooth power transmission to the rear wheel. Poor maintenance can cause premature wear or damage to the drive chain and sprockets.

The drive chain must be checked, and serviced as necessary, after the first 500 miles (800km) of operation, and at least every 500 miles (800km) thereafter. If your CB 750 is operated at sustained high speeds, or under conditions of frequent rapid acceleration, the drive chain must be serviced more often.

Inspection

Place the motorcycle on its center stand, with transmission in neutral. 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

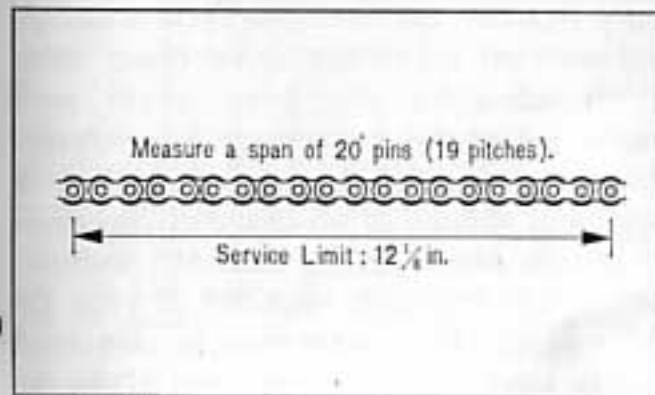
SPROCKETS

- Excessively Worn Teeth
- Broken or Damaged Teeth

Drive chain with damaged rollers or loose pins must be replaced. Chain which appears dry, or shows signs or rust, requires supplemental lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed, the chain must be replaced.

Measuring Drive Chain Wear

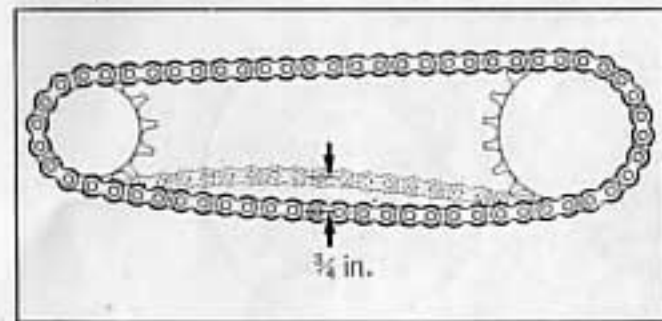
Measure a section of drive chain to determine whether the chain is worn beyond its service limit. Put the transmission in gear, then turn the rear wheel forward until the lower section of the chain is pulled taut. With the chain held taut, and any stiff joints straightened, measure the distance between a span of 20 pins, from pin center to pin center. In a new CB 750 drive chain, this distance will measure $17\frac{7}{8}$ in. (each pitch = $5/8$ in.). If the distance exceeds $12\frac{1}{8}$ in. the chain is worn out and must be replaced. After the chain is



measured, shift the transmission into neutral again before proceeding with inspection and service.

Measuring Drive Chain Slack

Check drive chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Move the chain up and down with your fingers, and measure the amount of slack. Drive chain slack is adjusted to approximately $3/4$ in.. Slack becomes greater as the chain wears. If chain slack is found to exceed a maximum of $1\frac{1}{2}$ in., the drive chain must be readjusted.

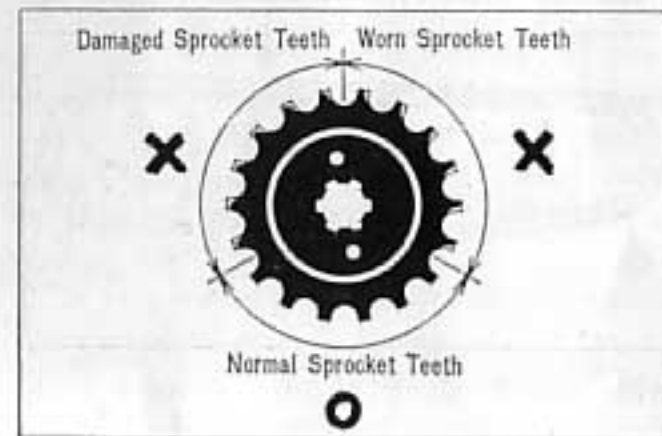


Drive chain slack should remain fairly constant as the wheel is turned. If slack

increases or decreases markedly in certain sections of the chain, this indicates that some of the links are either kinked or have worn pins.

Inspecting the Sprocket

Inspect the drive sprocket and rear wheel sprocket for damage or wear. The left rear crankcase cover must be removed for a access to the drive sprocket. Excessively worn sprocket teeth have a hooked and asymmetric appearance. Replace any sprocket which is damaged or excessively worn



Recommended Sprocket Sizes

Drive Sprocket (engine)	Driven Sprocket (rear wheel)
18 Tooth	48 Tooth

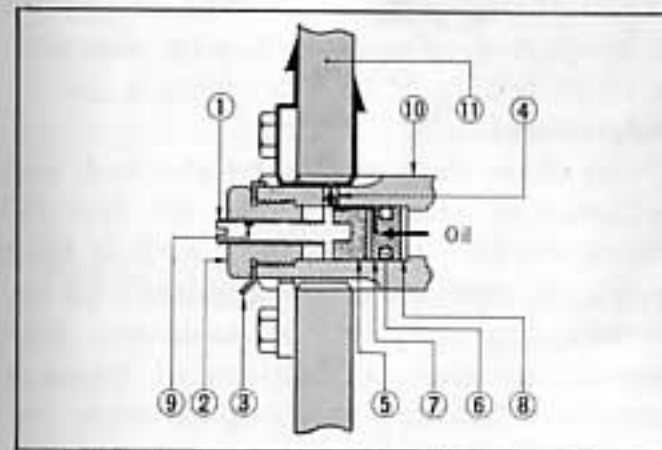
NOTE: Never install a new drive chain on badly worn sprockets, or use new sprockets with a badly worn drive chain. Both chain and sprockets must be in good condition, or the new replacement chain or sprocket will wear rapidly.

Lubrication

Every HONDA CB 750 motorcycle is equipped with an automatic drive chain oiler which lubricates the drive chain with engine oil as the motorcycle is operated. The chain oiler is designed to deliver a maximum volume of oil at speeds between 50 and 70 M.P.H. (80~110 km/H) Supplemental lubrication is required if your CB 750 motorcycle is operated at sustained speeds beyond this range, or whenever

the drive chain links appear dry.

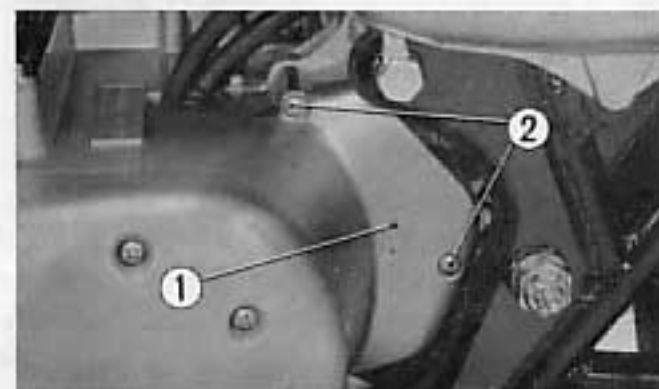
The chain oiler is located at the center of the drive sprocket. For access to the drive sprocket and chain oiler, it is necessary to remove the left rear crankcase cover.



