

SHOP MANUAL

HONDA CB750

SHOP MANUAL SUPPLEMENT

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FOREWORD

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A new model CB 750 uses the same engine and frame with the exception of the chain oil lubricating, multiple linkage carburetor, shape of oil tank, air cleaner and air cleaner cover, dumper rubber of rear wheel hub, seat latch and drive chain.

This supplement contains only information peculiar to the new CB 750 and will be used in conjunction with original CB 750 shop manual.

When seeking information on the new CB 750, refer to both shop manual.

These specification details do not apply to any particular product which is supplied or offered for sale. The manufacturers reserve the right to vary their specification with or without notice and at such times and in such manner as they think fit. Major as well as minor changes may be involved. Every effort, however, is made to ensure the accuracy of the particulars contained in this brochure. Consult the Dealer with whom your order is placed for details of the specification of any particular product. This publication shall not constitute in any circumstances whatsoever an offer by the Company to any person. All sales are made by the Distributor or Dealer concerned subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer, copies of which may be obtained from him on request.

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GENERAL INFORMATION

SERIAL NUMBER

The frame serial number is stamped on the left side of the steering head pipe and engine serial number is located on the top of the crankcase left side. Whenever ordering replacement parts or making inquiries concerning the particular motorcycle, always included the frame or the engine number whichever is applicable. (Fig. 1, 2)

KEY SYSTEM

The key is used to operate both the main ignition switch and the handle lock.

Four keys are provided for each motorcycle, two are to be given to the user and the remaining two are to be kept in custody of the dealer from whom the motorcycle is purchased so that they can be supplied as a spare to the user when they are lost.

When the key is lost, refer to the switch code. In case all spare keys are waste, the main ignition switch and the handle lock (key, main ignition switch and handle lock are sold in sets) must be replaced in set.

Replacement of main ignition switch

1. Loosen the main ignition switch lock nut and remove the switch from the switch bracket. (Fig. 3)
2. Disconnect the main switch coupler.
3. Install the new switch on the switch bracket and positively connect the coupler.

Replacement of handle lock

1. Remove the handle lock case mounting screw with a cross point screw driver and remove the lock case.
2. Insert the key into the handle lock and turn counter clockwise approximately 60° and then the handle lock can be removed from the steering stem. (Fig. 4)
3. Install the new handle lock in the reverse order of removal procedure described above.

Do not forget to assemble the handle lock spring.

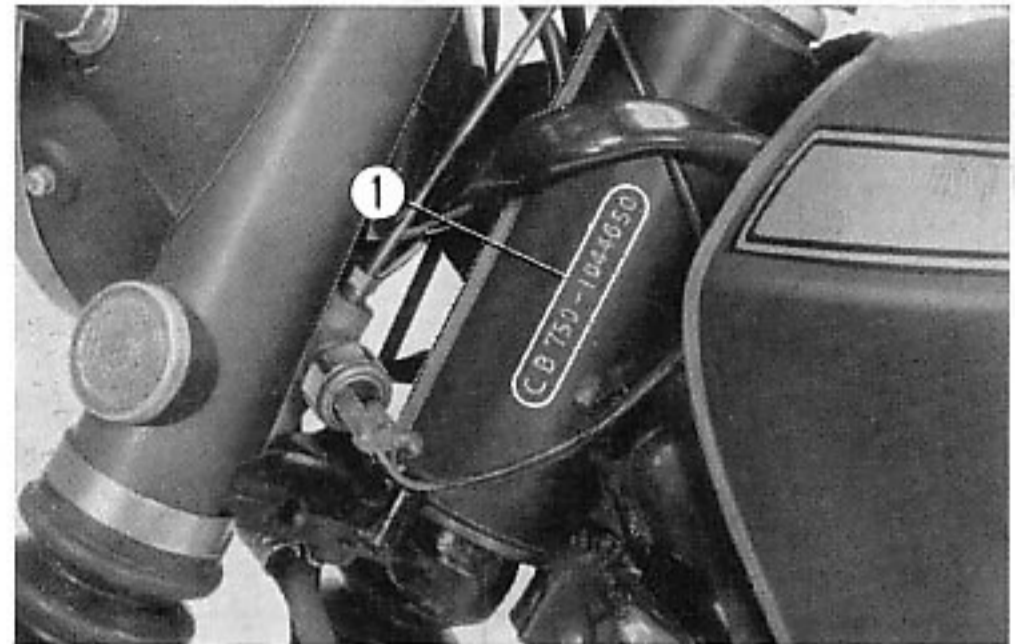


Fig. 1 ① Frame serial number

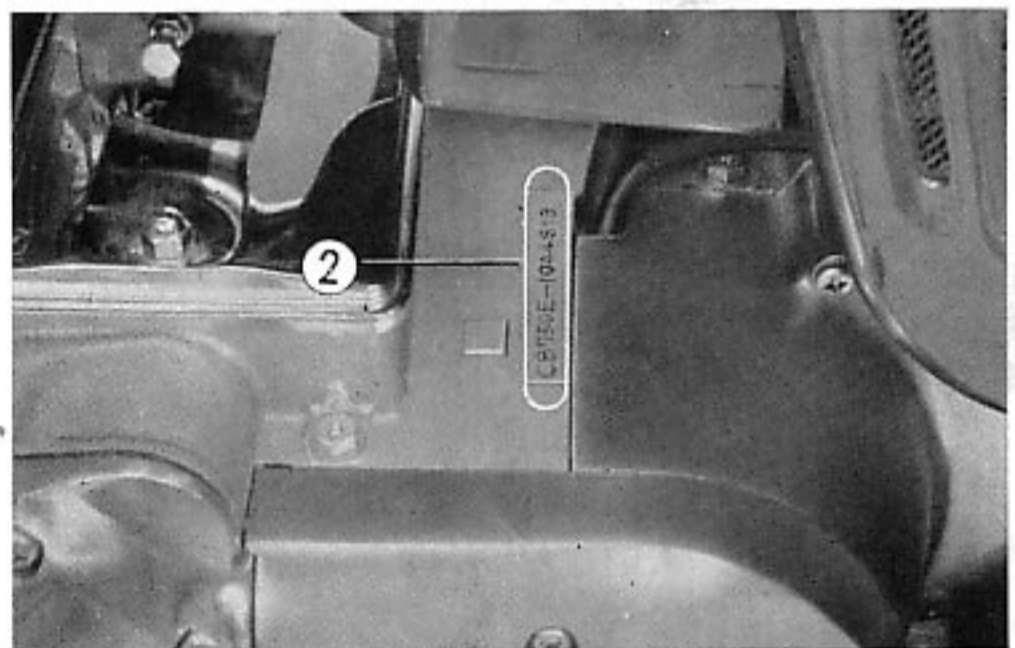


Fig. 2 ① Engine serial number

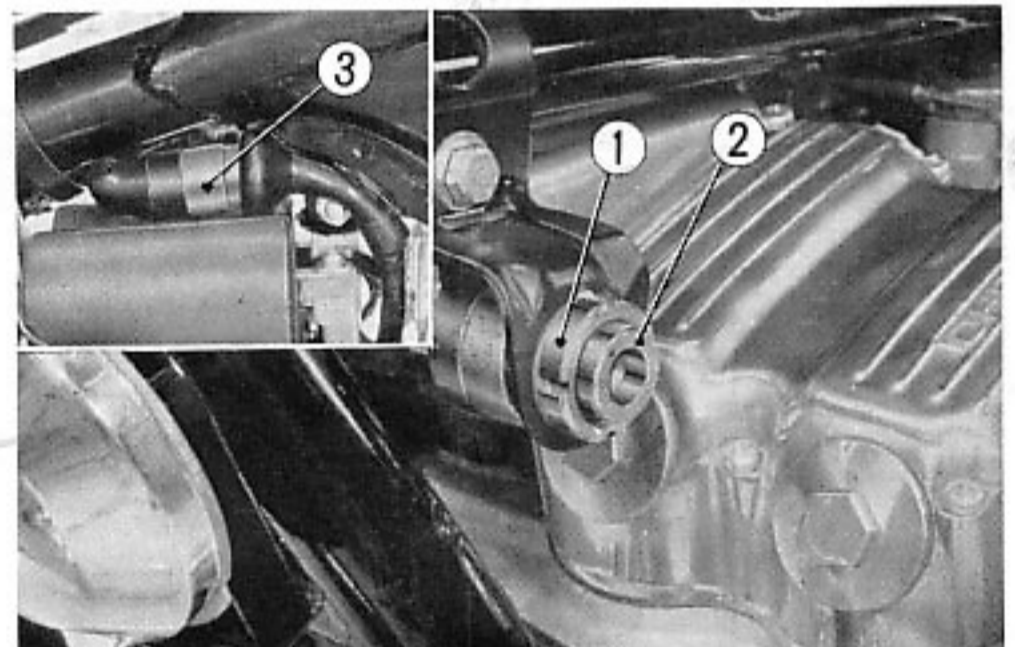


Fig. 3 ① Lock nut ② Main ignition switch ③ Coupler

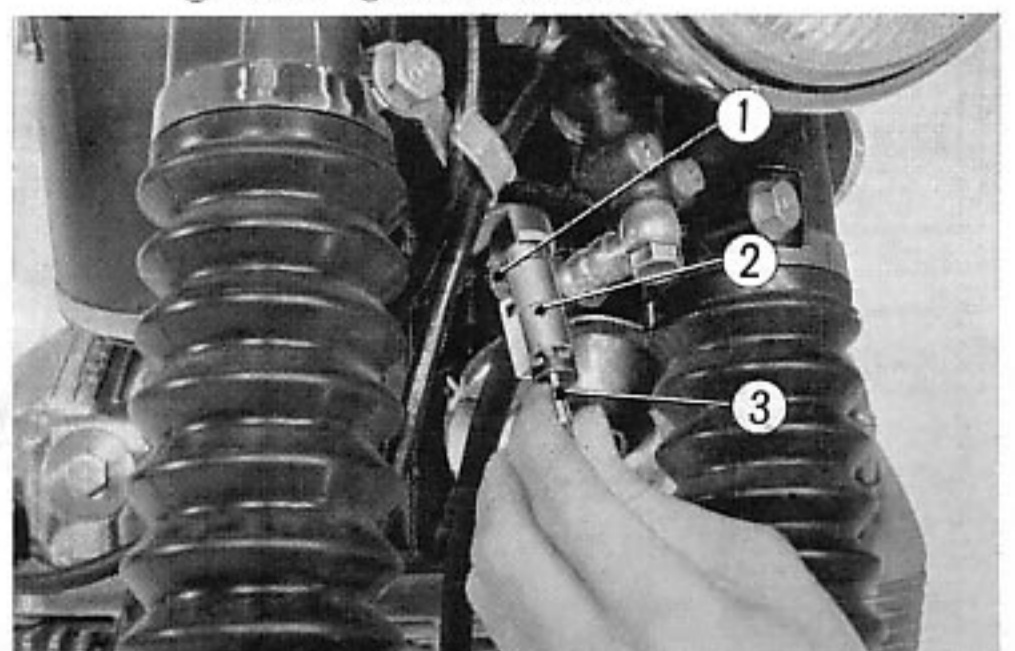


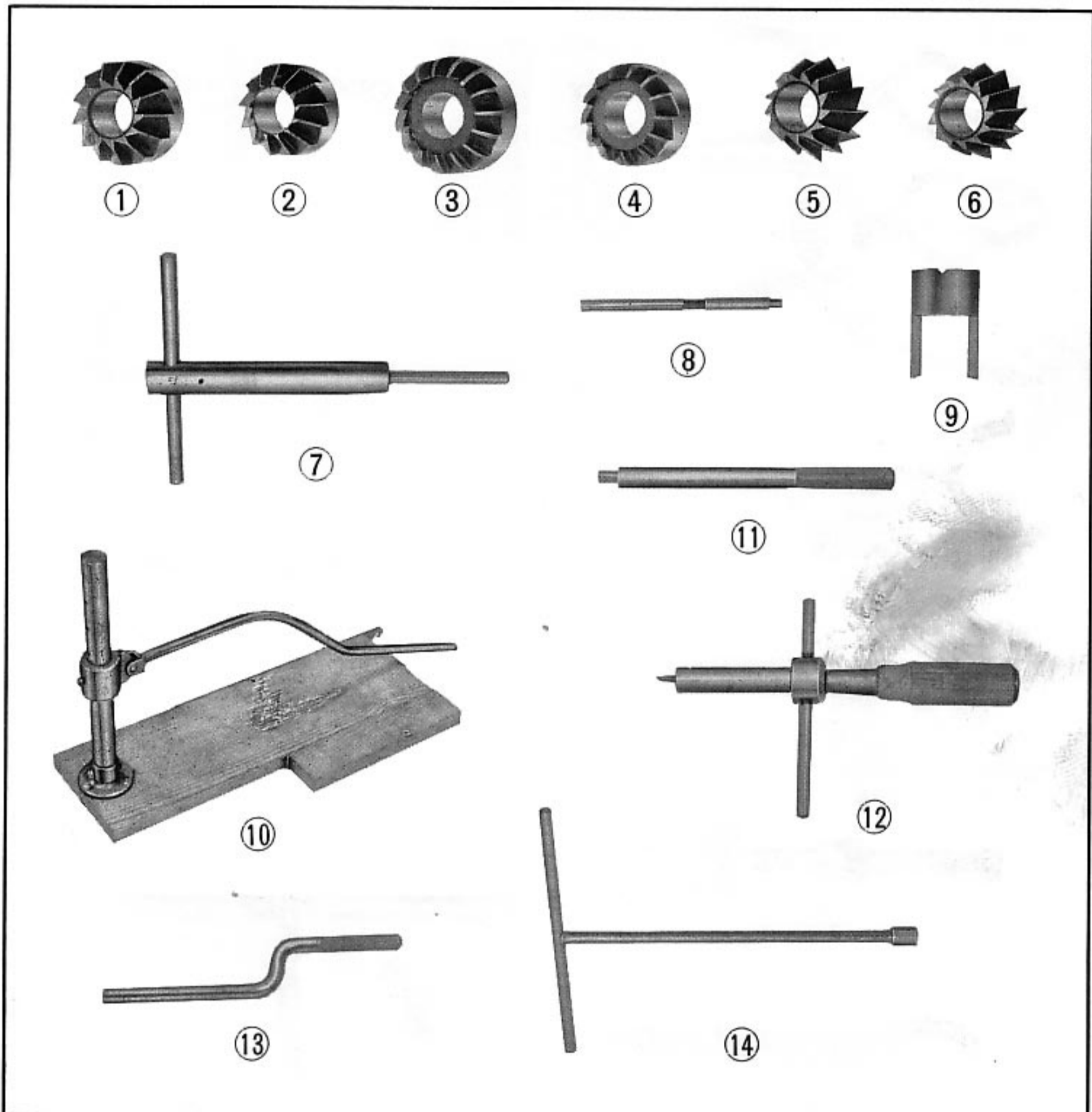
Fig. 4 ① Lock spring ② Handle lock ③ Key

Specifications

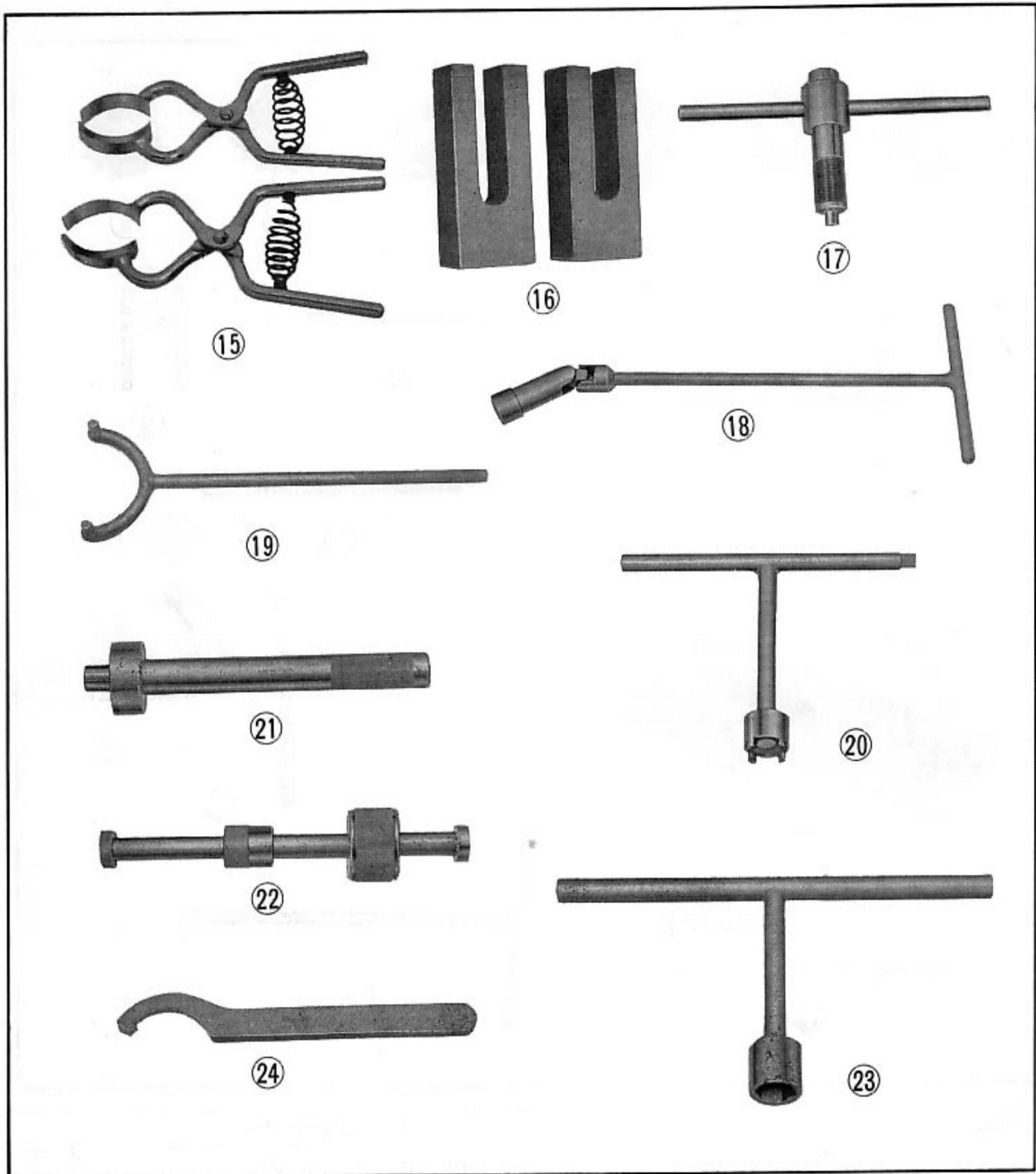
	Item	English	Metric
DIMENSION	Overall Length	85.0 in.	2,160 mm
	Overall Width	34.8 in.	885 mm
	Overall Height	45.5 in.	1,155 mm
	Wheel Base	57.3 in.	1,455 mm
	Seat Height	31.5 in.	800 mm
	Foot Peg Height	12.2 in.	310 mm
	Ground Clearance	5.5 in.	140 mm
	Dry Weight	480 lb.	218 kg
	Weight Distribution L/R	223/257 lb.	101/117 kg
FRAME	Type	Double cradle tubular steel	
	F. Suspension, Travel	Telescopic fork, travel 5.6 in. 143 mm	
	R. Suspension, Travel	Swing arm, travel 3.3 in. 85 mm	
	F. Tire Size, Type	3.25-19 (4 PR) Rib tire, tire air pressure 2.0 kg/cm ² , 28 psi	
	R. Tire Size, Type	4.00-18 (4 PR) Block tire, tire air pressure 2.1 kg/cm ² , 30 psi	
	F. Brake, Lining Area	Disc brake, lining area 2.9 in ² ×2, 19 cm ² ×2	
	R. Brake, Lining Area	Internal expanding shoe, lining area 8.2 in ² ×2, 53 cm ² ×2	
	Fuel Capacity	4.5 U.S. gal. 3.7 Imp. gal.	17 lit.
	Fuel Reserve Capacity	1.3 U.S. gal. 1.1 Imp. gal.	5 lit.
	Caster Angle	63°	
	Trail Length	3.74 in.	95 mm
	Front Fork Oil Capacity	7.0-7.3 ozs	220-230 cc
ENGINE	Type	Air-cooled, 4-stroke, O.H.C. engine	
	Cylinder Arrangement	4-cylinder in line	
	Bore and Stroke	2.401×2.480 in.	61×63 mm
	Displacement	44.93 cu in.	736 cc
	Compression Ratio	9.0	
	Carburetor, Venturi Dia.	Four, piston valve, 28 mm dia.	
	Valve Train	Chain drive overhead camshaft	
	Maximum Horsepower	67 BHP/8,000 rpm	
	Maximum Torque	44.12 lb-ft/7,000 rpm	6.1 kg-m/7,000 rpm
	Oil Capacity	3.7 U.S. qt., 3.1 Imp. qt.	3.5 lit.
	Oil Tank Capacity	2.1 U.S. qt., 1.8 Imp. qt.	2 lit
	Lubrication System	Forced pressure and dry sump	
	Air Filtration	Paper element	

	Item	English	Metric
	Valve Tappet Clearance	IN: 0.002, EX: 0.003 in.	IN: 0.05, EX: 0.08 mm
	Engine weight	192 lb.	87 kg
	Air Screw Opening	1 ± 1/8	
	Idle Speed	900 rpm	
DRIVE TRAIN	Clutch	Wet, multi-plate	
	Transmission	5-speed, constant mesh	
	Primary Reduction, Secondary Reduction	Primary : 1.708, Secondary : 1.167	
	Gear Ratio I	2.500	
	" II	1.708	
	" III	1.333	
	" IV	1.097	
	" V	0.939	
	Final Reduction	2.667, drive sprocket 18 T, driven sprocket 48 T	
	Gear Shift Pattern	Left foot return type	
ELECTRICAL	Ignition	Battery and ignition coil	
	Starting System	Electrical motor and kick pedal	
	Alternator	Three phase A.C. 12 V-0.12 kW/5,000 rpm	
	Battery Capacity	12 V-14 AH	
	Spark plug	NGK D-8 FS	
	Headlight	Low/high, 12 V-40 Watt/50 Watt	
	Tail/stoplight	Tail/Stop 12 V- 7 Watt/23 Watt	
	Turn Signallight	Front/Rear 12 V-23 Watt/23 Watt	
	Speedometer Light	12 V- 3 Watt	
	Tachometer Light	12 V- 3 Watt	
	Neutral Indicator Light	12 V- 3 Watt	
	Turn Signal Indicator Light	12 V- 3 Watt	
	High Beam Indicator Light	12 V- 3 Watt	