- ① Adjusting screw
- ② Final drive shaft plug
- ③ Tab lock washer
- ④ Oil passage
- ⑤ Orifice rubber
- ⑥ "O" ring
- ⑦ Oil reserve element
- ⑧ Stopper plate
- ⑨ Nylon insert
- ⑩ Final drive shaft
- ⑪ Drive sprocket

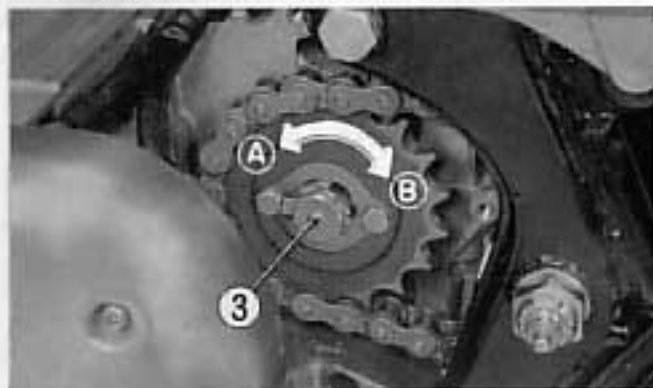
1. Chain Oiler Adjustment:

1. Remove left rear crankcase cover ①.
2. Turn adjusting screw ③ counterclockwise to increase oil flow, or clockwise to decrease oil flow
3. Wipe drive chain clean with a rag. Operate the motorcycle at 50-70 m.p.h. (80~110 km/h) for approximately one minute. Inspect drive chain to determine oiler output. Readjust if necessary.



- ① Left rear crankcase cover
- ② Screws

- When desired oil flow is obtained, reinstall left rear crankcase cover



③ Adjusting screw
 Ⓐ Increase oil flow Ⓑ Decrease oil flow

2. Supplemental Lubrication

The drive chain must be properly lubricated at all times or rapid wear will occur. Sustained high speed operation, or reduced oiler output, may result in inadequate lubrication. If drive chain rollers or side plates appear dry or show evidence of rust, apply a good quality chain lubricant according to the manufacturer's instruc-

tions. Commercially prepared drive chain lubricant may be purchased at most motorcycle shops.

Slowly rotate the rear wheel, and saturate each link so that lubricant will thoroughly penetrate the area between link plates, rollers, and pins.

If the chain is excessively dirty, clean with a brush and solvent, then wipe dry with a clean rag, prior to lubrication.

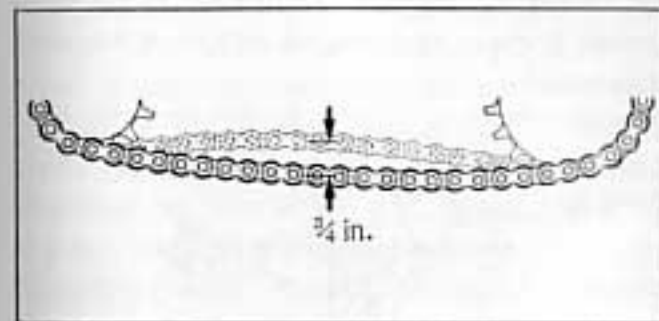
Adjustment

Drive chain slack should be checked, and adjusted as necessary. After the first 500 miles (800 km) of operation and at least every 500 miles (800 km) thereafter. CB 750 motorcycles operated at sustained high speeds, or under conditions of frequent rapid acceleration, may require more frequent adjustment.

The procedure for drive chain adjustment is as follows.

- Place the motorcycle on its center stand, with transmission in neutral.

- Remove cotter pin ① from the rear axle nut ②, and loosen the nut.
- Loosen lock nuts ③ on both adjusting bolts ④.
- Turn both adjusting bolts an equal number of turns until the correct drive chain tension is obtained. Turn adjusting bolts clockwise to tighten the chain, or counterclockwise to provide more slack.



Adjust to provide approximately 3/4 inch (20 mm) 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. Slack must not be less than 3/4 inch (20 mm) at a point midway between the sprockets, regardless of the chain section at which measurement is taken.

- Check rear axle alignment with the index marks on the rear swinging arm. Both left and right marks should correspond. If the axle appears misaligned, turn the left or right adjusting bolt until marks correspond on both sides of the rear swinging arm.
- Tighten both adjusting bolt lock nuts.
- Tighten the axle nut and install the cotter pin. Replace the cotter pin if it is broken or appears damaged.
- Check rear brake pedal free travel. When the rear wheel is repositioned to adjust drive chain slack, brake pedal free travel is also affected. Refer to page 59 for brake adjustment instructions
- Remove the motorcycle from its center

stand. While sitting on the machine, roll it forward or back to be certain there are no tight spots in the chain. With the motorcycle on its wheels and laden with the rider's weight, the rear swinging arm moves toward a horizontal position, and drive chain slack decreases. Drive chain slack should not be less than 1/2 inch (13 mm) with the motorcycle on its wheels and laden.

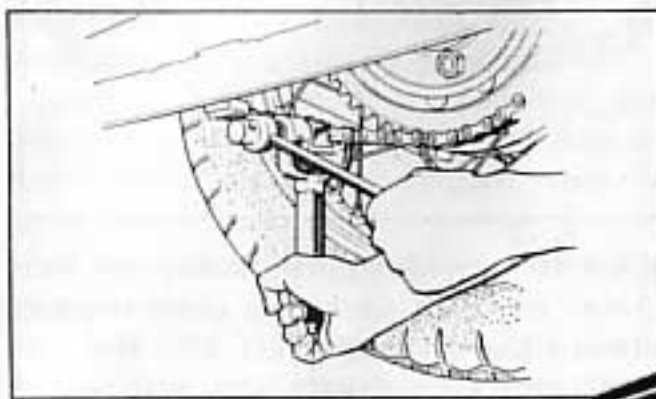
Master Link, Drive Chain, and Sprocket Replacement

HONDA CB750 motorcycles of current manufacture are equipped with continuous riveted drive chain. The master link is permanently staked in place; there is no removable retaining clip.

Master link strength and security is an extremely important factor governing the durability of the drive chain. Riveted (staked) master links are stronger and more securely installed than clip type master

links. Riveted master links are therefore recommended as replacement equipment for all HONDA CB 750 motorcycles.

Continuous riveted drive chain can be removed from the motorcycle only by breaking the master link. Installation of a new master link requires the use of a special tool. Continuous riveted drive chain, therefore, should never be removed, unless it requires replacement due to damage or wear. Replacement should be performed by an authorized HONDA motorcycle dealer.



● Brake Inspection and Adjustment

Brakes are items of personal safety and should always be maintained in proper adjustment.

1. Front Brake

The CB750 front brake is a hydraulic operated caliper/disc type. This type brake will provide reliable operation and excellent braking qualities at much higher operating temperatures than the drum type brake.

When the brake lever is applied, brake fluid transmits the pressure to the brake piston in the caliper, pressing the friction pads against the disc. Brake fluid is a medium for transmitting pressure and plays a vital roll in the brake system.

Therefore when scheduled brake maintenance is performed, it is imperative that the front brake system is inspected to insure that there is no fluid leakage.