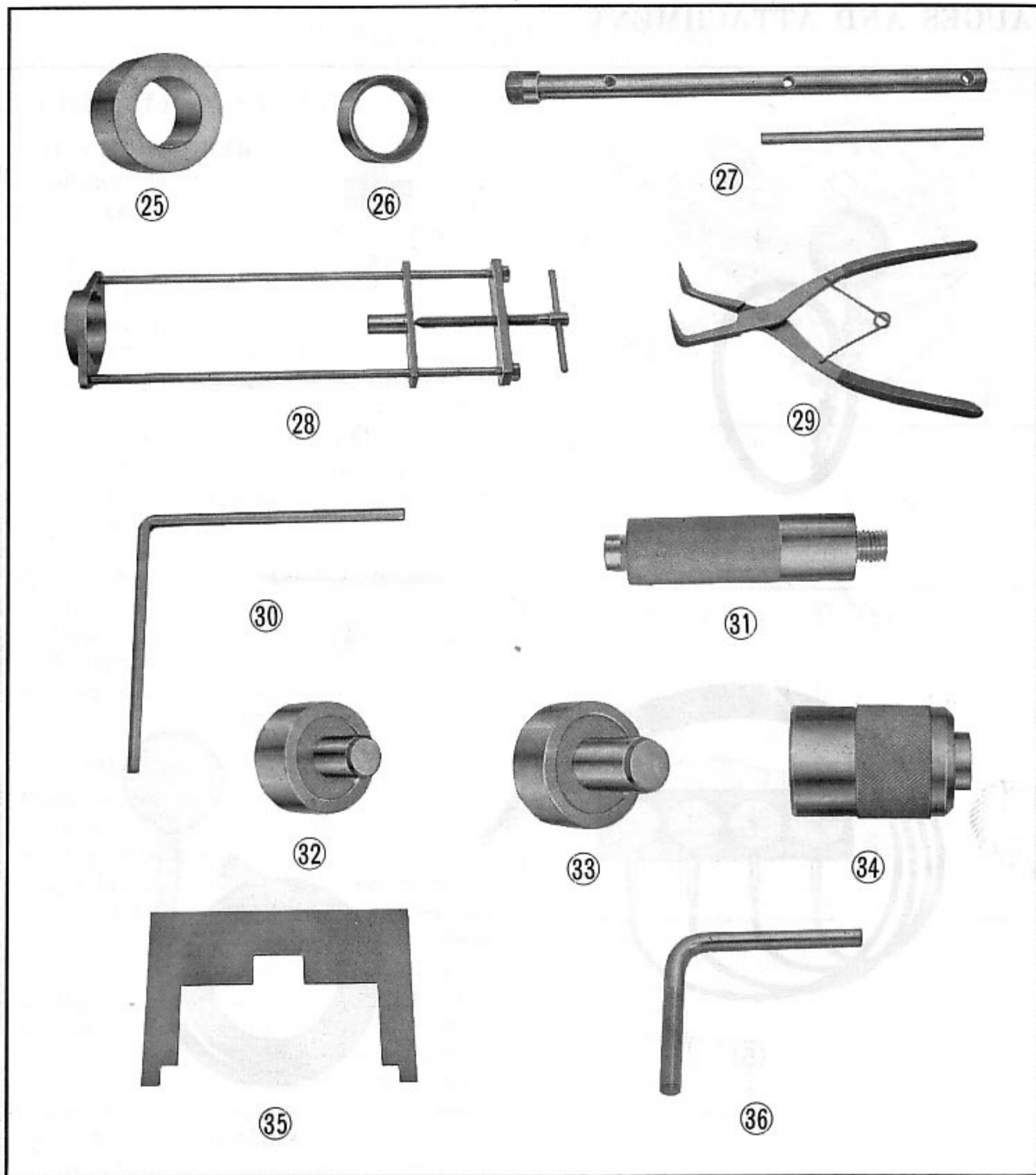
SERVICE TOOLS



Ref. No.	TOOL No.	DESCRIPTION
①	07000-30011	Special Tool Set for CB 750
②	07001-30001	Inlet valve seat 90° cutter
③	07002-30001	Exhaust valve seat 90° cutter
④	07003-30001	Inlet valve seat top cutter
⑤	07004-30001	Exhaust valve seat top cutter
⑥	07005-30001	Inlet valve seat interior cutter
⑦	07006-30001	Exhaust valve seat interior cutter
⑧	07007-30001	Valve seat cutter holder
⑨	07008-30001	Valve guide reamer
⑩	07031-30001	Valve remover attachment
⑪	07031-30010	Valve remover body
⑫	07046-30001	Valve guide driving & removing tool
⑬	07087-30001	Valve tappet lock nut wrench
⑭	07050-30001	Valve rocker arm shaft removing tool
	07078-30001	Cylinder head bolt wrench



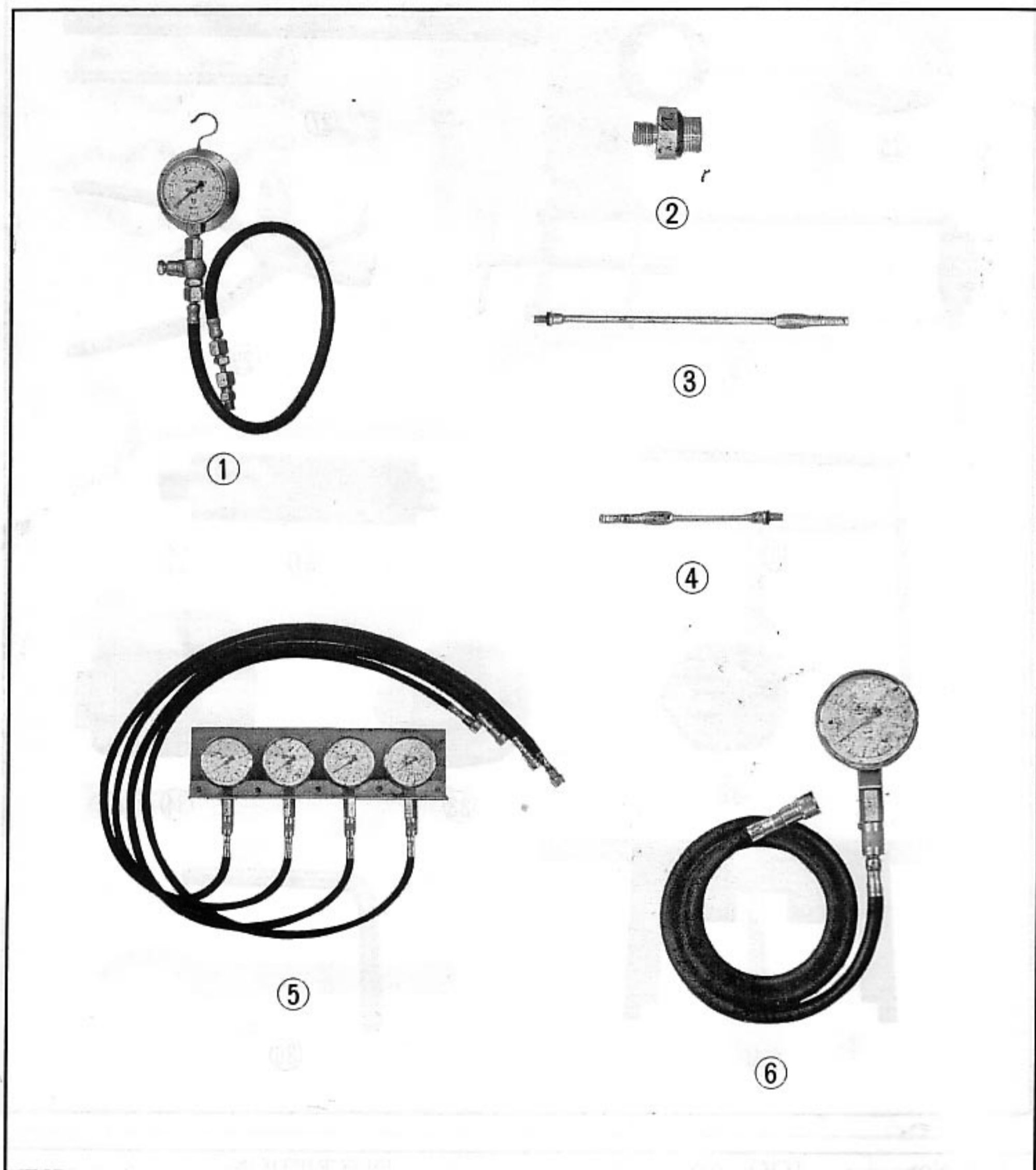
Ref. No.	TOOL No.	DESCRIPTION
⑮	07032-30001	Piston ring compressor (2 pcs)
⑯	07033-30001	Piston base (2 pcs)
⑰	07011-30001	AC generator rotor puller
⑱	07094-30002	Spark plug wrench
⑲	07022-30001	Drive sprocket holder
⑳	07086-30001	Clutch lock nut wrench
㉑	07048-30020	Counter shaft bearing driving tool
㉒	07048-30025	Counter shaft bearing removing tool
㉓	07083-21601	Stem nut box wrench
㉔	07072-20001	Steering stem top thread wrench



Ref. No.	TOOL No.	DESCRIPTION
25	07057-29201	Front fork oil seal driving weight
26	07054-30001	Front fork oil seal driving guide
27	07034-30001	Front fork assembling bar
28	07035-30001	Rear cushion disassembling & assembling tool
29	07073-30001	Master cylinder circlip pliers
30	07080-30001	Caliper hex socket bolt wrench
31	07096-30001	Bearing driver handle
32	07048-30001	Front wheel bearing driver
33	07048-30005	Rear wheel bearing driver
34	07048-30015	Final drive shaft bearing driver
35	07144-99962	Carburetor float level gauge
36	07063-30001	Crankshaft turning handle



GAUGES AND ATTACHMENT



Ref. No.	TOOL No.	DESCRIPTION
①	07065-30001	Oil pressure gauge (10 kg)
②	07068-30001	Oil pressure gauge adaptor
③	07068-30007	Vacuum gauge attachment (A) (2 pcs)
④	07068-30012	Vacuum gauge attachment (B) (2 pcs)
⑤	07064-30001	Vacuum gauge set (4 pcs)
⑥	07064-30010	Vacuum gauge (1 pce.)

LUBRICATION SYSTEM

DRIVE CHAIN OILER

The oil which lubricates the chain is fed from the center of the shaft, through the porous sintered oil reserve element ⑦, along the outer surface of the rubber orifice ⑤, out the oil passage ④ and along the surface of the drive sprocket.

To simplify the procedure for regulating the feed of the lubricant, it is performed by the adjusting screw ① in the chain oiler. Turning the screw clockwise (A direction) will force the rubber orifice against the oil reserve element, causing it to expand and restricting the flow of oil around the rubber orifice. Turning the adjusting screw counter clockwise (B direction) will permit the rubber orifice to shrink toward its normal size and allow greater oil flow. In other words, the change in the diameter of the rubber orifice regulates the amount of oil to lubricate the drive chain.

ADJUSTMENT PROCEDURE

1. Remove the rear crankcase.
2. Wipe the oil on the drive chain thoroughly with a rag.
3. The adjusting screw is adjusted to maximum oil flow on all motorcycles leaving the factory. After riding for a short period, if excessive oil is noticed by indication of chain oil on the rim, fender, spokes etc., turn the adjusting screw about 1/4 turn in the clockwise direction and recheck the oil flow condition after riding for one minute at 50~70 mph (80~110 kph). The adjustment is proper if the chain link plates and rollers are wet with oil and the other areas are free from excessive oil.
4. Readjust the screw if necessary until the proper oiling condition is obtained.

SUPPLEMENT LUBRICATION

Drive chain rollers and side plates must be properly lubricated at all times. Sustained high-speed driving or improper adjustment of the chain oiler may cause inadequate lubrication. If the rollers or side plates are dry or show evidence of rust, apply a high-quality chain lubricant according to the manufacturer's instructions.

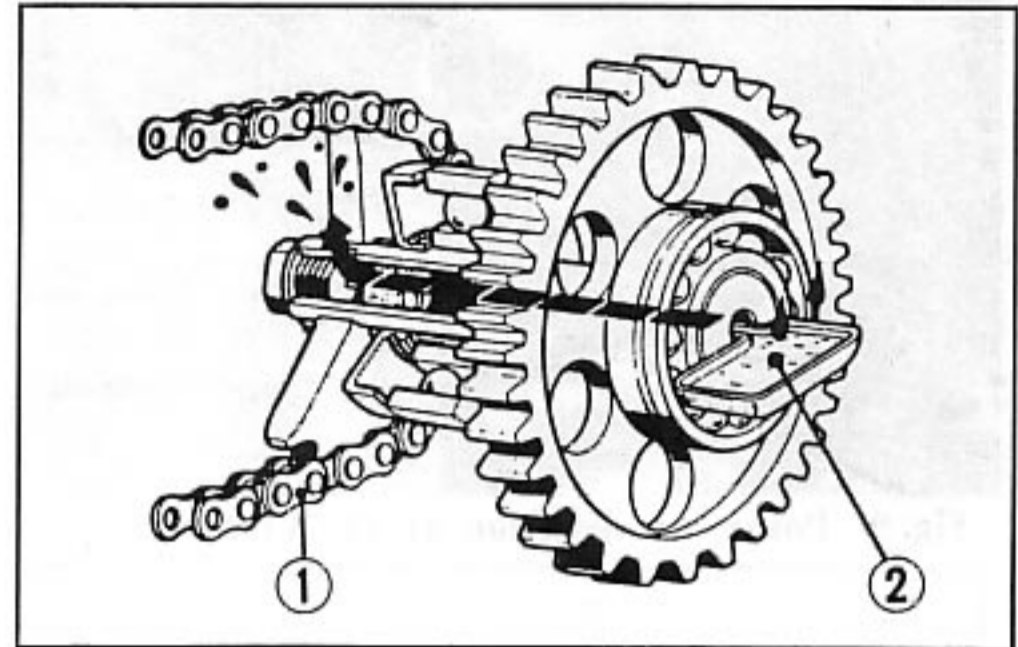


Fig. 6 ① Drive chain
② Oil guide

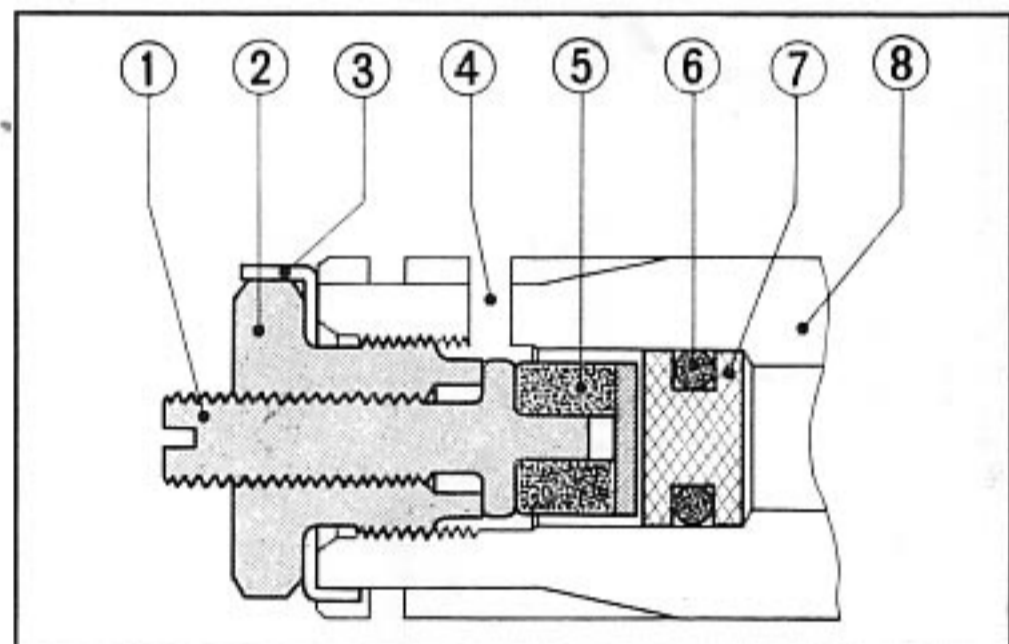


Fig. 7 ① Adjusting screw
② Final shaft plug
③ 14 mm lock washer
④ Oil passage
⑤ Rubber orifice
⑥ 6.5×3 O-Ring
⑦ Oil reserve element
⑧ Final driven shaft

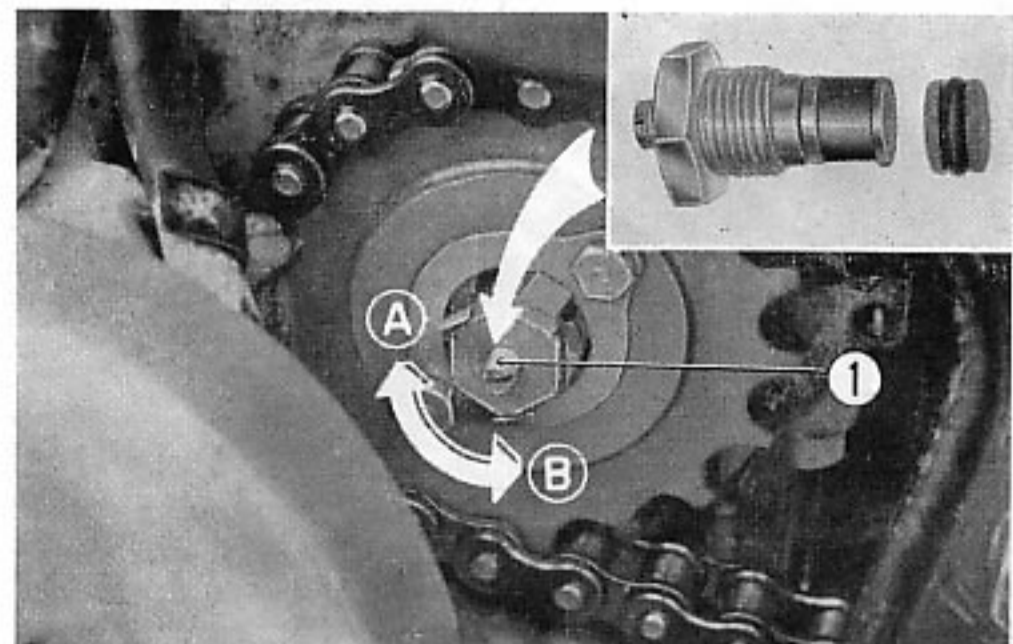


Fig. 8 ① Adjusting screw

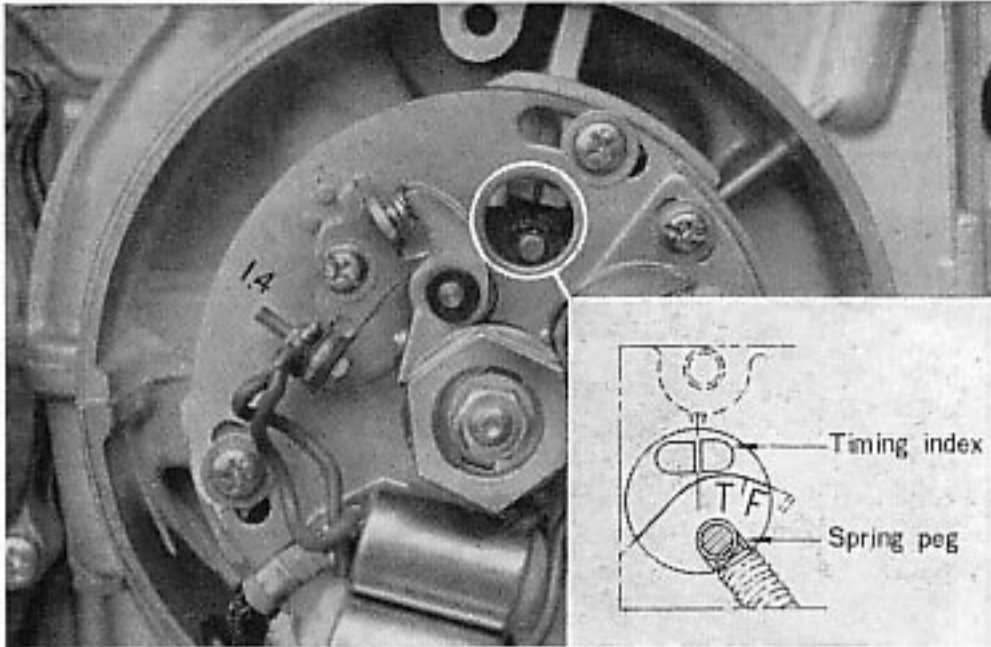


Fig. 9 Point cam position at 15° ATDC

CAM CHAIN TENSIONER

A loose cam chain causes a loud clattering noise. It may also affect valve timing, resulting in performance loss.

A recommended crankshaft position for adjusting the cam chain tensioner is that when the crankshaft is rotated to 15° ATDC of cylinders #1 and #4, immediately after cylinder #1 has fired.

Adjustment

1. Remove the tappet covers from the #1 cylinder.
2. Remove the point cover, and use a 23 mm box wrench to rotate the crankshaft to the "T" position for cylinders #1 and #4 (1.4).
3. Check the both valves of #1 cylinder. If both valves are free, proceed to next step: if either or both of the valves are tight, rotate the crankshaft 360°, and then proceed with the next step.
4. Rotate the crankshaft clockwise until the spring peg on the advancer assembly at the 1.4 position is just to the right of a line from the timing index. (Fig. 9) This position is 15° ATDC 1.4. At this point, the slack in the cam chain will be on the tensioner side, thus assuring effective tensioner operation.
5. Loosen the cam chain tensioner lock nut, and back out the setting screw until the tensioner arm is released and moves in to take up the slack.

Note:

The tensioner is automatic. Do not use additional pressure to remove the tensioner arm.

6. Retighten the setting screw and lock nut, re-install point cover and tappet covers.

CYLINDER HEAD

When measuring the flatness of the cylinder head, place a straight across the measuring surface of the cylinder head.

Check the clearance with a thickness gauge at several points and make sure the head not to be warped.

Item	Standard value	Serviceable limit
Clearance	0.002 in. (0.05 mm max.)	0.009 in. (0.25 mm max.)

Rework the cylinder head or replace with new one if beyond the serviceable limit.

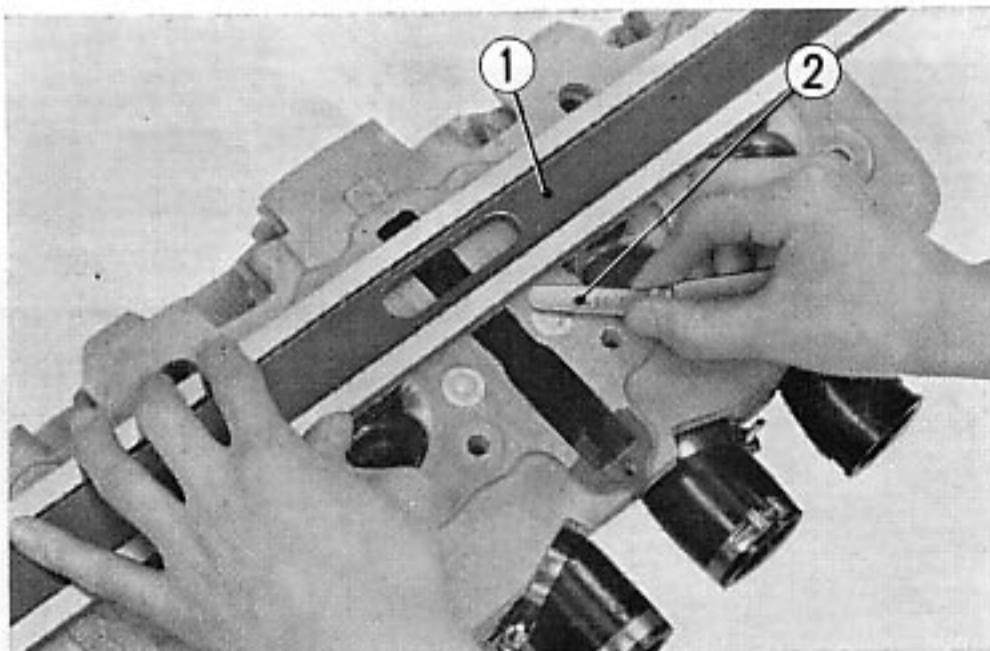


Fig. 10 ① Stretch
② Thickness gauge

FUEL SYSTEM

CARBURETOR

The quadruple piston type carburetors are mounted on the cylinder head with a stay plate. Choke lever is a link type which operates all four choke valves simultaneously.

To simplify the idle adjustment and synchro-

nization of the carburetors, the throttle cables from the four carburetors are joined to operate from a single linkage.

Fig. 11 shows the construction details of the carburetor.

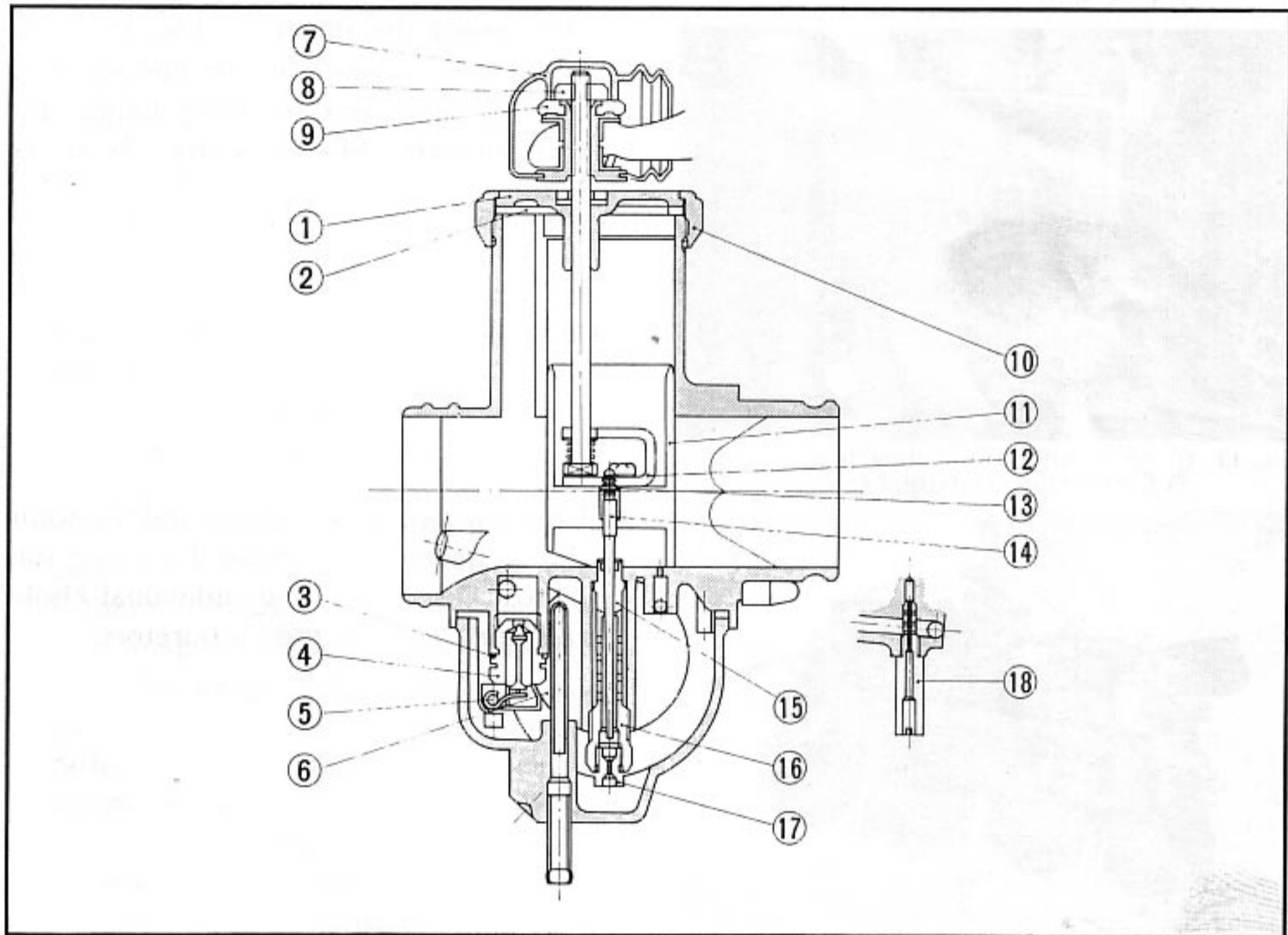


Fig. 11

- | | |
|------------------|---------------------|
| ① Carburetor top | ⑩ Cap |
| ② Top washer | ⑪ Throttle valve |
| ③ Flat washer | ⑫ Needle set plate |
| ④ Valve seat | ⑬ Clip |
| ⑤ Float arm pin | ⑭ Jet needle |
| ⑥ Float | ⑮ Needle jet |
| ⑦ Rubber cap | ⑯ Needle jet holder |
| ⑧ Lock nut | ⑰ Main jet |
| ⑨ Adjuster screw | ⑱ Slow jet |

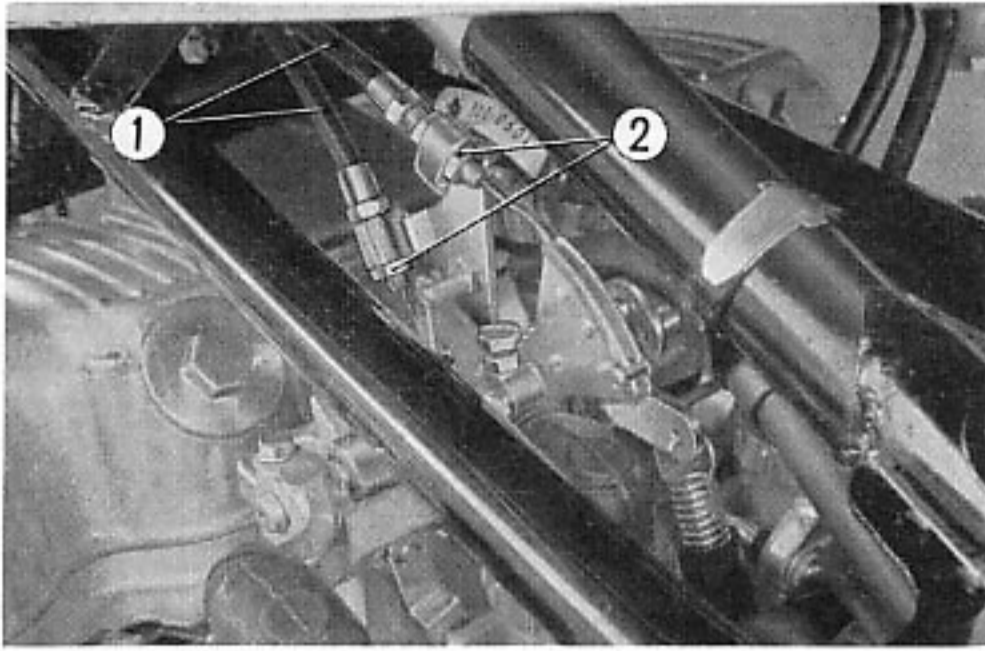


Fig. 12 ① Throttle cable
② Lock nuts

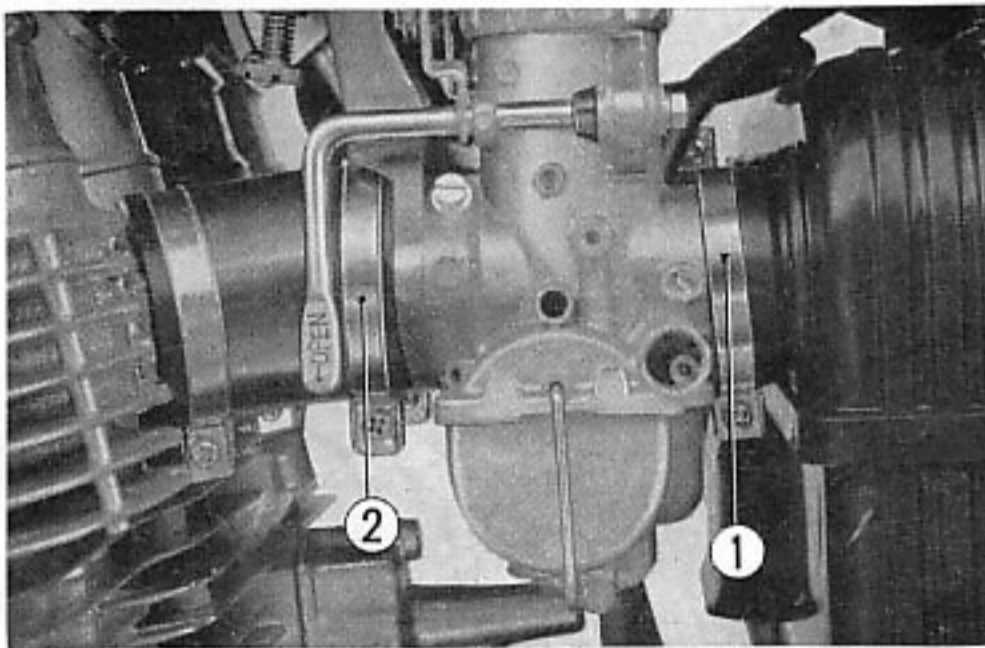


Fig. 13 ① Air cleaner connecting band
② Carburetor insulator band

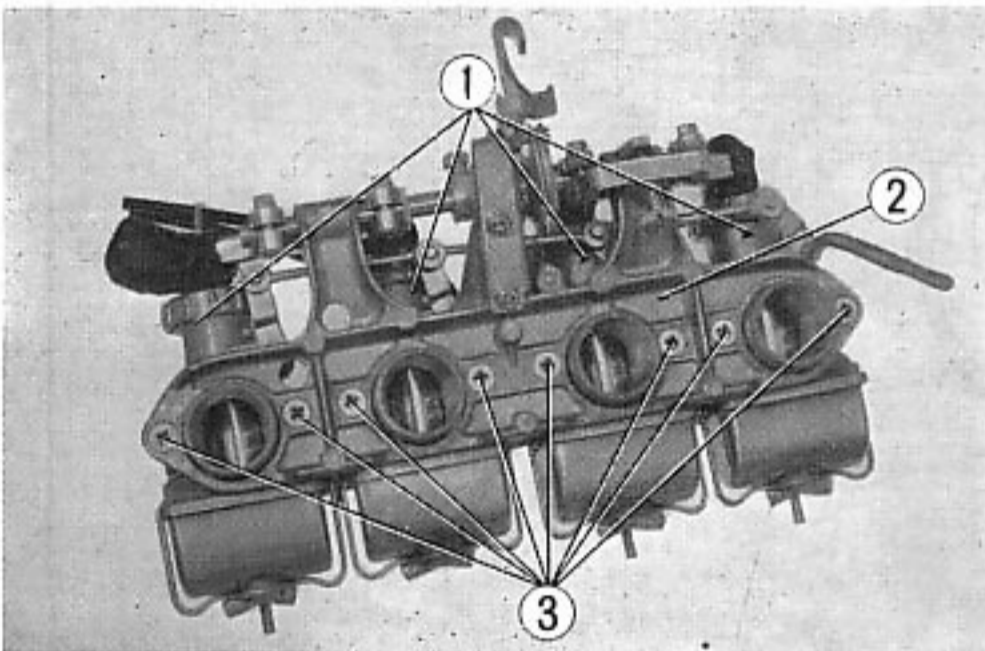


Fig. 14 ① Carburetor ③ Setting screws
② Carburetor stay plate

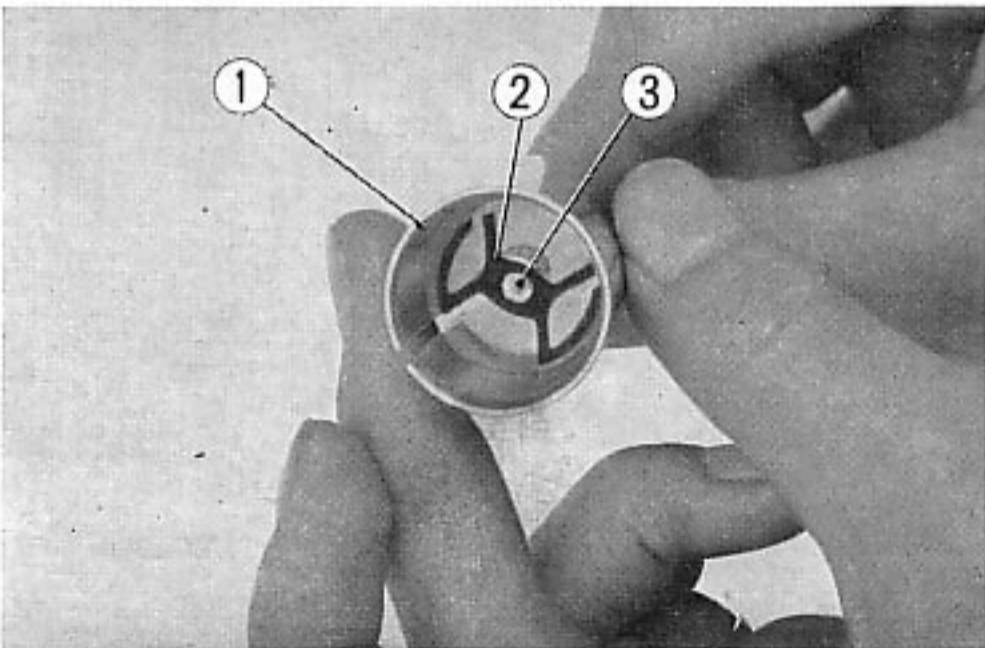


Fig. 15 ① Throttle valve ③ Jet needle
② Needle set plate

DISASSEMBLY

1. Turn the fuel tank valve to the "STOP" position, remove the fuel lines from the fuel valve body, raise the seat and pull the rear tank rubber mounting away from the rear tank mount. Remove the fuel tank.
2. Disconnect the throttle cables from the link lever, loosen the air cleaner connecting tube and insulator bands and then remove the carburetors as an assembly.
3. Unscrew two 6 mm screws and dismount the respective carburetor from the stay plate. Disconnect the individual choke rod and separate the carburetors.
4. In order to remove the needle jet from the throttle valve, remove the needle set plate.

5. Remove the float chamber retightening clip and remove the following carburetor components with a small screwdriver.

- * Slow jet
- * Main jet
- * Needle jet holder
- * Float
- * Float valve set

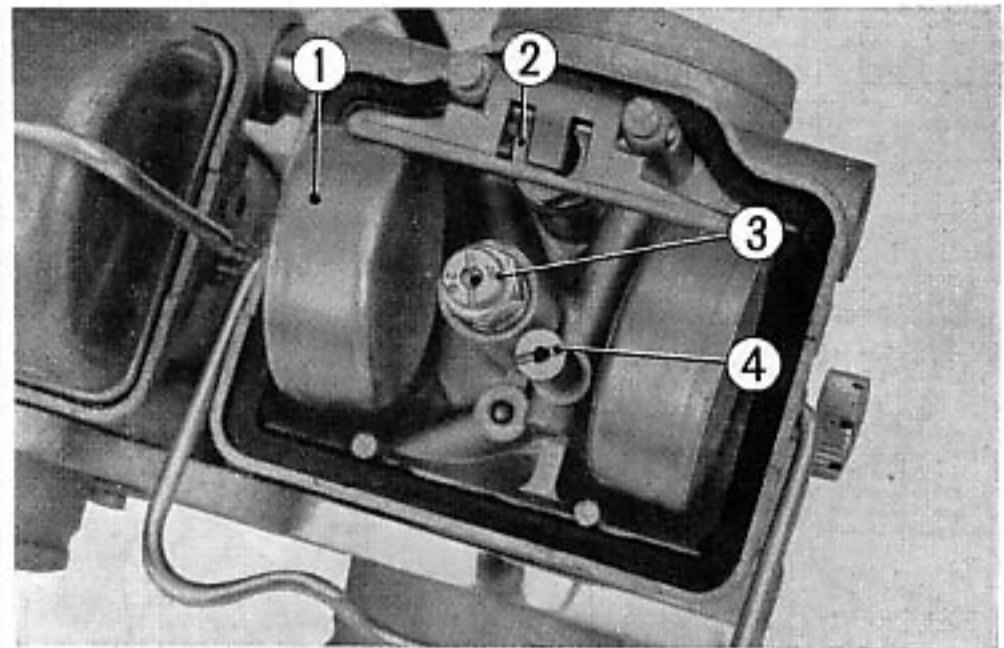


Fig. 16 ① Float
② Float valve set
③ Main jet
④ Slow jet

INSPECTION

1. Carburetor adjustment should be made in accordance with the description on page 14.

2. Fuel level check

Remove the float chamber and set the float arm as shown in the Fig. 17 so that it just barely touches the valve and in this position, check the position of the float with the gauge set vertically. At a standard setting, the float should just barely come in contact with the gauge. If there is clearance between the gauge and float or if the float is interfering with the gauge, adjustment should be made. The height of float above the carburetor body, which should be **1.023 in. (26 mm)** can be adjusted by bending the float arm using a narrow screwdriver.

3. Jet needle, float valve

The jet needle is constantly moving and if it is found to be excessively worn, it should be replaced. Further, check the wear of the valve and the valve seat and if it is defective, part should be replaced. (Fig. 18)

4. The clogging of the respective jet should be cleaned by blowing out the jets with compressed air followed by properly torquing the jets.