As the friction pads wear, additional fluid is taken into the system from the fluid

reservoir to compensate for the friction pad wear. Because of this feature, the **disc brake is self adjusting** and the brake control lever free travel will remain constant once the free travel has been established and providing the hydraulic system is free of air.

If the control lever free travel becomes excessive, and the friction pads are not worn beyond the recommended limit (page 57), there is probably air in the brake system and it must be bled.

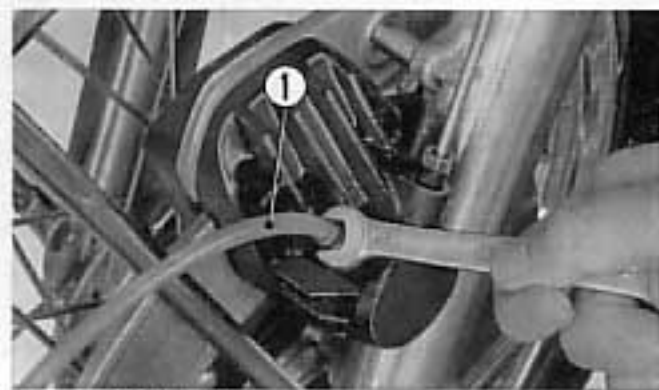
2. Replenishing Brake Fluid

The brake fluid level in the reservoir must be checked at regular intervals as in the MAINTENANCE SCHEDULE (page 29) and replenished whenever the level is lower than the level mark ① engraved inside the reservoir. Remove the reservoir cap ②, and diaphragm ③ and fill the reservoir to the lever mark. Use only brake fluid which is designated "DOT 3" on the container. "DOT 3" brake fluid meets

the SAE J1703 specification. Outside the U.S.A., Use SAE J1703 brake fluid. Reinstall the diaphragm and tighten the reservoir cap securely.

3. Bleeding The Brake System

The brakes must be bled with great care subsequent to work performed on the brake system, when the lever becomes soft or spongy or when lever travel is excessive. This procedure is best performed by two mechanics.



① Bleeder hose

- Remove the dust cap from the bleeder valve and attach bleeder hose ①.
- Place the free end of the bleeder hose into a glass container which has some hydraulic brake fluid in it so that the end of the hose can be submerged.
- Fill the reservoir with only the recommended brake fluid. Screw the cap partially on the reservoir to prevent entry of dust.
- Rapidly pump the brake lever several



② Reservoir cap
③ Diaphragm

④ Level line

times until pressure can be felt, holding the lever tight, open the bleeder valve by about one half turn and squeeze the lever all the way down. Do not release the lever until the bleeder valve has been closed again.

Repeat this procedure until bubbles cease to appear in the fluid at the end of the hose.

- Remove the bleeder hose, tighten the bleeder valve and install the bleeder valve dust cap.
- Do not allow the fluid reservoir to become empty during the bleeding operation as this will allow air to enter the system again. Replenish the fluid as often as necessary while bleeding.
- Check for proper effect of bleeding and absence of leaks in the front brake lines while holding pressure against the brake lever.

Replenish fluid in the reservoir when bleeding is completed. Reinstall the diaphragm and reservoir cap and tighten. When the hydraulic brake system has been drained, it should be first filled as outlined below.

- Fill the fluid reservoir
- Open the bleeder valve by one half turn, squeeze the brake lever, close the valve and release the brake lever. This procedure must be repeated in this sequence until hydraulic fluid begins to flow through the bleeder hose. Having filled the hydraulic system with fluid, proceed with the actual bleeding operation.

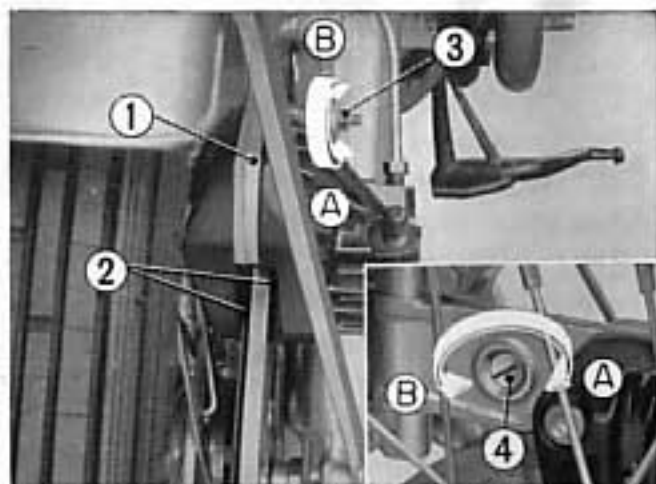
NOTE: 1. Brake fluid which has been pumped out of the system must not be used again.

2. Brake fluid will damage the paint finish and instrument gauge lenses.

4. Brake Caliper Adjustment

Whenever the brake pads are replaced, the brake caliper ① must be adjusted. This adjustment is made in the following manner, so there is a small clearance between the fixed friction pad ② and the brake disc.

- Raise the front wheel off the ground using a suitable prop.
- Loosen the caliper stopper bolt lock nut ③.
- Using a suitable screw driver, turn the stopper ④ bolt in direction A until the friction pad contact the brake disc. When the wheel is rotated, some resistance should be noticed.
- While rotating the front wheel, turn the stopper bolt in direction B until the front wheel rotates freely.
- Turn the stopper bolt in direction B 1/2 turn further and tighten the lock nut.



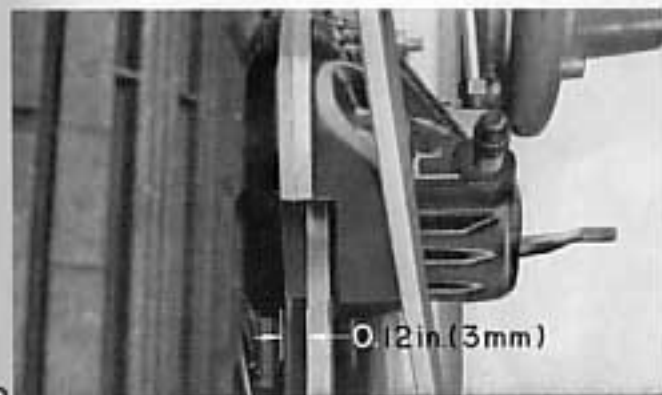
① Brake caliper ③ Stopper bolt lock nut
② Brake pads ④ Stopper bolt

5. Brake Pads

Brake pad wear will depend upon the severity of usage, type of driving and condition of the roads. It may be expected that the pads will wear faster on dirty and wet roads. Visually inspect the pads during all regular service intervals to determine the pad wear. The remaining thickness of pad linings can be determined

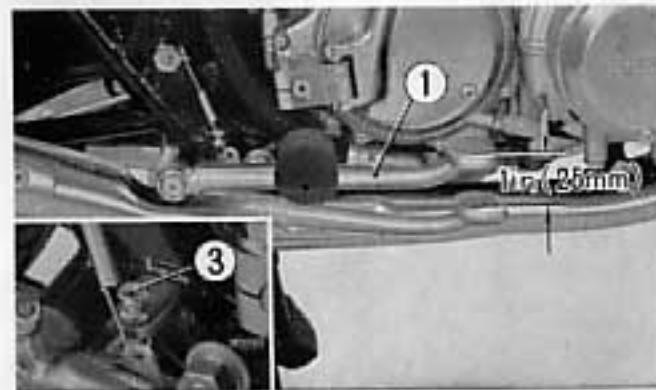
by measuring the clearance between the face of the caliper inner housing and the brake disc by pressing the inner housing toward the disc. If clearance is less than 0.12 in. (3.0 mm), replace with new pads as a set.