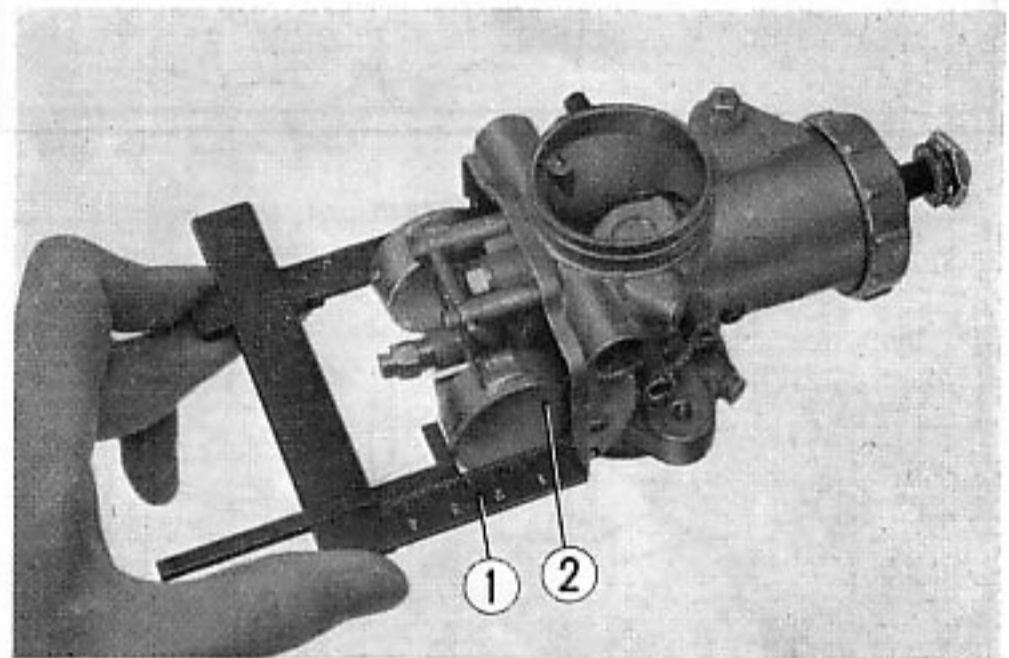


Fig. 17 ① Float
② Float level gauge

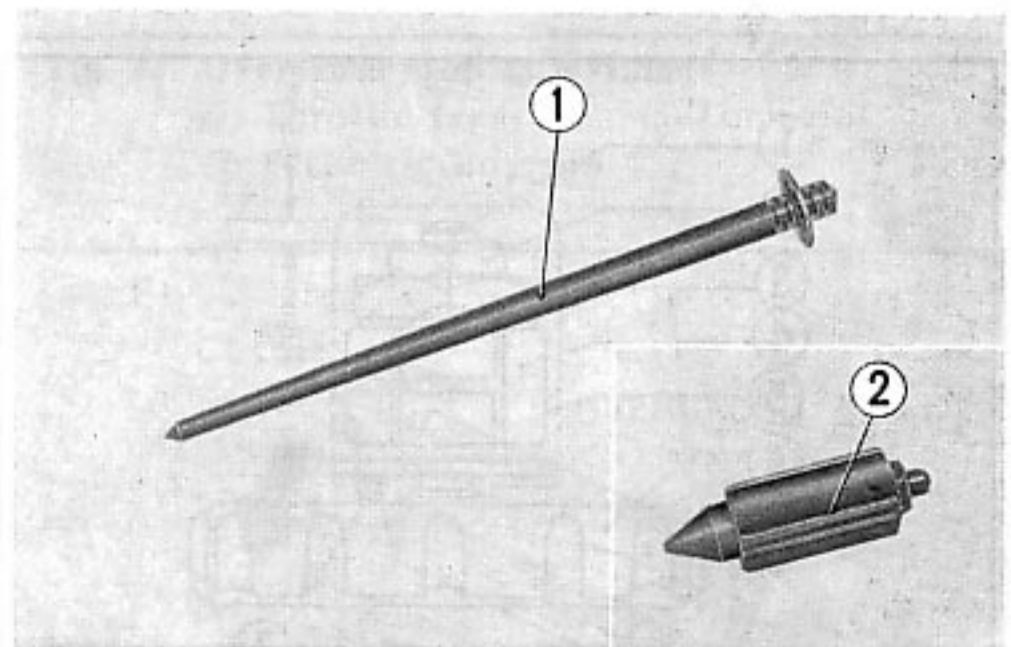


Fig. 18 ① Jet needle
② Float valve

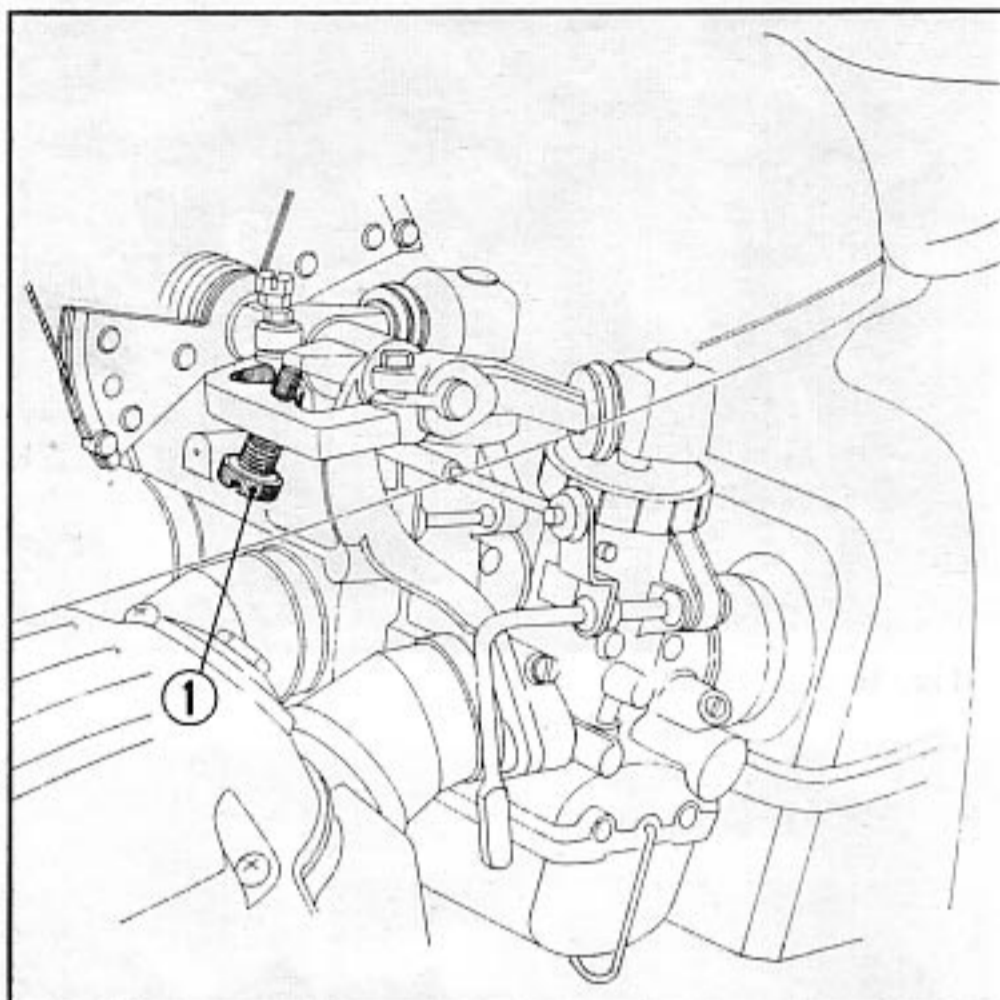


Fig. 19 Idle adjustment
① Throttle stop screw

ADJUSTMENT

Adjustment is normally performed after the engine has been warmed up to operating oil temperature of 140° to 157°F (60 to 70°C).

Idle adjustment

Set the engine idle speed to 900–1,000 rpm with the throttle stop screw. (Fig. 19)

* Turning the stop screw in the clockwise direction will decrease the idle speed.

* Turning in the counter clockwise direction will increase the idle speed.

Carburetor synchronization

1. Remove the fuel tank from the frame and position it approximately 20 in. (50 cm) higher than motorcycle, and then reconnect the tank and the carburetor system with a rubber tube.
2. Remove the rubber boot from the link arm.
3. Connect up the vacuum gauges. Remove the carburetor plugs and connect the longer size adapters to the two inside carburetors, and the shorter size adapters to the outside carburetors.

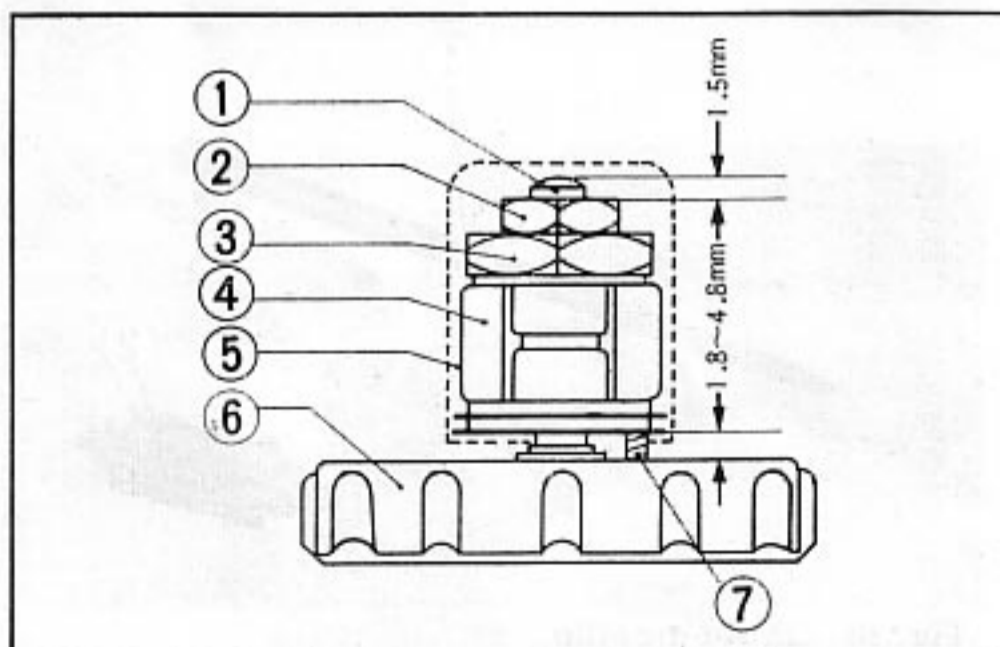


Fig. 20 Link component

① Rod	⑤ Rubber boot
② Lock nut	⑥ Top
③ Adjuster screw	⑦ Gauge
④ Link arm	

4. Start the engine, loosen the adjuster screw lock nut and turn the adjuster screws so that the vacuum gauges connected to the carburetors are all indicating uniformly (within 3.0cmHg) between 16 to 24 cmHg. (Fig. 20)

○ Turning the adjuster screw in the clockwise direction will raise the vacuum pressure.

○ Turning the screw in the counter clockwise direction will lower the vacuum pressure.

Note:

Before synchronizing the carburetor with the vacuum gauge, make sure that all the rods are extending at least one thread above the lock nut. (Fig. 21)

If there is insufficient thread extension, the following preadjustment must be made before adjusting the synchronization.

- ① Turn the throttle stop screw until there is a slight clearance between the stopper and the screw.
- ② Adjust the adjuster screw so that there is a **0.070-0.189 in. (1.8-4.8 mm)** clearance between the adjuster screw and the top. (Fig.20)
- ③ Turn the throttle stop screw in the counter clockwise direction back to the original position.

5. When all the carburetors are indicating uniform vacuum pressure, adjust the throttle stop screw to obtain the specified idle speed.

6. Snap the throttle several times to verify the idle stability before tightening the lock nut.

Torque lock nut to: **0.86-1.44 ft-lbs (12-20kg-cm)**

Carburetor air screw adjustment

Adjust the respective air screw so that the engine rpm is smoothest with maximum vacuum pressure. The standard adjustment which gives best performance is $3/4$ to $1\frac{1}{4}$ turns open from the full close position.

Note:

After the adjustment is completed, make sure that the rubber boots is not pinched or rolled under.

Overcross stop adjustment

Loosen the lock nut and turn the eccentric link pin to provide a clearance of **0.08-0.12 in. (2-3 mm)** between the throttle lever and link pin. (Fig. 22-23)

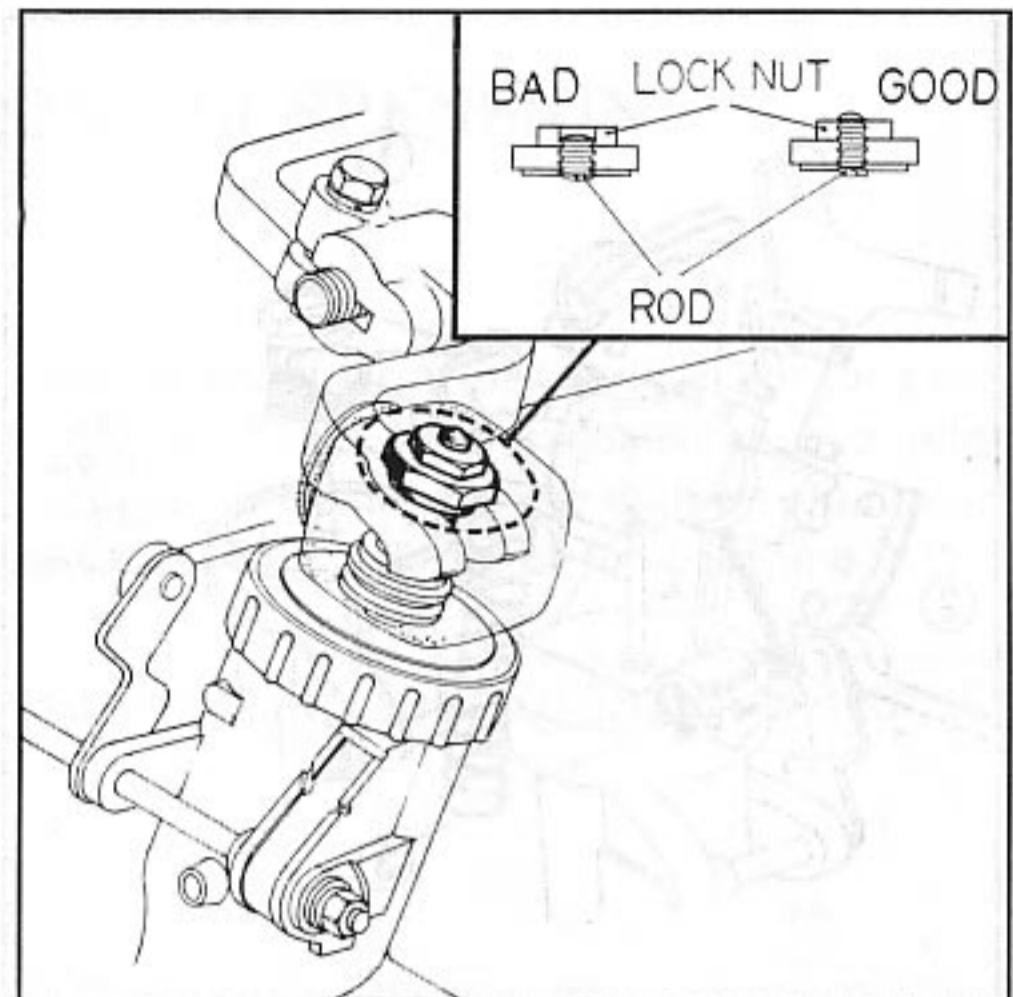


Fig. 21 Lock nut

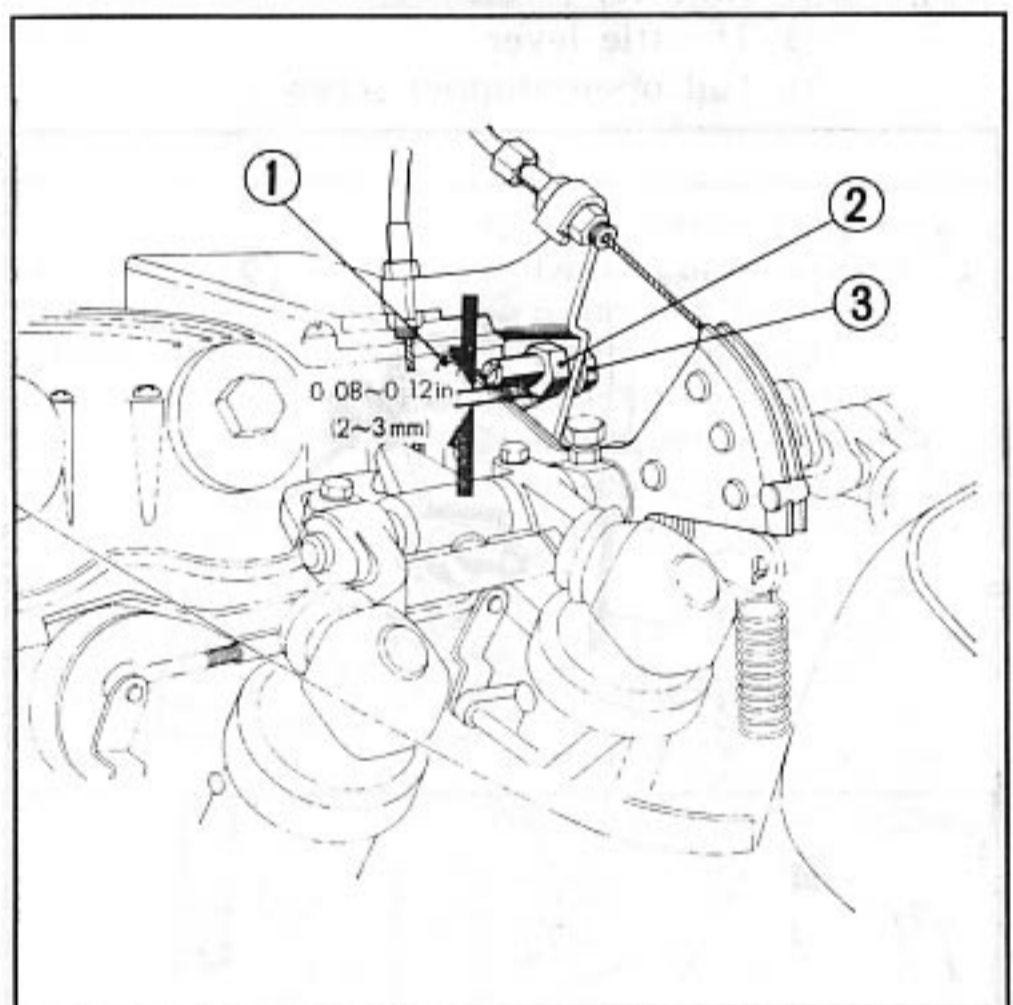


Fig. 22 Overcross stop adjustment

- ① Throttle lever
- ② Eccentric link pin
- ③ Lock nut

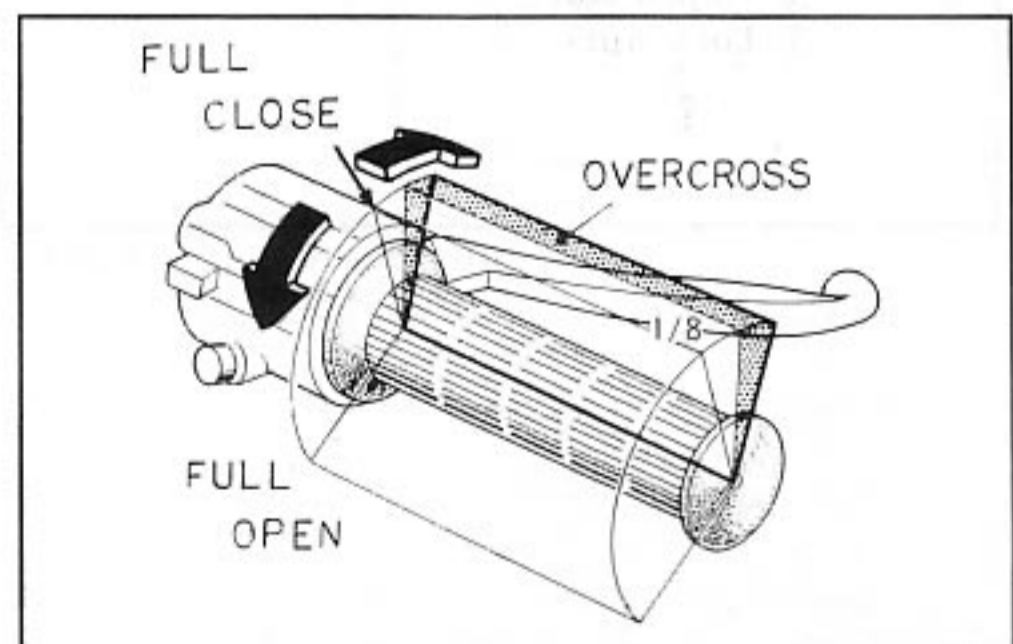


Fig. 23 Overcross part

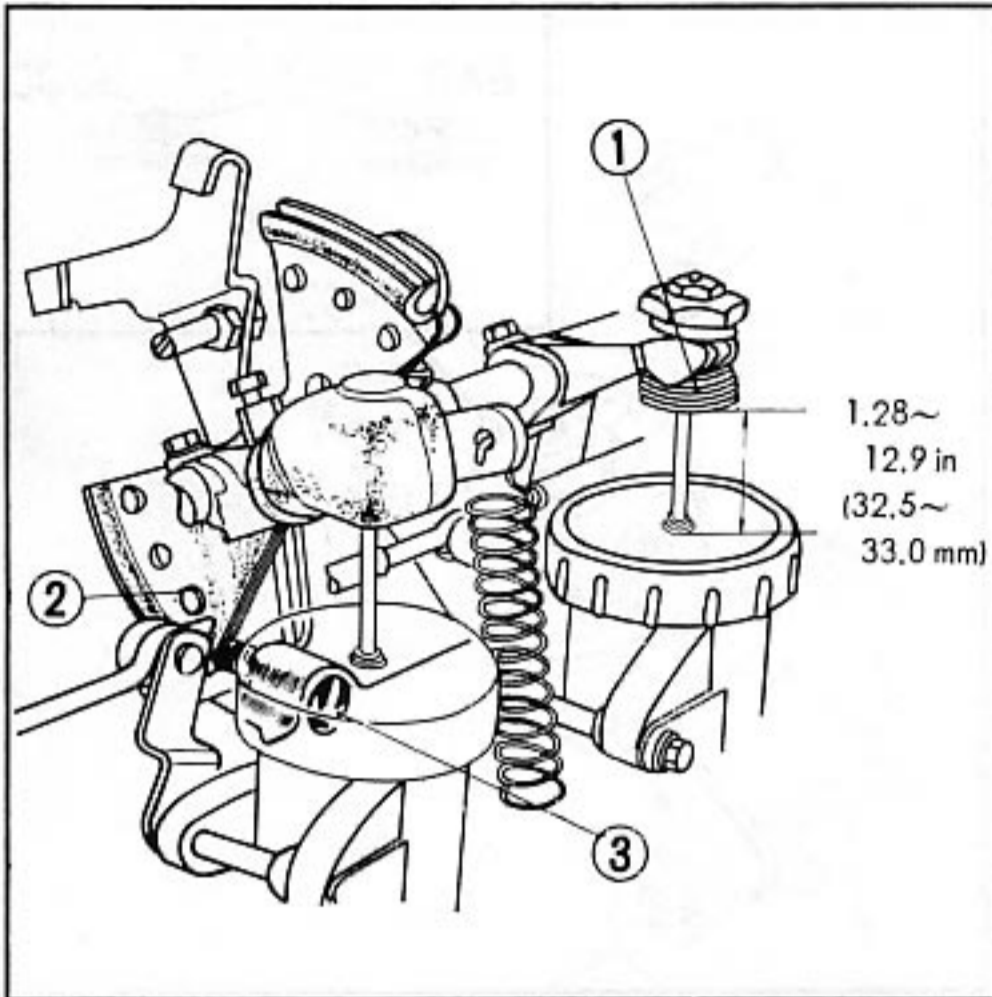


Fig. 24 Full open stopper adjustment

- ① Adjuster screw
- ② Throttle lever
- ③ Full open stopper screw

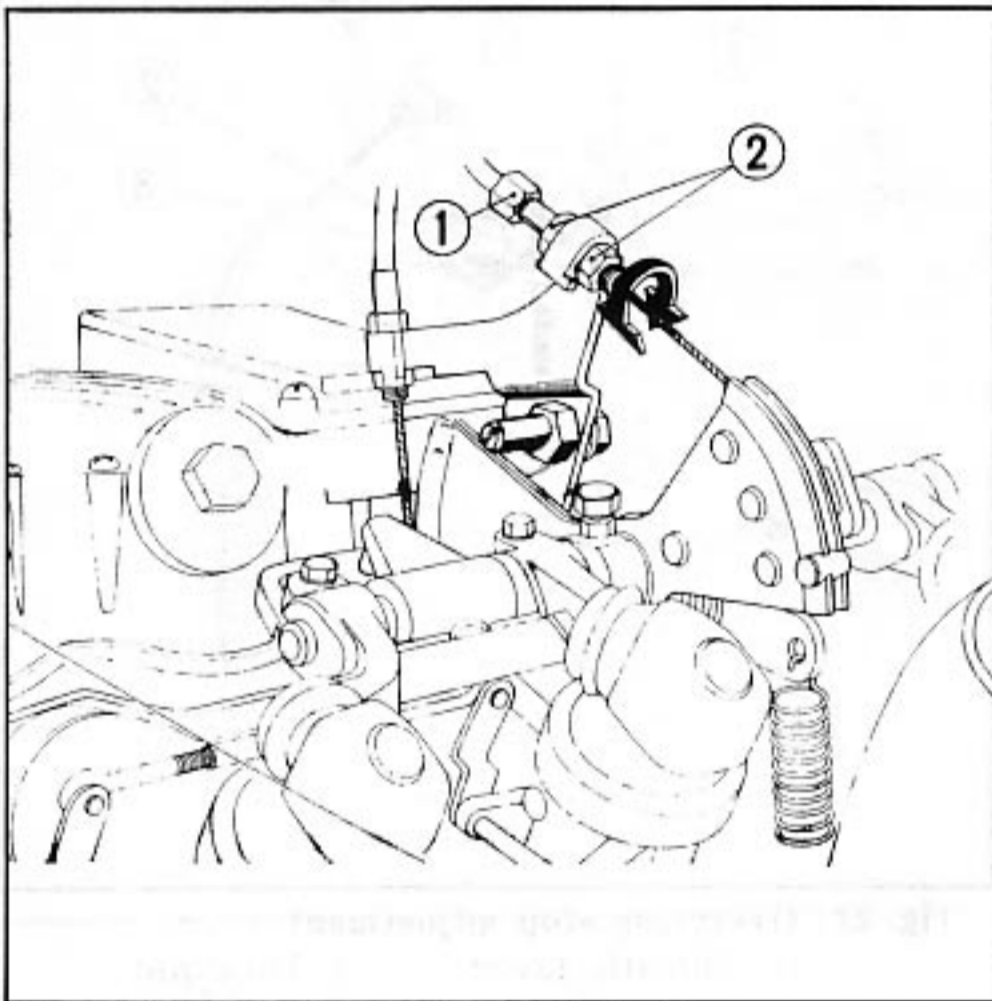


Fig. 25 Throttle cable adjustment

- ① Adjust nut
- ② Lock nut

Full open stopper adjustment

Adjust the stopper screw so that there will be a distance of **1.28–1.29 in. (32.5–33.0 mm)** between the top and the adjuster screw with the throttle grip in the full open position. (Fig. 24)

Throttle cable adjustment

1. Turn the adjuster counter clockwise on the handle end to increase the play in the cable. To permit fine adjustment with the adjuster screw, leave about a **0.12 in. (3 mm)** play in the cable.
2. Turn the adjuster nut at the carburetor end to provide a **0.12–0.16 in. (3–4 mm)** play at the grip flange. (Fig. 25)

Note:

The throttle lever should hit the link pin when the grip is forced to the full close position.

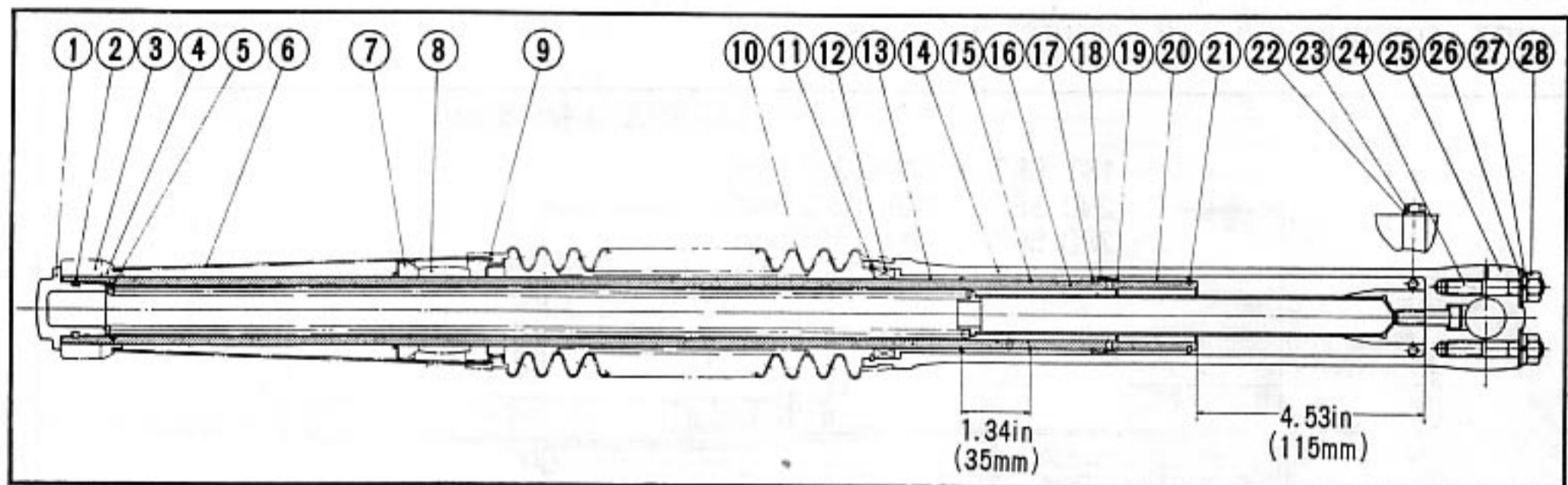
If this does not occur, the throttle cable must be replaced.

STEERING AND FRONT SUSPENSION

FRONT SUSPENSION

The front fork is assembled into a complete unit by the fork bottom bridge, axle and the fork top bridge and their respective mounting bolts. This three-point mounting

design provides a highly rigid unit for good stability. The front suspension is a telescoping oil damper type with an aluminum fork bottom case used for lightness.



- | | | |
|----------------------------|---------------------------|-------------------------|
| ① Front fork bolt | ⑪ 50 mm circlip | ⑳ Fork piston |
| ② 23×28 "O" ring | ⑫ 354811 oil seal | ㉑ Fork piston snap ring |
| ③ Fork top bridge | ⑬ Front fork pipe guide | ㉒ Drani cock packing |
| ④ Fork cover upper cushion | ⑭ Front fork bottom case | ㉓ 6mm hex bolt |
| ⑤ Front cushion spring | ⑮ Fork pipe stopper ring | ㉔ 8mm stud bolt |
| ⑥ Front fork cover | ⑯ Front fork pipe | ㉕ Front axle holder |
| ⑦ Fork cover lower cushion | ⑰ Fork valve stopper ring | ㉖ 8mm flat washer |
| ⑧ Steering stem | ⑱ Front damper valve | ㉗ 8mm spring washer |
| ⑨ Front fork rib | | ㉘ 8mm hex nut |

Fig. 26

As the outside diameter of oil seal 354811 is 0.08 in. (2 mm) larger than previous model to prevent the deformation of oil seal and oil leakage, the diameter (50 mm) of circlip is also larger than previous one (47 mm). Removal, inspection and installation are the same for 1969 model, therefore, refer to CB750 Shop Manual.

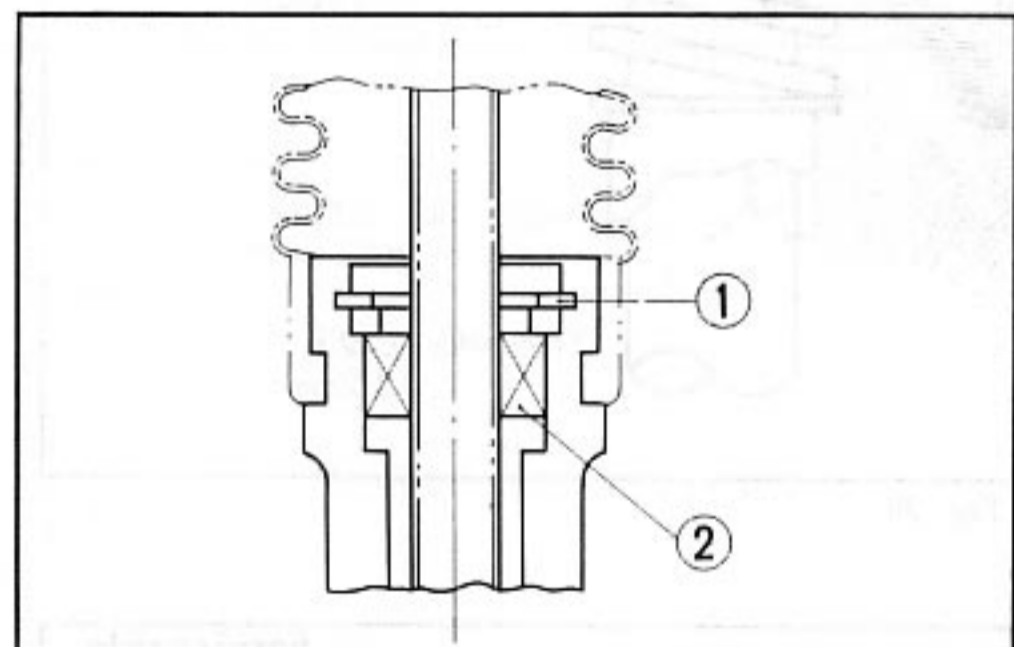


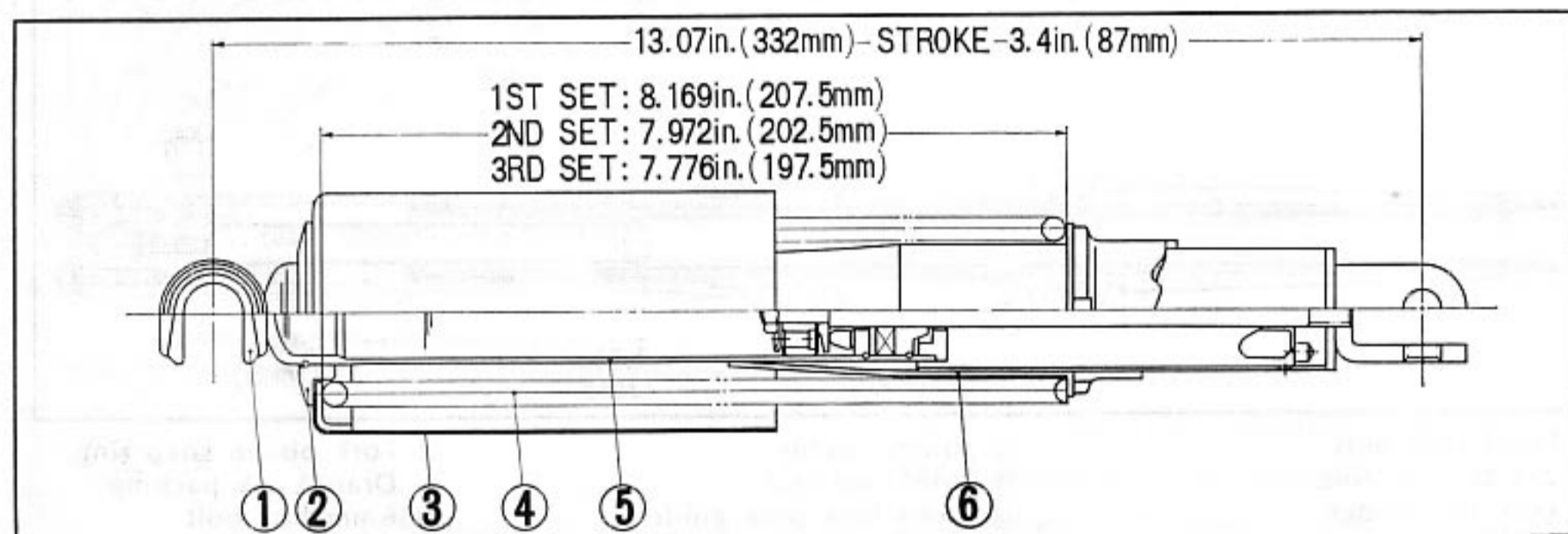
Fig. 27 ① 50 mm circlip
② 354811 oil seal

REAR SUSPENSION

REAR SHOCK ABSORBER

A De Carbon type damper containing nitrogen gas under high pressure is contained within the cylinder to maintain a pressure against the oil. This prevents the bubbles from being produced in the oil during compression. It assures positive

damping action. The spring force can be adjusted to the three positions according to carrying load and riding condition. The stroke of the rear shock absorber is **3.4 in. (87 mm)**.



- ① Joint rubber
- ② Spring seat stopper
- ③ Rear cushion upper cover
- ④ Rear cushion spring
- ⑤ Rear damper assembly
- ⑥ Rear cushion spring guide

Fig. 28

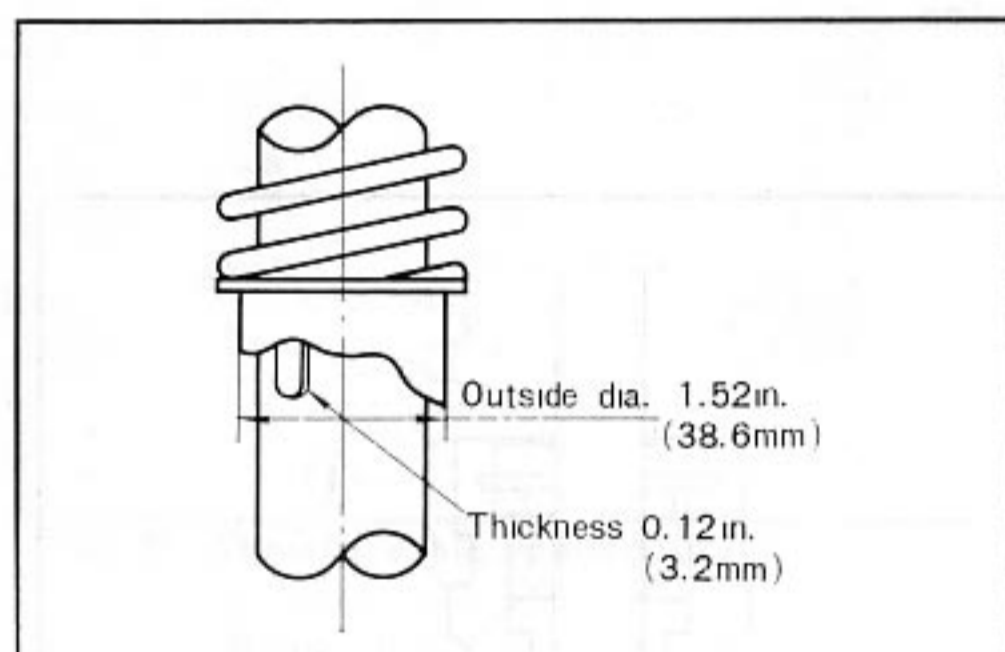


Fig. 29

The stopper was changed 0.09 in. (2.3 mm) to 0.12 in. (3.2 mm) thickness and the outside diameter 1.52 in. (38.6 mm) of shock absorber is 0.08 in. (2 mm) larger than previous one. Consequently, the spring diameter is 0.15 in. (4 mm) larger than previous model. The modifications described above provide a highly rigid.

Inspection

Damping force cannot be measured, therefore, the test is performed by compressing the shock absorber unit by hand. Normal operating condition is indicated by a greater resistance on the extension stroke than on the compression stroke.

When replacing the shock absorber spring, make sure that the new and previous spring are not interchangeable. For disassembly, other inspection, repair and re-assembly, refer to CB750 Shop Manual.

Item	Standard value	Serviceable limit
Shock absorber spring		
Spring inner diameter	1.56~1.86 in. (39.7~40.3 mm)	—
Free length	8.58 in. 218 mm	8.346 in. (212 mm)
Coil diameter	(0.276 in. 7 mm)	—
Installation load	7.98 in./66.6 lbs (202.9mm/30.2kg)	—
Tilt	within 1.5°	Over 2.5°

FRONT WHEEL HUB AND MOUNTING BOLTS

As the width of the front wheel hub was made 0.157 in. (4 mm) narrow in width, the length of the mounting bolts was changed from 4.17 to 4.02 in. (106 to 102 mm) shortened by 0.157 in. (4 mm).

Whenever replacing these parts, make sure that the proper length bolts are used. Using the old longer bolts on the new hub will cause the disc plate to loosen during riding. When the front hub is replaced, the associated parts corresponding to this hub must be replaced in set. Old and new parts are not interchangeable.

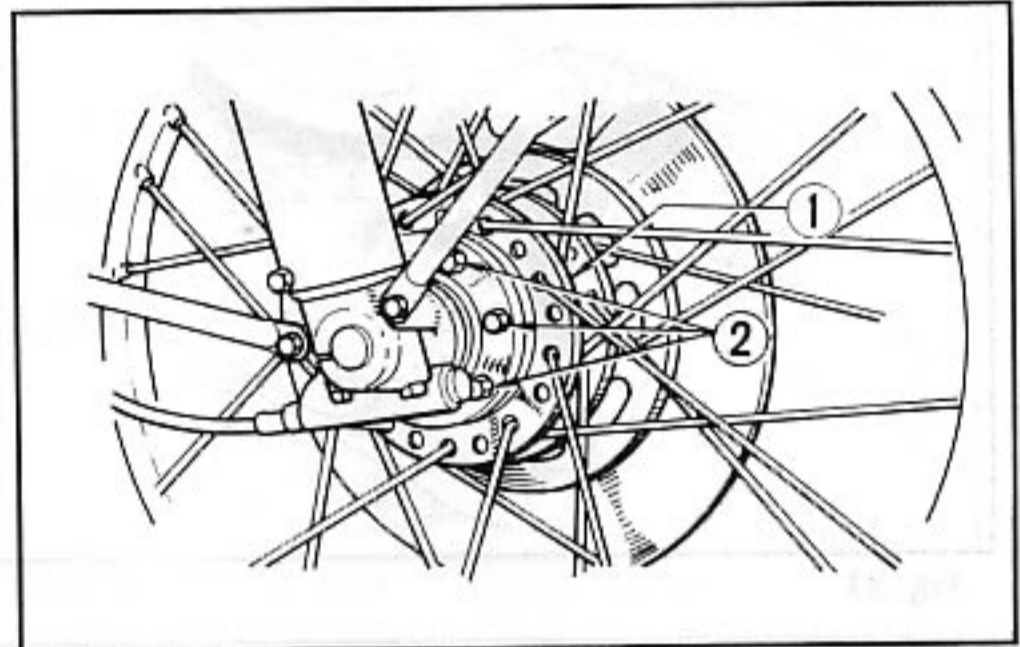


Fig. 30 ① Front wheel hub
② Disc plate mounting bolts

REAR WHEEL DAMPER

The shape of both side wheel dampers which was changed as shown in figure, absorb the shock when the rear wheel was turned by the drive chain and it makes the the drive chain to prolong the service life.