NOTE: Use only HONDA genuine replacement friction pads offered by authorized HONDA dealers. When service is necessary on the brakes, consult your HONDA dealer.



6. Rear Brake Adjustment

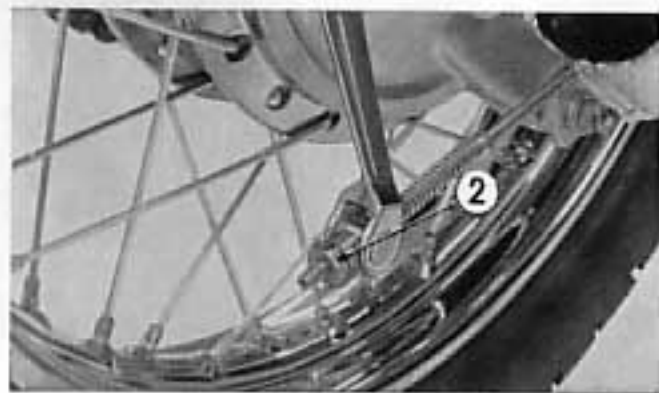
The rear brake is of an internally expanding type. To check the rear brake pedal ① for free travel, raise the rear wheel off the ground by supporting the motorcycle with the main stand. Then hand-rotate the wheel, measuring the distance the pedal can move before the brake is applied. Normal free travel is approx. 1 in. (25 mm) as measured at the tip of the pedal. If readjustment is necessary, turn the adjust-



① Rear brake pedal ③ Stop bolt

ing nut ②, in either direction. Turning the nut clockwise will increase the free travel, and vice-versa.

The stop bolt ③ is provided to make a adjustment of the pedal height before the adjustment by the nut. To turn this bolt, loosen the lock nut. Upon adjusting, tighten the lock nut.



② Rear brake adjusting nut

7. Rear Brake Shoes

Examine the brake shoes for lining thickness and evenness of wear at specified intervals as in the MAINTENANCE SCHEDULE (page 29). To examine the brake shoes, remove the rear wheels according to the instruction on page 62. Replace brake shoes with only HONDA genuine replacement brake shoes when thickness of lining becomes 0.08 in. (2.0 mm).

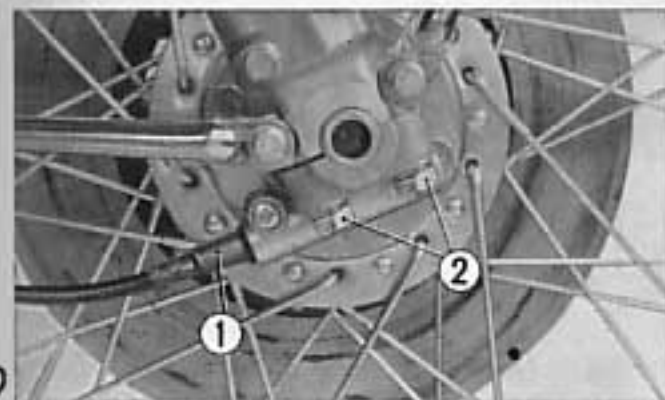
NOTE: When service is necessary on the brakes consult your HONDA dealer.

● Wheel Removal And Inspection

1. Front Wheel Removal

Removal of the front wheel is performed in the following manner.

- Raise the front wheel off the ground by placing a support under the engine.
- Remove the speedometer cable ① from the front wheel hub assembly.
- Remove the axle holder fixing nuts ② and the front wheel assembly can be removed from the front fork.



① Speedometer cable ② Axle holder fixing nut

To install the front wheel, reverse the sequence outlined above.

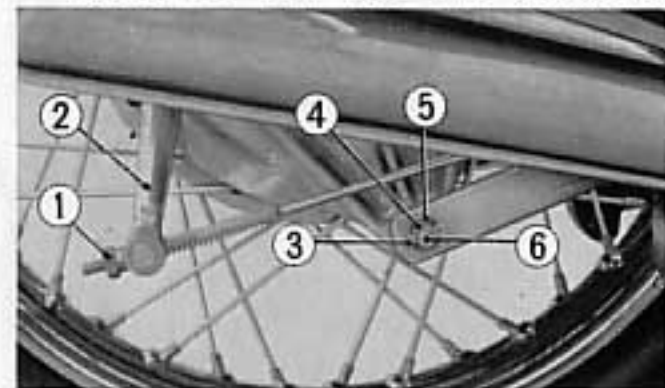
NOTE: 1. With the front wheel removed the friction pads can be taken out of the caliper assembly and measured for wear (see page 58).

2. Do not depress the brake lever when the wheel is off the motorcycle as this can cause the caliper piston to be forced out of the cylinder with subsequent loss of brake fluid. If this does occur servicing of the brake system will be necessary (see page 55).

2. Rear Wheel Removal

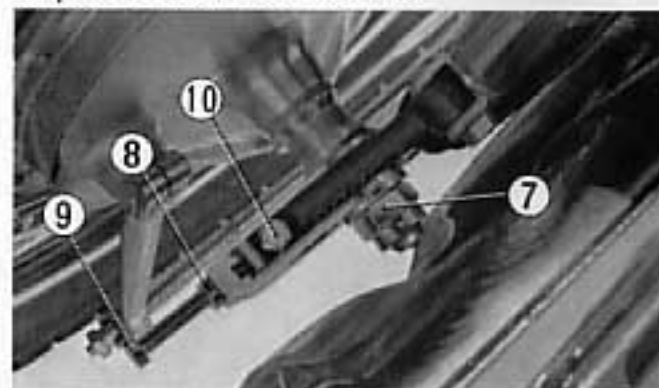
Removal of rear wheel is performed in the following manner.

- Place the motorcycle on the main stand.
- Remove the rear brake adjusting nut ① and actuating rod from the brake arm ②.
- Remove rear brake plate torque arm lockpin ③, nut ④, washer ⑤, and bolt ⑥.
- Remove the cotter pin from the right side of the rear axle and loosen the



- ① Rear brake adjusting nut
② Brake arm
③ Lock pin
④ Nut
⑤ Washer
⑥ Bolt

- axle nut ⑦.
 - Loosen the rear wheel adjusting bolt lock nuts ⑧, back out the adjuster bolts ⑨ and turn the chain adjusters downward. Remove the rear fork cap fixing bolts ⑩ and end caps.
 - Push the wheel forward, lift the chain off the sprocket, then pull the wheel rearward, clear of the rear fork.
- To install the rear wheel, reverse the sequence outlined above.



- ⑦ Axle nut
⑧ Lock nut
⑨ Adjuster bolt
⑩ Fixing bolt

Adjust the drive chain tension following drive chain adjustment. (see page 52)

3. Wheel Inspection

At any time the front or rear wheel is removed, take the opportunity to thoroughly inspect the suspension components, brake friction linings and wheel bearings. Especially inspect the condition of wheel rim and spoke tension at regular intervals as in the MAINTENANCE SCHEDULE (page 37). It is recommended that retightening of spokes be done by a qualified mechanic.