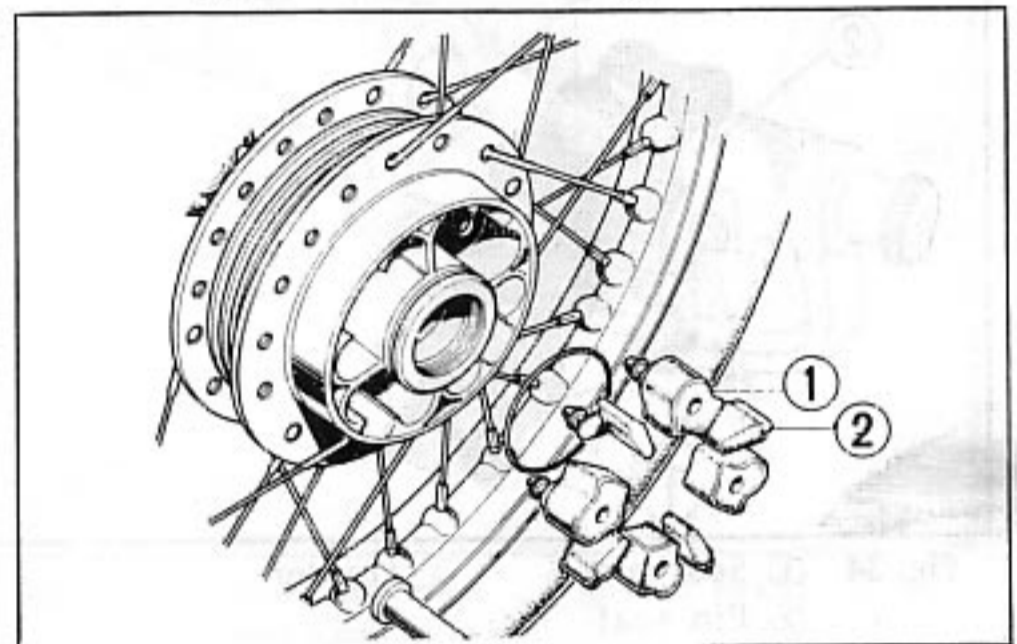
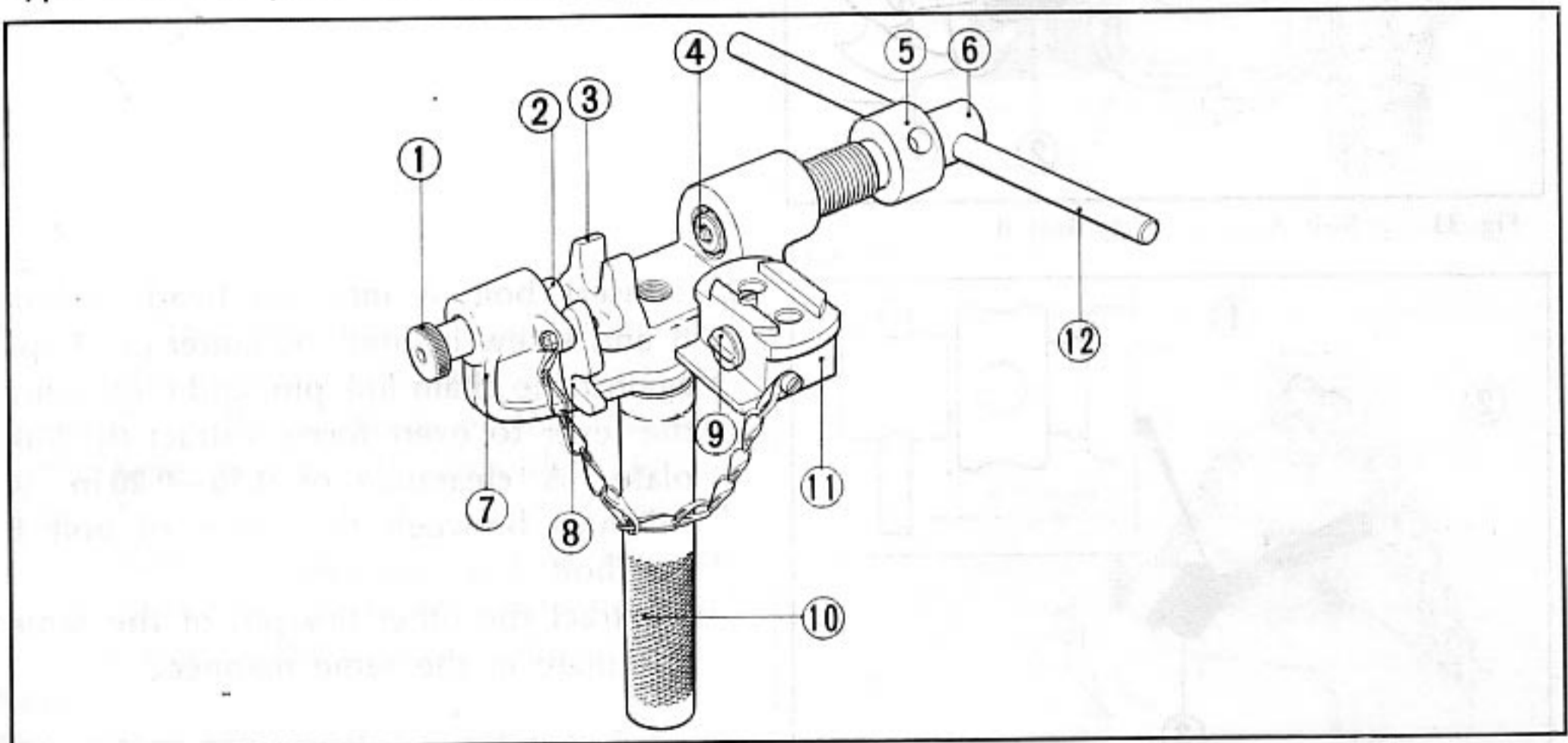


Fig. 31 ① R. rear wheel damper
② L. rear wheel damper

DRIVE CHAIN AND JOINT TOOL

The CB750 comes equipped with two types of drive chain, the continuously staked type and the joint link disconnect type.

The stake type joint (Part No. 40531-300-750) can be used to join either type of drive chain.



① Push nut ③ Holder ⑤ Bolt B ⑦ Body ⑨ Wedge ⑪ Guide
② Pin seat ④ Cutter pin ⑥ Bolt A ⑧ Seat plate ⑩ Grip ⑫ Lever

Fig. 32

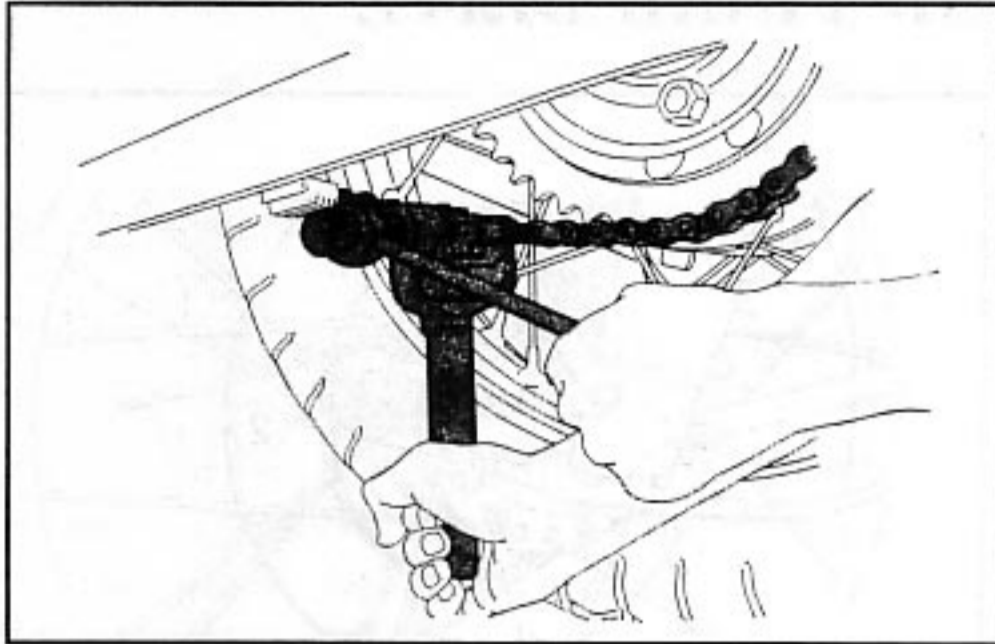


Fig. 33

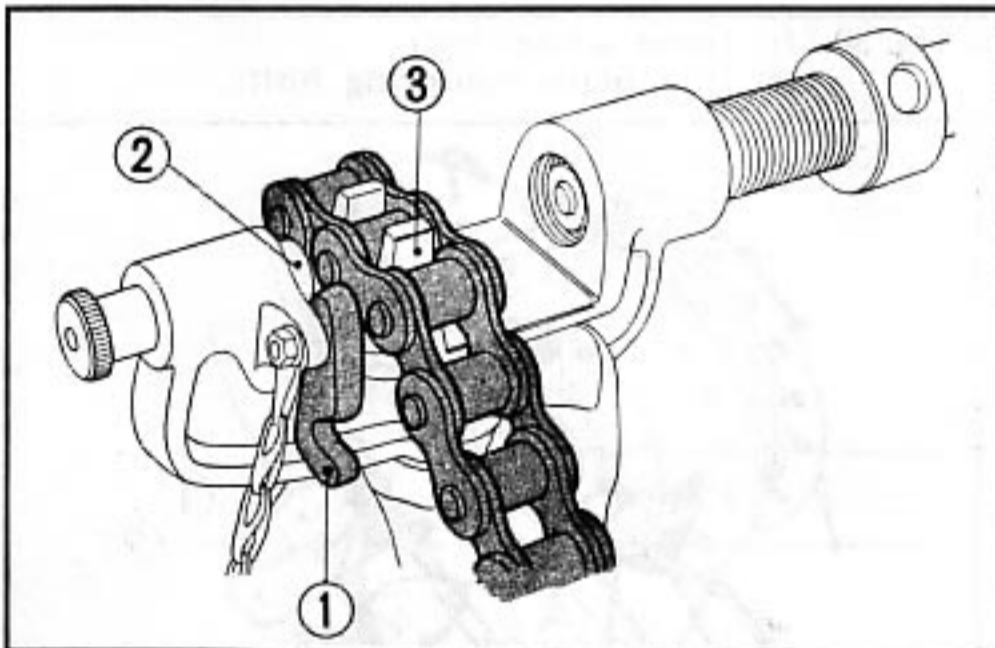


Fig. 34 ① Seat plate ③ Holder
② Pin seat

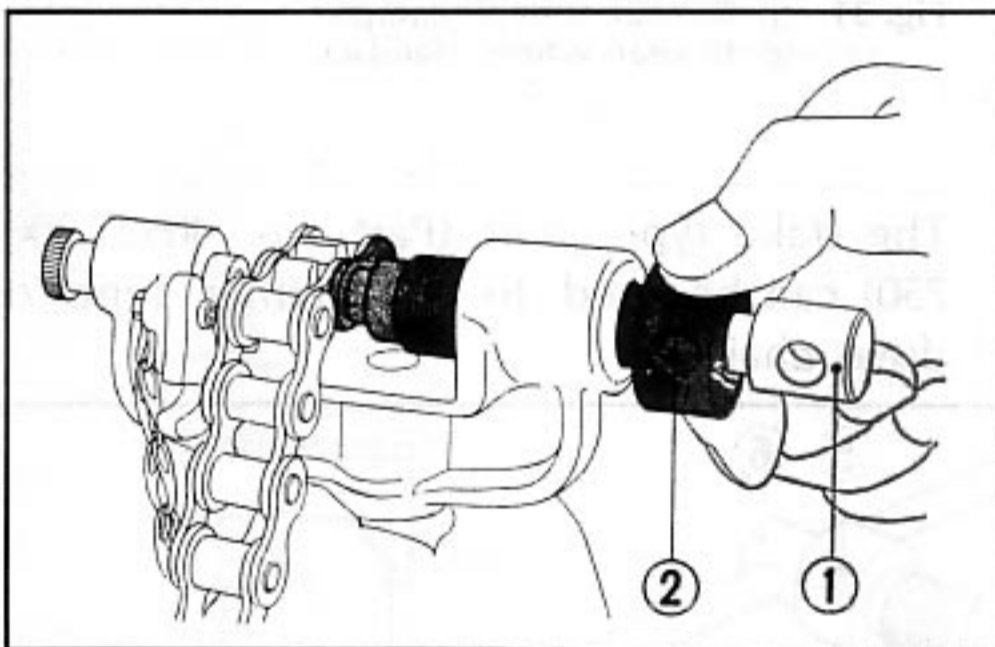


Fig. 35 ① Bolt A ② Bolt B

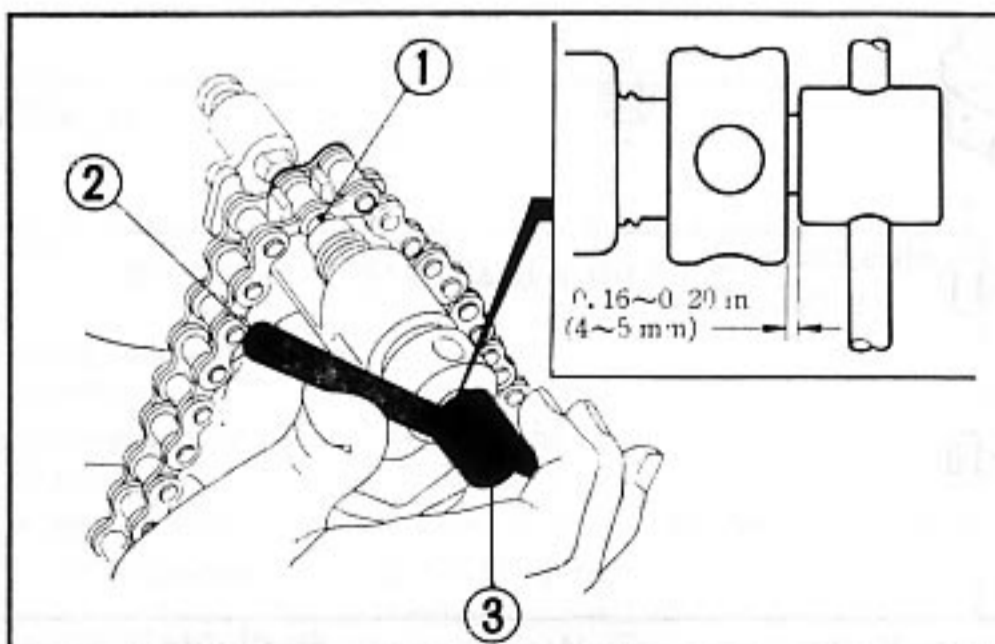


Fig. 36 ① Cutter pin ③ Bolt A
② Lever

The tool can be used with the chain either installed or removed from the motorcycle.

CHAIN CUTTING PROCEDURE

1. Swing the plate away from the pin seat and permit the seat to retract. Place the roller of the link to be cut into the holder.

Note:

Do not cut the chain at the previously joined link.

2. Screw in bolt B until it is against the chain link plate.

3. ① Insert bolt A into the head of bolt B and screw in until the cutter pin stops against the chain link pin, and then using the lever to exert force, extract the link plate. A clearance of **0.16~0.20 in. (4~5 mm)** between the heads of bolt B and bolt A is adequate.
② Extract the other link pin of the same link plate in the same manner.

JOINING THE CHAIN AND STAKING THE LINK PINS

1. Insert the joint pin through the end rollers of the chain and place one of the rollers into the holder with the plate side toward the pin seat.

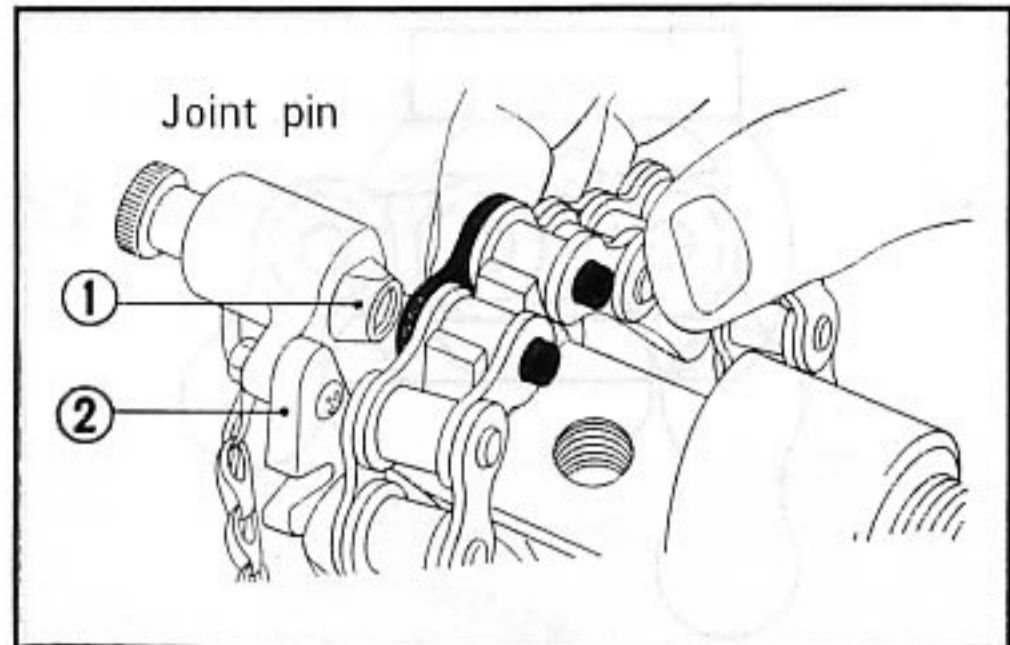


Fig. 37 ① Pin seat ② Holder

2. Push in the push nut ① and set the set plate in behind the pin seat.

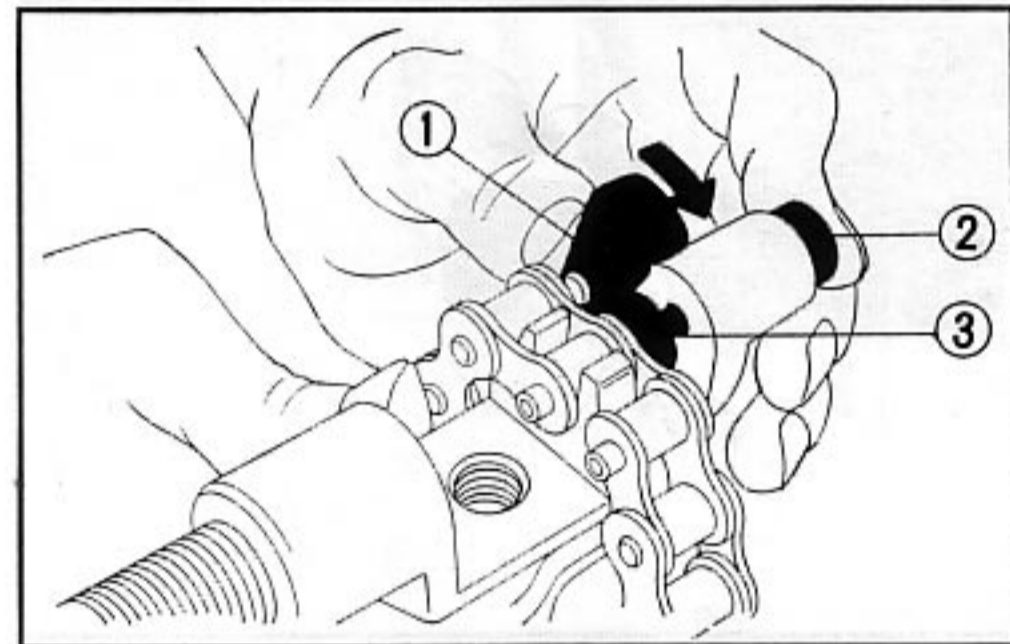


Fig. 38 ① Seat plate ② Pin seat
③ Pin seat

3. Set the connecting link plate in the guide with the marking on the plate against the guide.

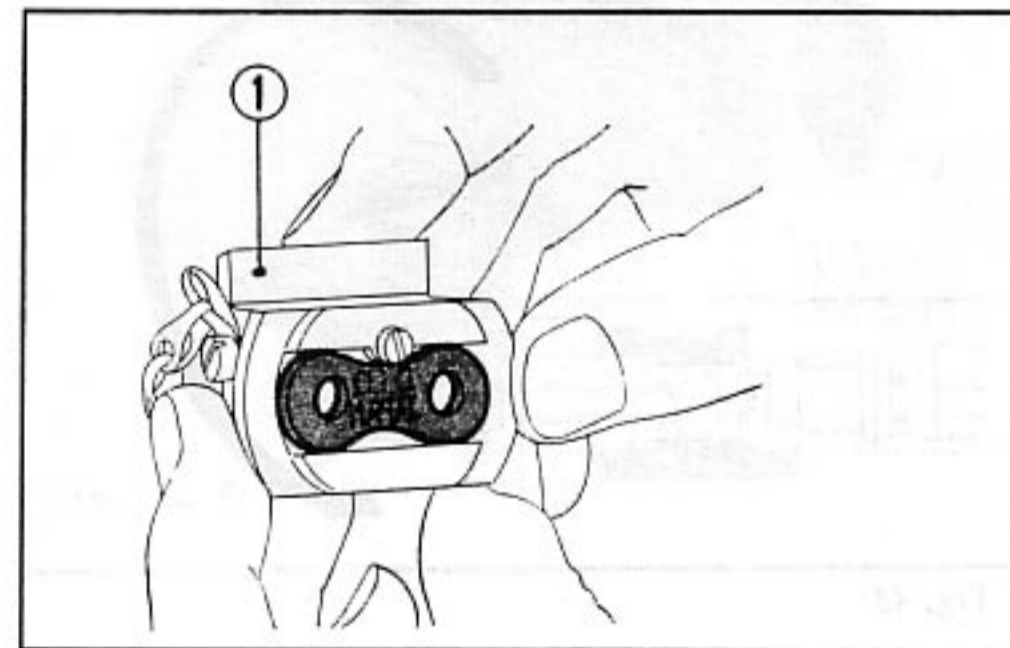


Fig. 39 ① Guide

4. Place the guide together with the connecting plate on the tool so that the flange of the guide is at the top and the hole in the connecting plate aligned to the joint pin. Screw bolt B against the guide and force the joint pin through the connecting plate until the pin bottoms against the recess in the guide.

Note:

The cutter pin must be retracted from the end of bolt B.

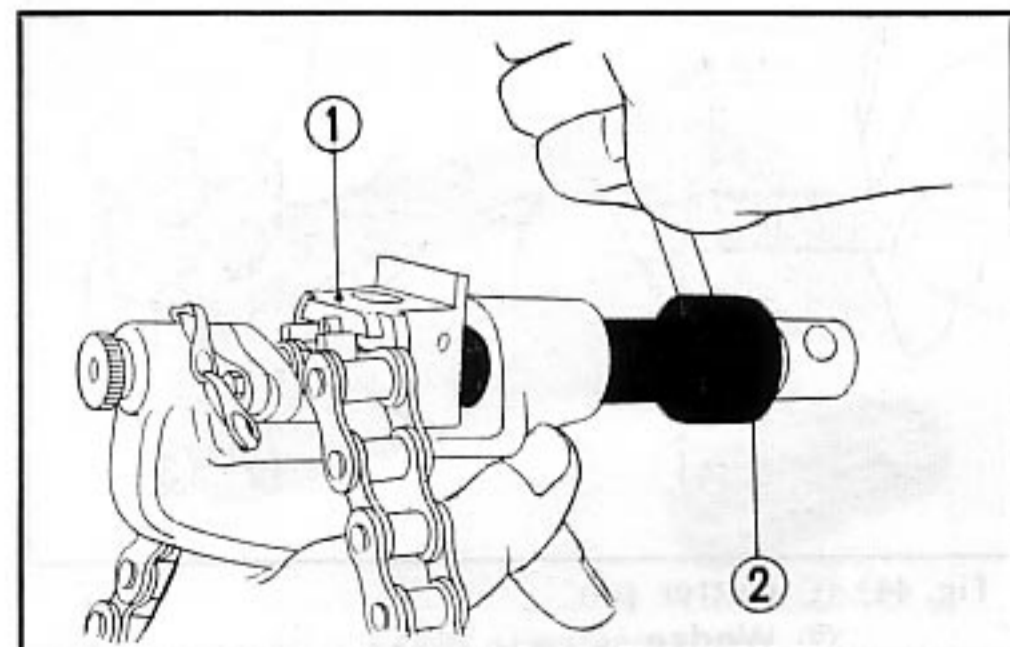


Fig. 40 ① Guide ② Bolt B

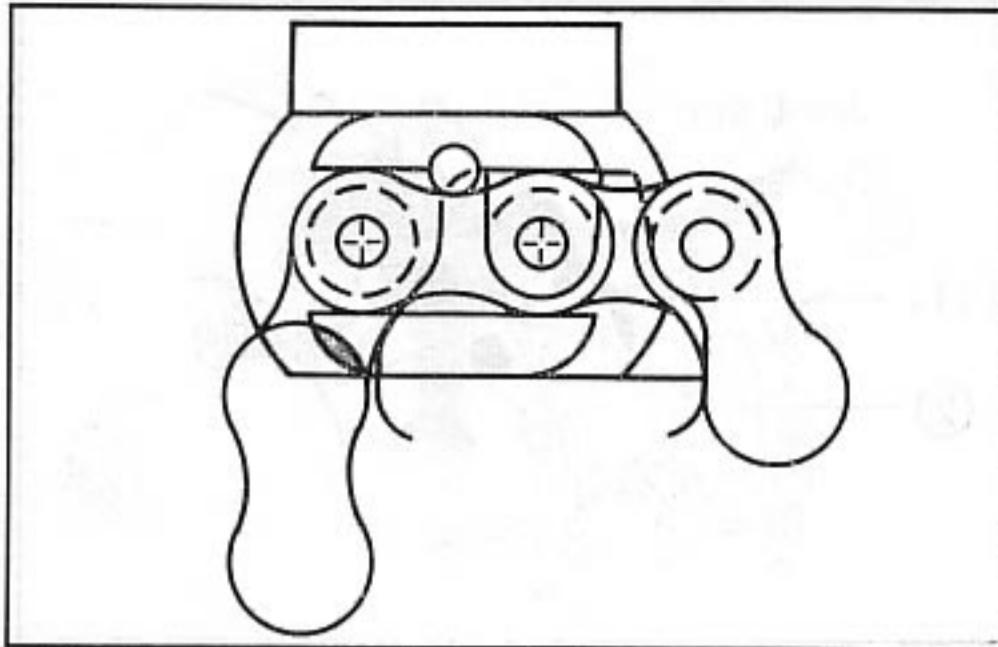


Fig. 41

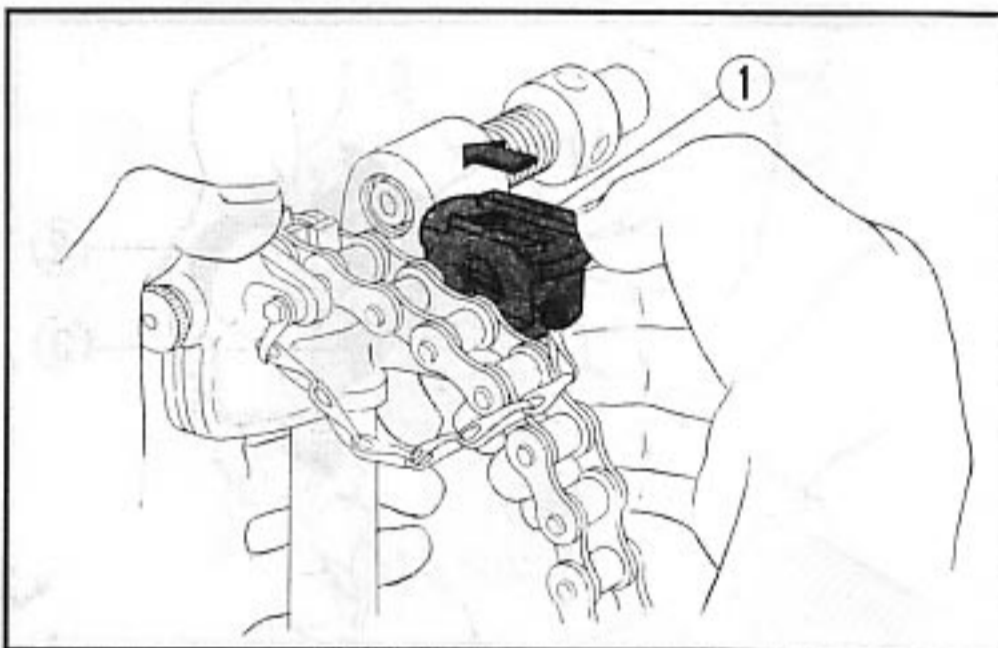


Fig. 42 ① Guide

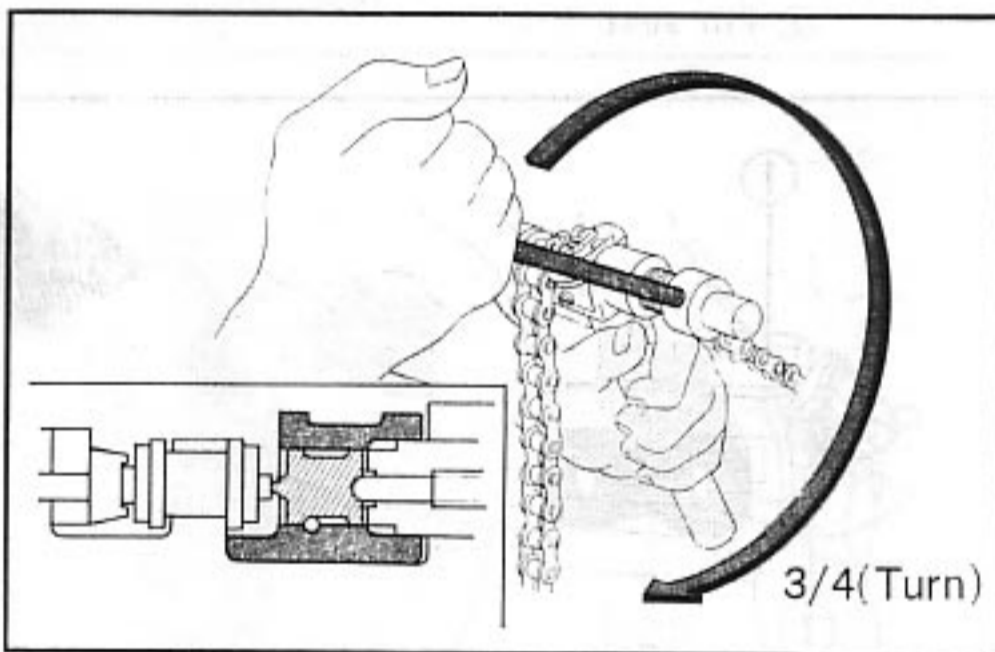


Fig. 43

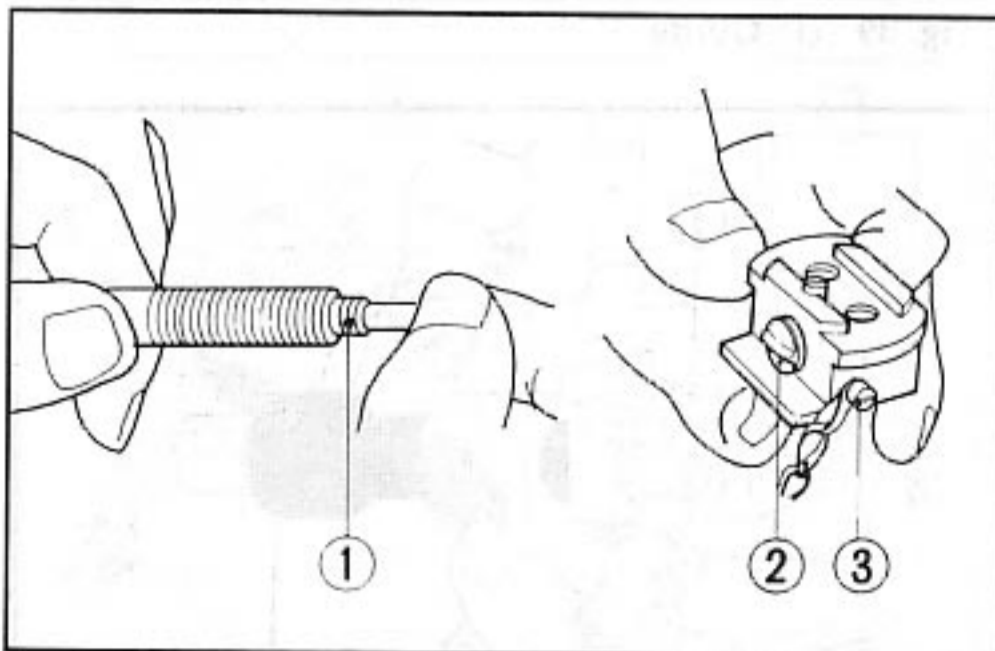


Fig. 44 ① Cutter pin
② Wedge
③ 3mm screw

Note:

When performing the work on the bench, do not permit the adjacent links to hang as it will prevent proper joining.

5. Reposition the guide as shown in the figure.

6. Screw bolt A into bolt B so that there is a clearance of **0.16~0.20 in. (4~5 mm)** between the heads of the two bolts. Screw bolt B in by hand until the wedge is against the pin and from this position, turn bolt B an additional **3/4 turn** using the lever.

TOOL PARTS REPLACEMENT

1. Wedge

Unscrew the 3mm screw retaining the wedge in the guide, remove and replace the wedge.

2. Pin

Screw out the cutter pin in the clockwise direction and replace the pin.

The tool and the available spare parts are listed below.

Tool Name	Tool No.
Drive chain joint tool	07062-30056
Wedge	07062-30053
Pin	07062-30056

BODY, OIL TANK, AIR CLEANER AND EXHAUST SYSTEM

Courtesy of  Honda4Fun
www.honda4fun.com

OIL TANK AND OIL COVER

The oil tank mounted on the right side center of the motorcycle is connected to the engine with two oil hoses. Since the oil tank was made narrow in width, the oil tank cover was designed sporty shape and narrow in width. Removal, inspection and installation are the same for previous model, refer to CB750 Shop Manual.

Note:

Both new and old are not interchangeable.

AIR CLEANER COVER, SEPARATOR CASE AND CLEANER CASE

The air cleaner mounted at the center of the motorcycle under the fuel tank which was made narrow in width and the material was improved against chemical reaction and vibration shock when travelling on rough roads. The air cleaner cover was designed 0.08 in. (2 mm) narrow in width with concave parts on both side of it. The height of knobs on separator case was made 0.13 in. (3.5 mm) higher and the air cleaner case was designed as shown in Fig. 48. For removal, inspection and installation, refer to CB750 Shop Manual.

Note:

If the air cleaner cover, separator case, cleaner cover and battery cover are replaced in set, new and old are interchangeable.

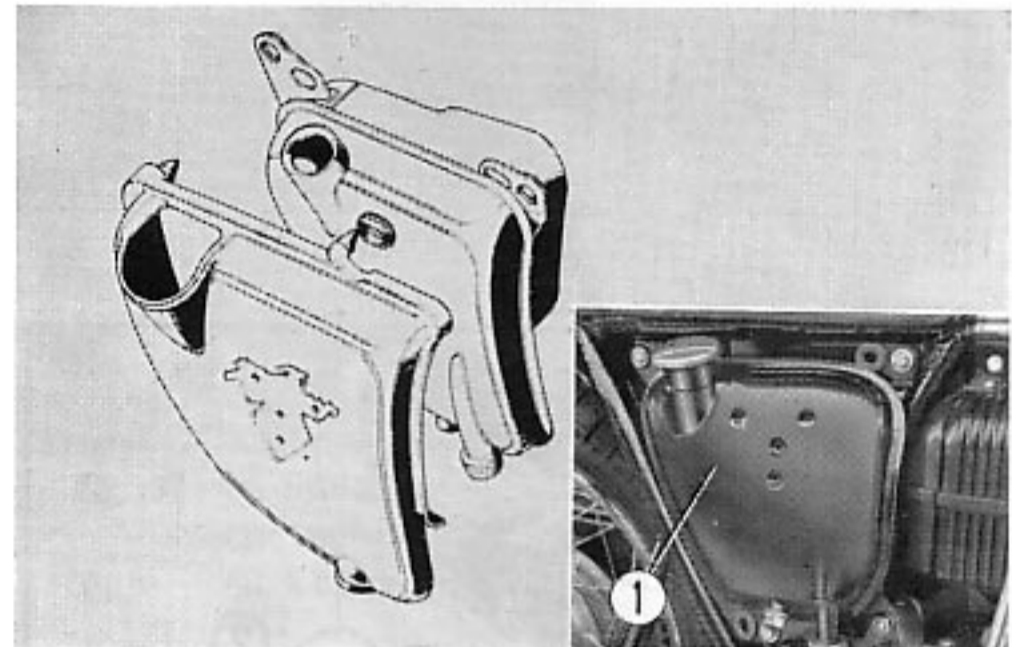


Fig. 45 ① Oil tank

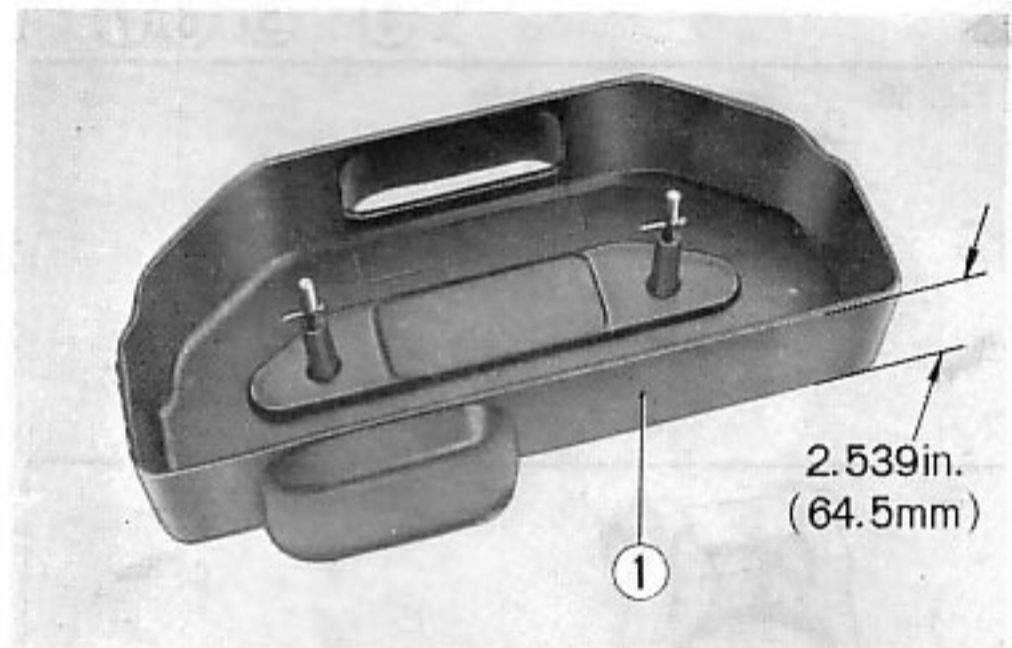


Fig. 46 ① Air cleaner cover

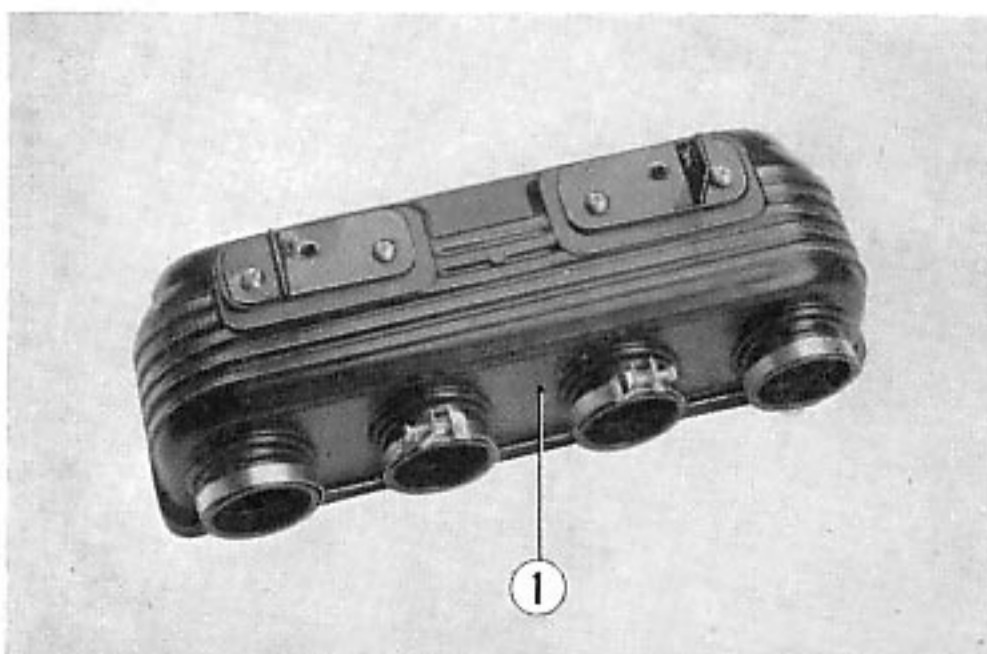


Fig. 48 ① Air cleaner case

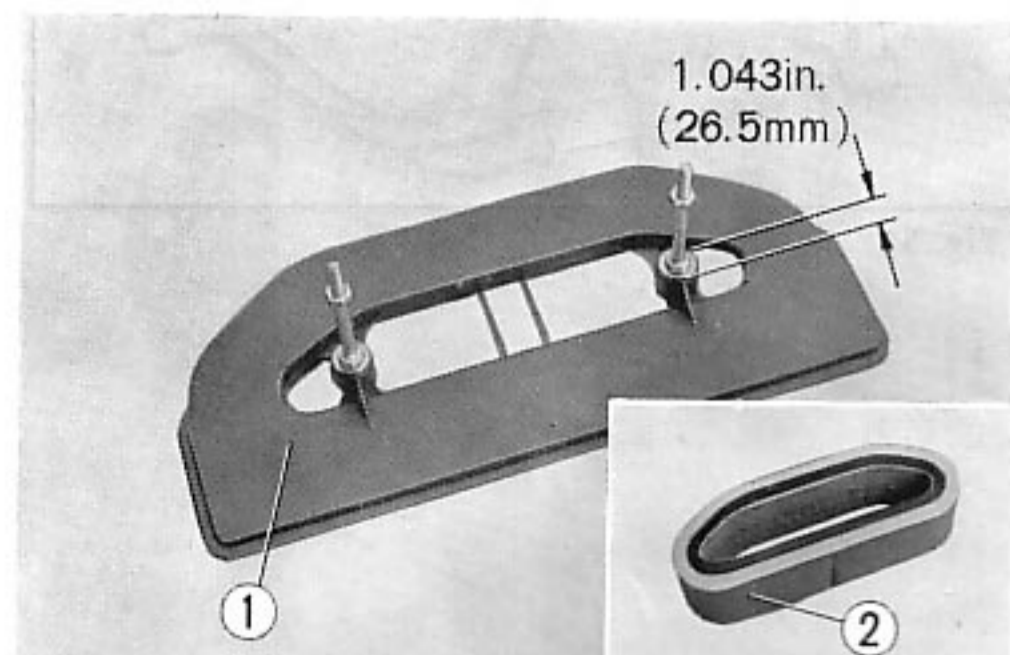


Fig. 47 ① Air cleaner separator case
② Air cleaner element

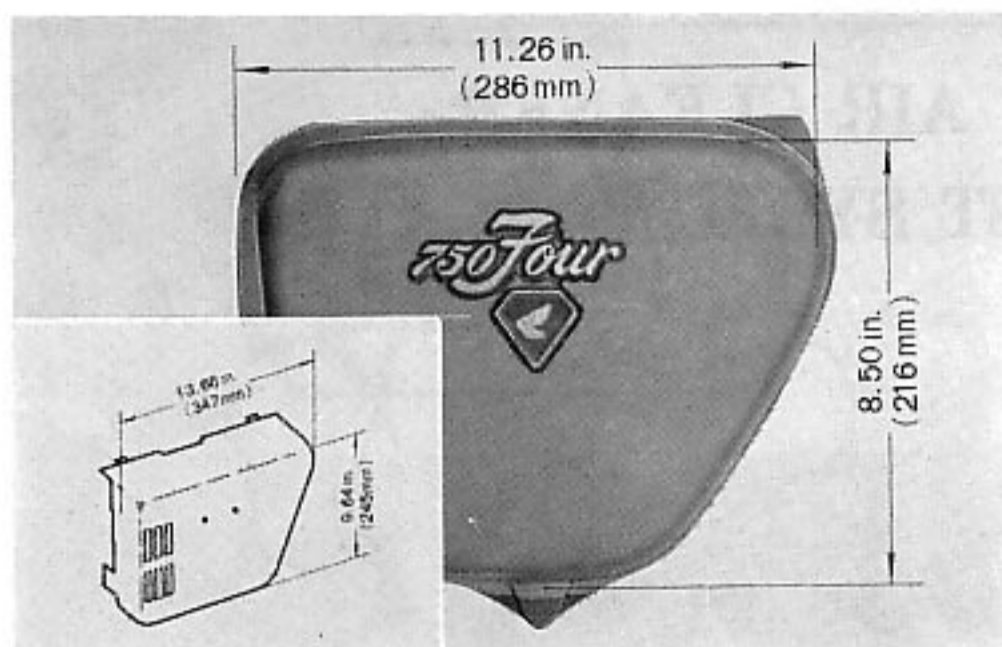


Fig. 49

BATTERY COVER

The battery cover was narrowed in width and its shape was designed sporty looking with alluring emblems. Therefore, there are not interchangeability.