• Tires

If any one item would have to be singled out as the most important to motorcycle safety, it would probably be the tires. Yet, this is frequently the most neglected item on the motorcycle. Because the tires can be inspected easily, we recommended that

you make it a matter of habit to check the condition of the tires during the PRE-RIDING INSPECTION.

1. Tire Inflation Pressure

Correct inflation pressure will provide maximum stability, riding comfort and tire life. To insure the proper tire inflation pressure for your particular requirements, follow the recommendations in the following table.

Keep tires properly inflated, and check the inflation pressure before riding.

2. Tire Tread Condition

Operating the motorcycle with excessively worn tire tread will decrease stability and adhesion, and consequently invite a dangerous situation.

Determine the time when you need to replace the tires by measuring the remaining depth of tire tread.

Recommended Tire Inflation Pressure (Cold)

	For normal operation speed		For sustained high speed (over 110 mph or 175 kph)	
Front	28 psi	2.0 kg/cm ²	32 psi	2.2 kg/cm ²
Rear	28 psi	2.0 kg/cm ²	34 psi	2.4 kg/cm ²

The limits of tire tread depth are **0.05 in. (1.5 mm)** in front tire and **0.08 in. (2.0 mm)** in rear tire.

3. Tire Removal and Installation

In the event of a flat tire or puncture or when installing a new tire, the following items should be kept in mind.

- Install only the best quality, proper size (**front 3.25-19, rear 4.00-18**), suitable tread design tires.

Recommended tire brand

	BRIDGESTONE	DUNLOP
Front	Super speed 21 F 2	F 6
Rear	Super speed 21 R 2	K 87 Mark II

- Never attempt to patch or vulcanize a tire casing.
- Inner tubes should be patched only in EMERGENCY situations.
- Always locate and eliminate the CAUSE of tire or inner tube damage.
 - Puncture due to sharp object or severe impact.
 - Puncture due to loose and broken spokes.

Flat tire due to vandalism or leaking valve core.

Flat tire due to internal chafing or cuts.

Flat tire due to tire shifting on rim.

- The inner tube size must correspond to the tire casing size.

Tire removal should be performed in the following manner.

- Remove the wheel assembly to be worked on as described in Front or Rear Wheel Removal pages 61 or 62.
- Remove brake plate assembly and/or axle, so wheel can be layed flat. Lay wheel assembly on a rag or cardboard to prevent hub surface damage.
- Remove valve core and valve stem retaining nuts. Locate and remove any sharp object if the cause of puncture.
- Step down on tire to break it free from the rim. Repeat on the opposite side.
- Using two small or medium size irons, placed 4-6 in. apart and inserted between the rim edge and tire bead at the valve stem location, pry in and

downward with both tire irons while depressing the tire bead opposite the tire irons, with your foot. When tire bead is above the rim edge remove only one tire iron and move it 3-4 in. further away from the tire iron supporting the tire bead and insert and pry the tire bead further off of the rim. Proceed in this manner until the entire side of the tire casing is above and clear of the rim edge.

The deflated inner tube can now be pulled from the tire casing and the inner tire casing inspected for damage or protruding sharp object etc. Locate and eliminate cause of flat or puncture.

- Install a new inner tube of the correct size by inflating very slightly, leave the valve core in the valve stem.
- Inspect the wheel rim strip inner tube protector to see that it is in good condition and centered over the spoke nipples in the rim recess.
- Align the tire balance mark with the valve stem hole in the rim and insert

the partially inflated inner tube into the tire casing. With the valve stem aligned with the valve stem hole in the rim.

- Work the inner tube into proper position in the tire casing and insert the valve stem through the valve stem hole in the rim. Install a valve stem retaining nut partially, but not tighten, onto the valve stem. Remove valve core.
- Apply a light coating of tire mounting solution (liquid detergent can be used in an emergency) to each of the tire bead surfaces, and between the free tire bead and rim edge.
- The tire can now be stepped into place using your heels. Placing both heels on the tire bead opposite the valve core and depressing the tire bead into place a slight amount with each step in opposite directions around the wheel.
- When 80-90% of the tire bead in place, use a tire mounting mallet (heavy rubber, leather or plastic hammer) to force the remaining to section into position. Avoid using tire irons or

screw driver for this operation as inner tube punctures will result due to pinching with the tool.

- n. Insert the valve core and over inflate the standard pressure by approximately 10 psi (0.7 kg/cm²). This will help to properly seat the tire beads into the rim. Inspect for proper tire bead seating and deflate the tire. Reinflate to the correct specified pressure (see page 63) and tighten the valve stem retaining nut lightly.
- o. Recheck the tire pressure and install the valve stem cap.
- p. Install wheel assembly as per instructions on page 61~62.

NOTE: These operations require skill and special tools and in as much as the safety of the operator is dependent on the good condition of the tires and wheel assemblies, we urge you to have this service performed by your HONDA dealer when possible.

● Front Suspension

1. Front Suspension Inspection

Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously. The motorcycle must not be on the main stand when performing this inspection. Inspect for the following items:

- a. Smooth cushion action.
- b. Oil seepage around the cushion oil seals.
- c. Fork pipe bushing wear.
- d. Security of items attached to the fork assembly.
- e. Excessive play in the steering head.
- f. Carefully inspect all front suspension fasteners for tightness, this includes the attachment points of the fork pipes, brake components and handle bar.

NOTE: Consult your HONDA dealer when you notice any sign of the above items.

2. Front Fork Oil Change

To maintain good riding characteristics and increase fork service life, the oil in the front fork should be changed periodically. This should be done at least every 12 months or 6,000 miles (10,000 km), whichever reaches first.

- a. Unscrew the front fork drain plug ① at the bottom of fork cylinder, drain

the oil by pumping the fork while plug is out. Replace the plug securely after draining.

- b. Remove the top filler ② and fill the fork cylinder with 7.0~7.3 ozs. (220~230 cc) of **premium quality oil of SAE 10W-30 grade.**
- c. Securely tighten the top filler plug after filling.



① Front fork drain plug



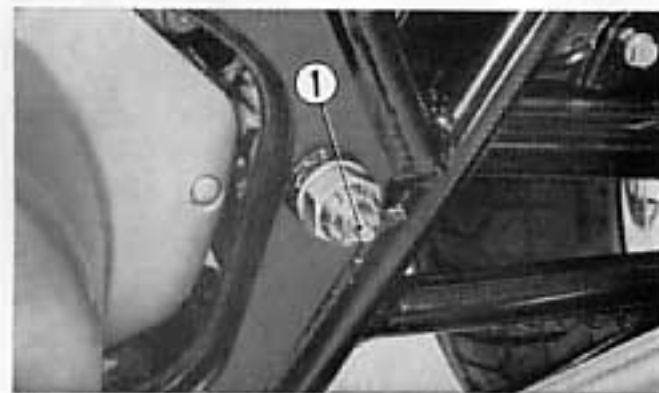
② Top filler plug

● Rear Suspension

1. Rear Suspension Inspection

Check the rear suspension periodically by careful visual examination. Note the following items.

- a. Rear fork bushing—This can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the mainstand and feeling for looseness of the fork bushings
- b. Check side stand spring for damage and fitness.



① Grease nipple

- c. Check all suspension component attachment points for security of their respective fasteners.