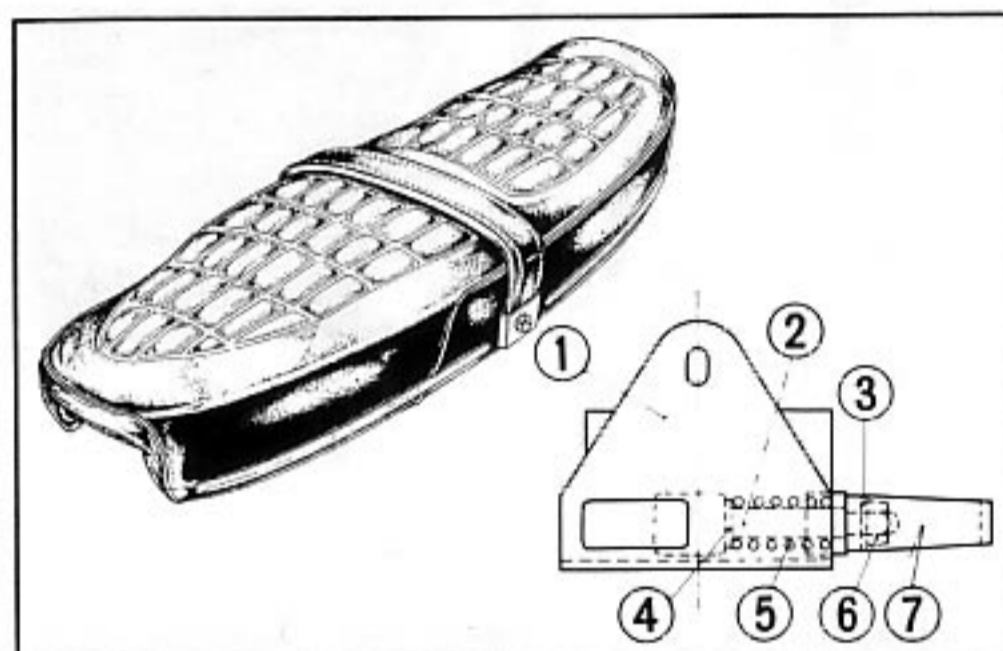


Fig. 50 ① Seat catch plate
② Seat catch slider
③ 6 mm, washer
④ 8 mm, washer
⑤ Seat catch spring
⑥ 6 mm nut
⑦ Seat catch lever

SEAT AND SEAT LATCH

The front part of the seat was made narrow and the seat was designed into the double seat type covered with vinyl leather.

A seat latch of flip motion type was equipped to simply lock or unlock the seat.

Note:

If the seat latch, hook and seat are replaced at the same time, new and old are interchangeable.

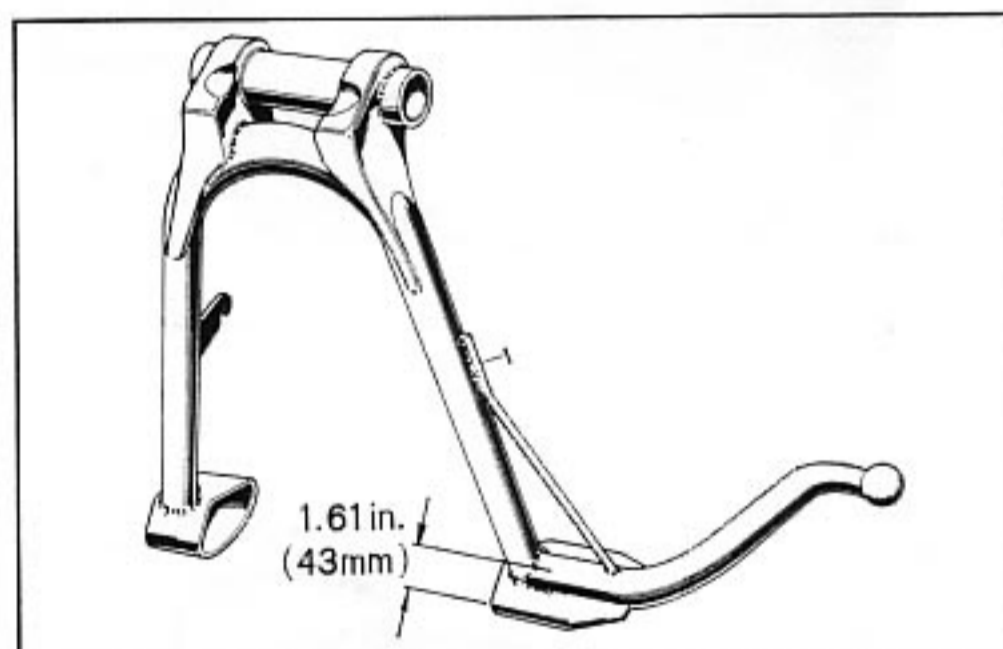


Fig. 51

MAIN STAND

The welded metal sheet shown in Fig. 51 was made 0.4 in. (10 mm) wider for providing the stability when the main stand was operated.

BODY ELECTRICAL AND INSTRUMENTS

Courtesy of  Honda4Fun
www.hondafour.com www.honda4fun.com

SPEEDO/TACHOMETER

The speedometer and tachometer cases were painted flat black to prevent annoying reflection. Further, to provide the superior quality against the brake fluid reaction, the material of both windows was changed to the glass from the acrylic resin, and the tachometer red zone is 8,000~9,500 rpm.

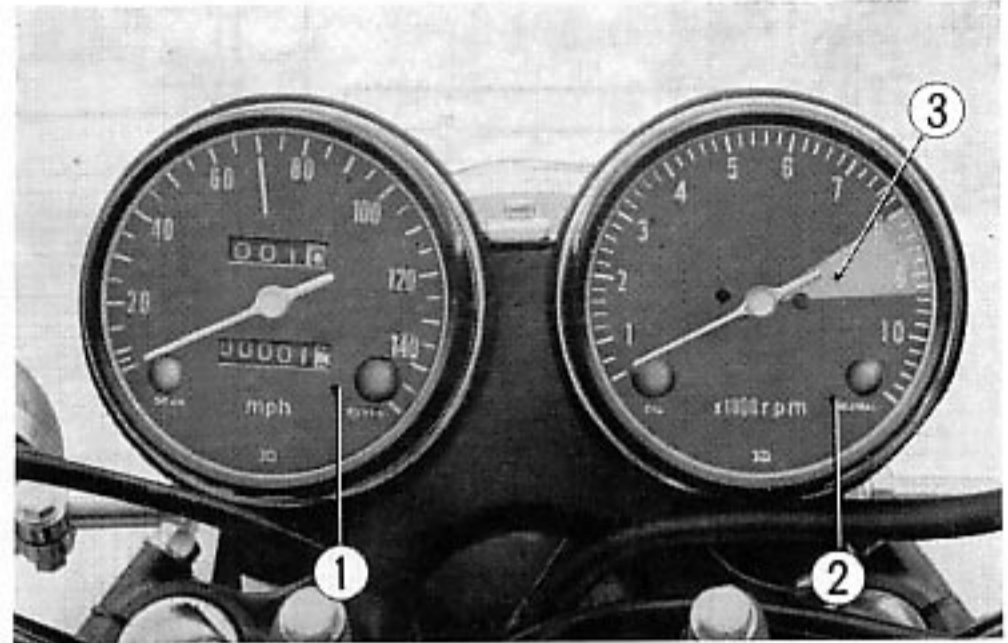
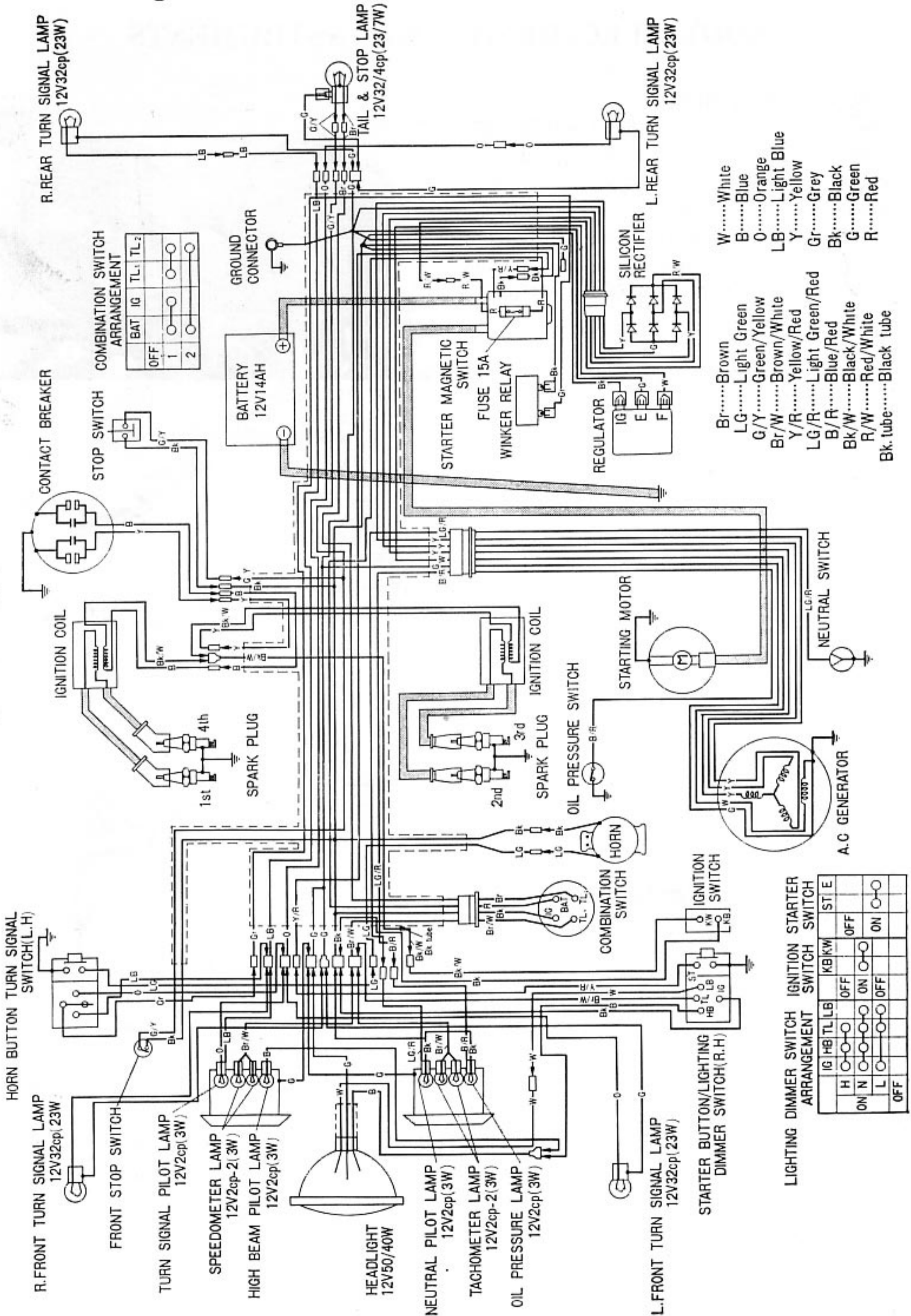


Fig. 52 ① Speedometer
② Tachometer
③ Red zone

WIRING DIAGRAM

CB750 (U.S.A. Type)



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

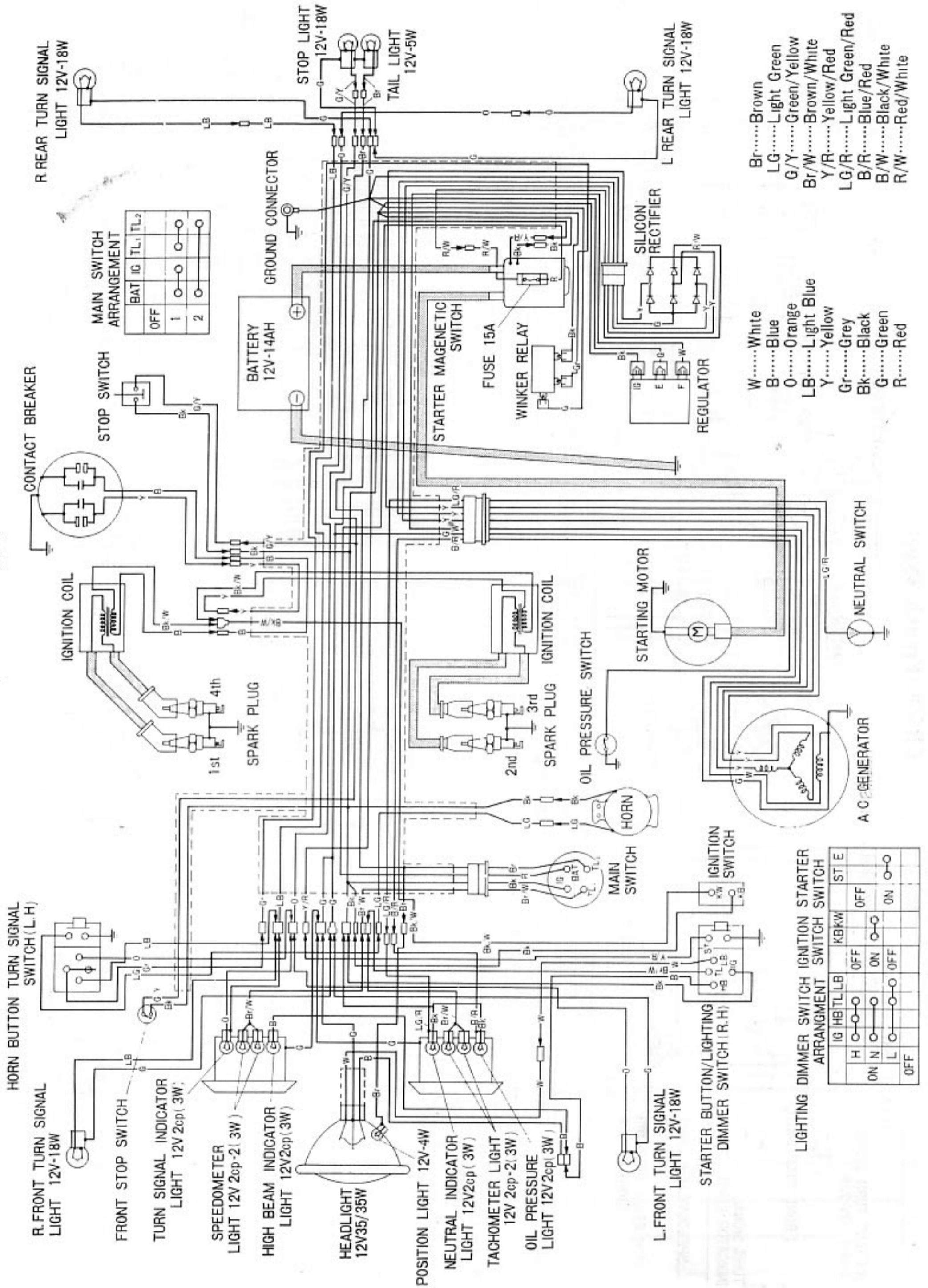
LIGHTING DIMMER SWITCH ARRANGEMENT

IG	HB	TL	LB	KB	KW	ST	E
ON	ON	ON	ON	ON	ON	ON	ON
OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

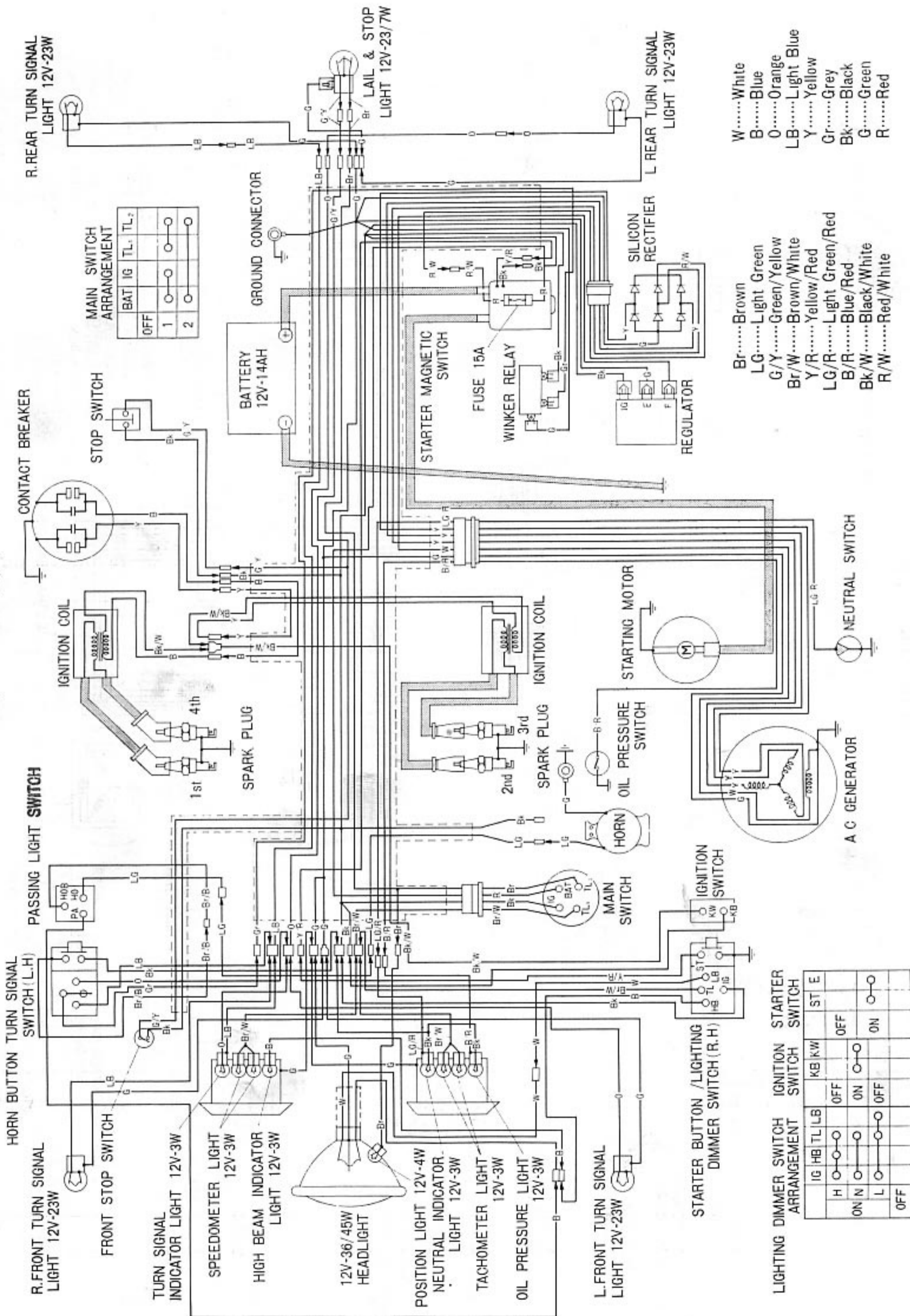
IGNITION STARTER SWITCH ARRANGEMENT

IG	TL	LB	ST	E
ON	ON	ON	ON	ON
OFF	OFF	OFF	OFF	OFF

CB750 (German Type)



CB750 (French Type)



PERIODICAL MAINTENANCE

MAINTENANCE SCHEDULE

The following list indicates the items and interval times of preventive maintenance by which the best and the most riding conditions are assured.

The operating procedures for individual items are explained in the section of MAINTENANCE OPERATION.

The "months" in the list represents the lapse of months since the purchase of a new motorcycle and the "mileage" is a reading on the odometer.

After 24 months or 12,000 miles (20,000 km) perform repeatedly all items which are

described in the column of 6, 12, 18 and 24 months at every 6 months or 3,000 miles (5,000 km) intervals.

The following parts should be severely inspected at the time of 24 months garage service.

- * Front brake hose
- * Brake cable
- * Carburetor rubber caps
- * Brake master cylinder primary and secondary caps
- * Brake disc caliper piston seal
- * Fuel lines

Months or miles, whichever occurs first	Month	—	6	12	18	24	Page Reference	
	Mile km	600 1,000	3,000 5,000	6,000 10,000	9,000 15,000	12,000 20,000	CB750 Shop Manual	CB750 Shop Manual (Supplement)
Engine								
Change engine oil	○	Every 2,000 Miles (3,000 km)					170	
Change oil filter element	○	Every 4,000 Miles (6,000 km)					170	
Clean oil pump strainer						○	171	
Check engine oil pressure				○		○	171	
Service spark plugs		○	○	○	○	○	171~172	
Service contact breaker points		○	○	○	○	○	172	
Adjust ignition timing	○	○	○	○	○	○	172	
Check ignition primary and secondary cables				○		○	172	
Adjust valve tappet clearance	○	○	○	○	○	○	173	
Adjust cam chain	○	○	○	○	○	○	173	10
Service air cleaner		○	○	○	○	○	173	
Adjust carburetors		○	○	○	○	○	174	15~16
Check throttle valve operation		○	○	○	○	○	174	
Clutch								
Adjust clutch	○	○	○	○	○	○	175	
Battery								
Service battery	○	○	○	○	○	○	176	
Fuel system								
Clean fuel valve strainer		○	○	○	○	○	174	
Check fuel tank and fuel lines		○	○	○	○	○	173~174	

Months or miles, whichever occurs first	Month	—	6	12	18	24	Page Reference	
	Mile km	600 1,000	3,000 5,000	6,000 10,000	9,000 15,000	12,000 20,000	CB750 Shop Manual	CB750 Shop Manual (Supplement)
Steering and Front Suspension								
Check and steering head bearings				○		○	176	
Check steering handle lock				○		○	177	1
Check handle bar holder			○	○	○	○	177	
Check front fork top plate			○	○	○	○	177	
Check front fork lower cylinders			○	○	○	○	177	
Change front fork oil				○		○	177	
Rear suspension								
Grease rear fork			○	○	○	○	177	
Check rear fork			○	○	○	○	177	
Check rear suspension mounting bolts			○	○	○	○	177	
Wheels and Brakes								
Check front and rear wheel spokes	○	○	○	○	○	○	177	
Check front and rear wheel rims and hubs		○	○	○	○	○	177	19
Check front and rear wheels, bearings and axles				○		○	177	
Check front and rear tires			○	○	○	○	177	
Check front brake caliper and pad linings			○	○	○	○	177	
Check front brake lines				○		○	178	
Check brake fluid level	○	○	○	○	○	○	178	
Check and adjust brake pedal	○	○	○	○	○	○	178	
Check rear brake shoe linings				○		○	178	
Check rear brake linkage			○	○	○	○	178	
Frame and Final Drive								
Check frame			○	○	○	○	129	
Check oil tank and hoses			○	○	○	○	179	
Check exhaust system			○	○	○	○	179	
Check side stand			○	○	○	○	179	
Service and adjust final drive chain	○	○	○	○	○	○	179	
Check final drive sprockets				○		○	179	
Lights and Accessories								
Check lights and switches			○	○	○	○	180	
Check horn			○	○	○	○	180	
Check speedometer and tachmeter			○	○	○	○	180	



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Courtesy of  Honda4Fun
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K-1

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