NOTE; If any sign of the above items is noticed, consult your HONDA dealer for further inspection.

2. Rear Fork Bushing Lubrication

There are two lubrication points ① and ② as shown in the figure. It is recom-

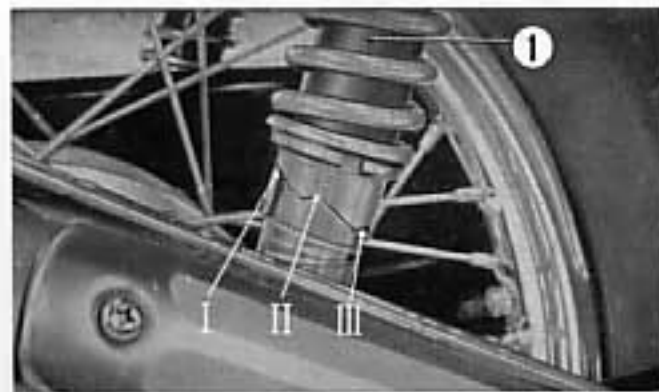


② Grease nipple

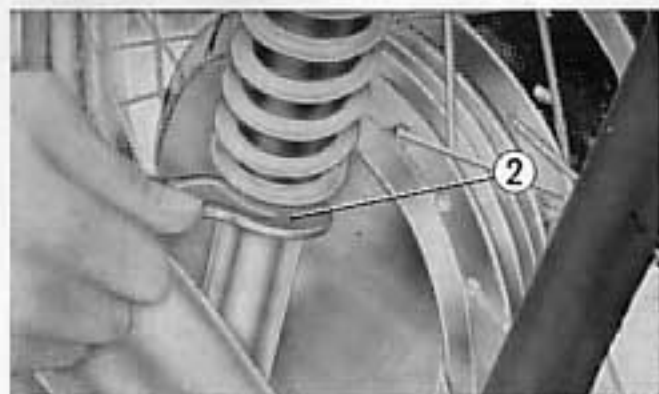
mended that lubrication be performed every 6 months or 3,000 miles (5,000 km), whichever comes first, with **multipurpose Type NLGI No. 2.**

3. Rear Cushion Adjustment

The rear cushion ① has three-ranges of adjustment and can be adjusted to meet the different types of road or riding conditions. Position "I" is for normal riding with the damper spring strength increasing progressively from II to III; to be used for heavily load conditions or when operating on bad roads.



① Rear suspension



② 45 mm pin wrench

● Battery

If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage may occur. Inspecting and maintaining the electrolyte level is a simple, quick operation, therefore, it should be performed frequently as indicated in the MAINTENANCE SCHEDULE (page 29) and PRE-RIDING INSPECTION (page 24).

1. Battery Electrolyte Replenishment

- For battery (12 V-14 AH) ① inspection and service access, remove the left cover by pulling free of the rubber mounts and by raising the seat. The electrolyte level can be seen from the left side at the motorcycle without removing the battery. The correct electrolyte level is between the "LOWER" ④ and "UPPER" ③ level marks on the battery case ②.
- To correct the electrolyte level, remove the battery cell caps from the cells needing level correction. In case of

cell level correction a small syringe or plastic funnel should be used. Carefully add the proper amount of distilled water to bring the electrolyte level of the cells between the "LOWER" ④ and "UPPER" ③ marks. For maximum battery performance and life **only distilled water** should be added, however, in an emergency situation where electrolyte level is found to be low and **distilled water** is not available, drinking water or a low mineral content can be used. Reinstall the cell caps.



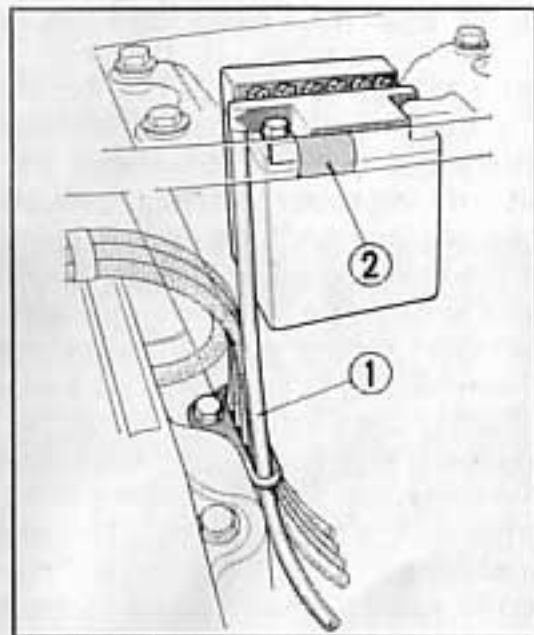
① Battery ③ Upper level mark
② Left cover ④ Lower level mark

2. Battery Removal and Installation

Battery removal may be necessary when battery electrolyte specific gravity reading is below 1.200, indicating the need of battery recharging, or when the battery is removed for storage.

- Remove battery retainer and disconnect the ground (-) negative cable connection first and the positive (+) cable last. The battery can now be lifted from its mounting. Note the positioning of the cables, protective rubber (+) terminal cover and battery mount rubber pads as well as the routing of the battery vent tube. Before installing the battery, clean the battery and its mounting area with water. Baking soda and water can be used to remove any existing corrosion.
- Battery installation is performed in the reverse order of removal. Pay particular attention to the battery rubber mounts pads and the vent tube routing.

Install the battery vent tube as illustrated. Connect and protect the positive (+) terminal with the rubber insulator first. Connect the negative (-) terminal second.



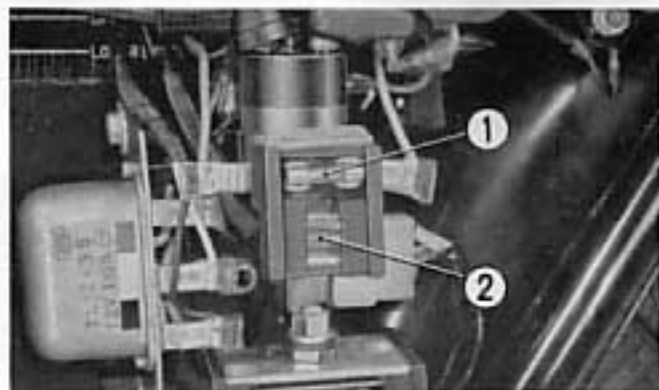
① Battery caution plate
② Vent tube

3. Battery Charging

During the use of the motorcycle, should battery electrolyte specific gravity reading (measured with a hydrometer) drop below 1.200 @ 68°F or 20°C, the battery should be charged at a rate **not to exceed 1.5 amps** until the specific gravity reading is between **1.260 and 1.280 @ 68°F or 20°C**. Repetition of a discharged or partial discharged battery condition is sometimes the result of improper starting procedure, poor engine condition and/or electrical system problems. To locate and correct the cause of this condition, we suggest you contact your HONDA dealer. When storing the motorcycle or it is not being used for an extended period, the battery negative (-) cable should be disconnected or the battery removed and stored in a cool place. The battery should be charged at least once a month during the storage period to preserve the battery life.

● Fuse Replacement

The fuse holder is located behind the left side cover. The recommended fuse for the CB 750 is **15 A**. When frequent failure or the fuse occurs, it usually indicates a short circuit or an overload in the electrical system. In this case the electrical system should be checked visually for shorts or other possible malfunctions. If the problem cannot be located visually, the motorcycle should be examined by an authorized HONDA dealer



① Fuse (15A)
② Spare fuses

CAUTIONS: 1) Never use any conductive material as a fuse nor a fuse of different rating. Remember that a failure to this precaution will result in serious damage to the electrical system of your motorcycle.

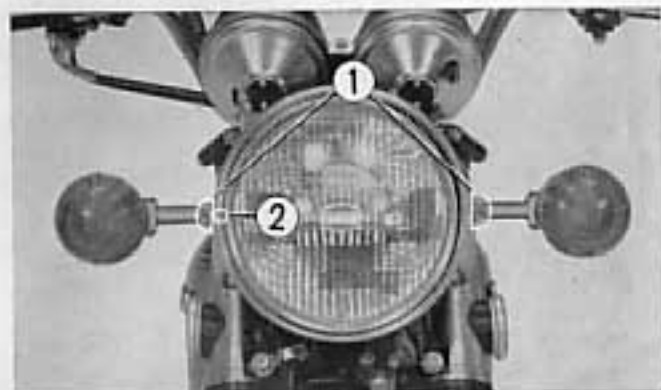
2) Be sure to supply spare fuses after the existing fuses are used for replacement.

● Head Light Beam Adjustment

The headlight must be properly adjusted for safe night driving. This motorcycle has provisions to adjust the headlight in the vertical and also horizontal directions.

a. The vertical adjustment is made by loosening the bolts ① which mount the headlight assembly. The headlight is normally adjusted in the vertical direction so that the center of the beam intersects the ground at the point 165 feet (50 m) in front of the motorcycle in the riding attitude.

b. The horizontal beam adjustment is made with the adjusting screw ② located on the left side of the headlight when facing the motorcycle. Turning the screw in will focus the beam toward the left side of the rider and turning the screw out will focus the beam toward the right side. Adjust the beam to coincide with the center line of the motorcycle

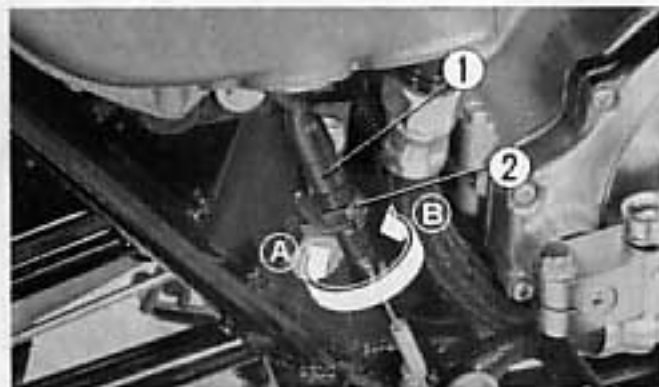


① Headlight mounting bolts
② Adjusting screw

● Stop Light Switch Adjustment

The stop light switch adjustment is made at the stop light switch ① located on the right side toward the rear of the engine.

- First check the adjusting of the rear brake pedal in accordance with the procedure on page 59 to make sure that the brakes are properly adjusted.
- Turn on the main key switch (ignition position "Red" dot).
- Adjust the stop light ① so that the stop



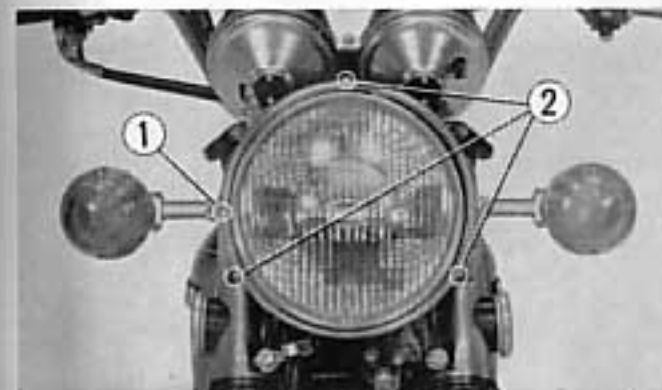
① Stoplight switch
② Adjusting nut

light will come on when the brake pedal is depressed to the point where the brake just starts to take hold. If the stop light switch is late in switching on the stop light, screw in ④ the switch lock nut ② and if the stop light comes on too early, screw out ④ the switch lock nut ②.

NOTE: There are separate stop light switches for the front and rear brake system. The front stop light switch is attached to the brake hose joint installed on the steering stem bracket. The front stop light switch should be independently checked for proper operation. Malfunction is corrected by replacement with a new switch.

● Replacing Light Bulbs

When exchanging the light bulbs, always replace the bulb with that of the specified type and rating. This is important to prevent the electrical lighting circuit from malfunctioning.



① Horizontal adjusting screw
② Holding screw

1. Headlight Bulb Replacement Procedure

- Remove horizontal adjusting screw ① and holding screws ②.
- Remove the upper and lower retaining lock pins ③ and screws ④ from the rim.
- Remove the two sealed beam unit retaining screws ⑤
- Install a new sealed beam unit. Assemble by reversing the procedure described above.



③ Lock pins
④ Lock screws
⑤ Sealed beam unit retaining screws

2. Tail/Stoplight Bulb Replacement Procedure

- Remove the two screws retaining the tail/stop light lens.
- Press the bulb ① inward and twist to the left, and the bulb can be removed.
- Replace with a new bulb.
- When installing the taillight lens, do not overtighten the screws, as this may damage the lens.

3. Turn Signal Light Bulb Replacement Procedure

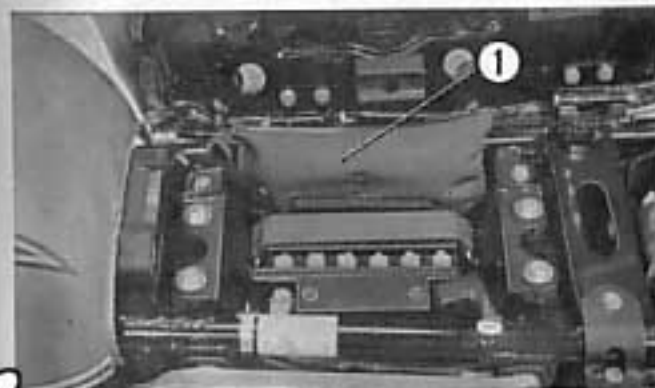
The bulb replacement is made in the same manner as for the tail/stop light bulb in paragraph 2 above.



① Tail/stop light bulb

TOOL KIT

The tool kit ① is contained in the compartment located in the battery holder case under the seat. Minor adjustment and parts replacement can be performed with the tools contained in the kit. Adjustments or repairs which cannot be performed with the tools in the kit should be referred to your HONDA dealer.



① Tool kit

Listed below are the items included in the tool kit

- Axle wrench: for axle nuts
- 17×19 mm open end wrench
- 10×14 mm open end wrench
- 8×12 mm open end wrench
- 45 mm pin wrench: For adjustment of rear suspension
- Spark plug wrench
- Pliers
- No. 2 screw driver
- No. 3 cross point screw driver
- No. 2 cross point screw driver
- Screw driver grip: for screw driver
- Lever: for screw driver
- Handle: for axle wrench
- Tool bag

Items attached to the motorcycle is a separate package

- A can of touch-up paint
- Spare battery fuse in fuse holder

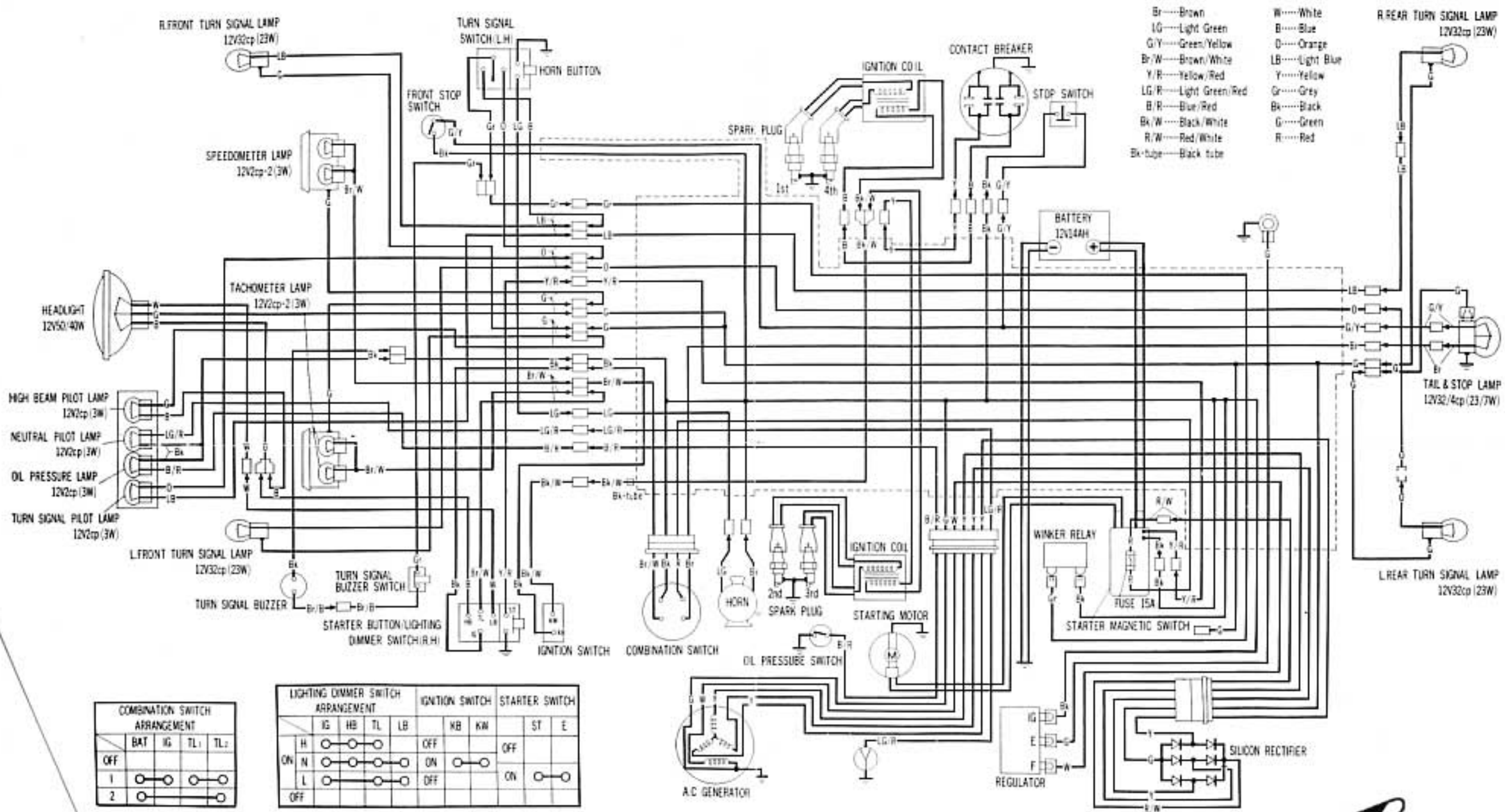
SPECIFICATIONS

Item	
SPECIFICATIONS	
DIMENSIONS	
Overall length	85.6 in. (2,175 mm)
Overall width	34.3 in. (870 mm)
Overall height	46.1 in. (1,170 mm)
Wheel base	57.3 in. (1,455 mm)
WEIGHT	
Dry weight	480 lbs (218 kg)
CAPACITIES	
Engine oil	3.7 U.S. qt (3.1 Imp. qt, 3.5 lit)
Fuel tank	4.5 U.S. gal. (3.7 Imp. gal., 17.0 lit)
Fuel reserve tank	1.3 U.S. gal. (1.1 Imp. gal., 5.0 lit)
ENGINE	
Bore and stroke	2.401 × 2.480 in. (61.0 × 63.0 mm)
Compression ratio	9.0 : 1
Displacement	44.93 cu. in. (736 cc)

Item	
Contact breaker point gap	0.012~0.016 in. (0.3~0.4 mm)
Spark plug gap	0.024~0.028 in. (0.6~0.7 mm)
Valve clearance	0.002 in. (0.05 mm)
CHASSIS AND SUSPENSION	
Caster	63°
Trail	3.74 in. (95 mm)
Tire size, front	3.25-19 (4 PR)
Tire size, rear	4.00-18 (4 PR)
POWER TRANSMISSION	
Primary reduction	1.708
Final reduction	2.667
Gear ratio, 1st	2.500
2nd	1.708
3rd	1.333
4th	1.097
5th	0.939

Item	
ELECTRICAL Battery Generator Firing order Firing point B.T.D.C. @ rpm Spark plugs Spark plug gap Fuse	12V-14 AH Three phase A.C. 12V-0.21 kW @ 5,000 rpm 1-2-4-3 11° @ 1,200 rpm NGK D-8ES(L), DENSO X-24ES 0.024~0.028 in. (0.6~0.7 mm) 15 amp
LIGHTS Headlight Tail/stoplight Turn signal light Position light	12V-40/50 W (U.S.A. type) 12V-35/35 W (U.K. and European type) 12V-8/23 W (U.S.A. type) 12V-4/23 W (U.K. type) 12V-5/21 W (European type) 12V-25 W (U.S.A. type) 12V-23 W (U.K. type) 12V-18 W (European type) 12V-4 W (U.K. and European type)

CB 750 WIRING DIAGRAM (U.S.A. Type)



- Br.....Brown
 - W.....White
 - LG.....Light Green
 - B.....Blue
 - G/Y.....Green/Yellow
 - O.....Orange
 - Br/W.....Brown/White
 - LB.....Light Blue
 - Y/R.....Yellow/Red
 - LG/R.....Light Green/Red
 - G.....Green
 - B/R.....Blue/Red
 - Bk/W.....Black/White
 - R/W.....Red/White
 - O.....Orange
 - Y.....Yellow
 - G.....Green
 - R.....Red
- Bk-tape.....Black tape

COMBINATION SWITCH ARRANGEMENT				
	BAT	IG	TL ₁	TL ₂
OFF	○	○	○	○
1	○	○	○	○
2	○	○	○	○

LIGHTING DIMMER SWITCH ARRANGEMENT	IGNITION SWITCH		STARTER SWITCH	
	IG	HB	TL	LB
H	○	○	○	○
N	○	○	○	○
L	○	○	○	○
OFF	○	○	○	○