

FUEL SYSTEM

CARBURETOR (link type)

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.

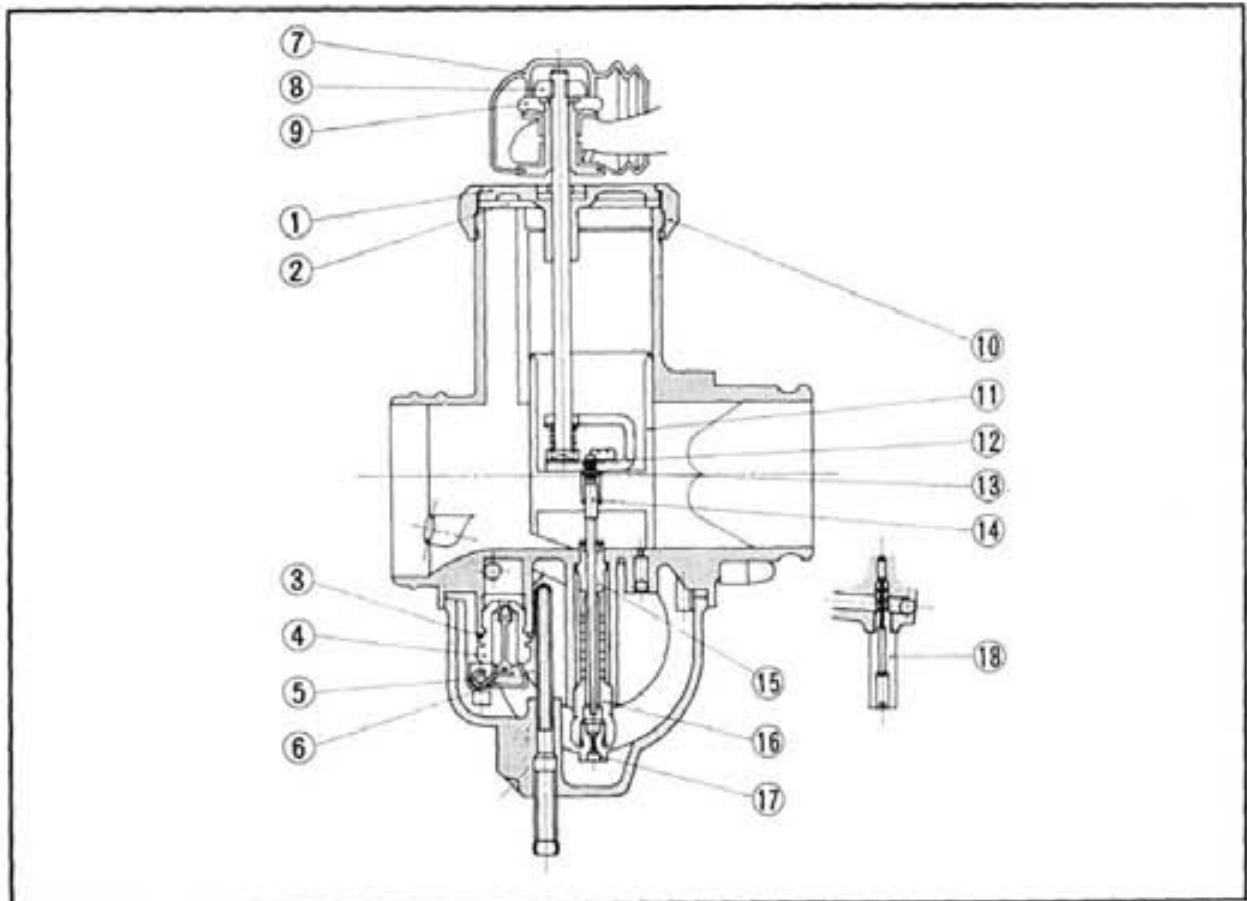


Fig. 20-6

- | | |
|------------------|---------------------|
| 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 |

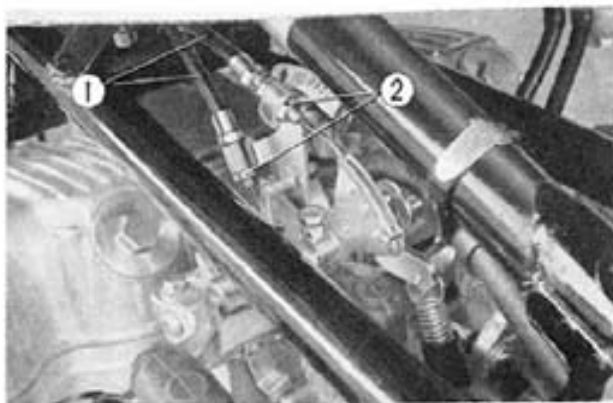


Fig. 20-7 ① Throttle cable
② Lock nuts

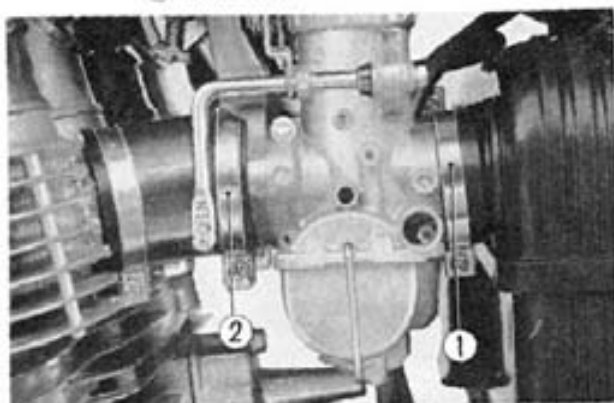


Fig. 20-8 ① Air cleaner connecting band
② Carburetor insulator band

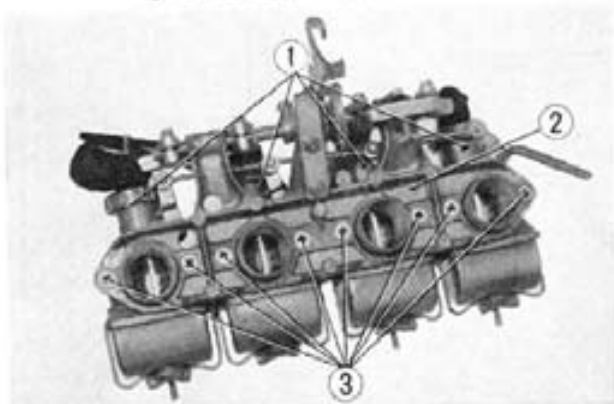


Fig. 20-9 ① Carburetor ③ Setting screws
② Carburetor stay plate

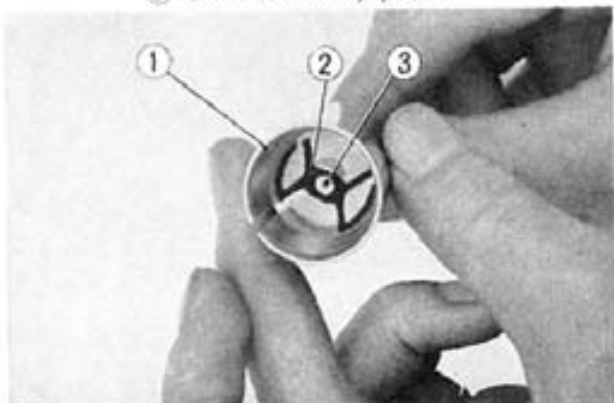


Fig. 20-10 ① Throttle valve ③ Jet needle
② Needle set plate

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

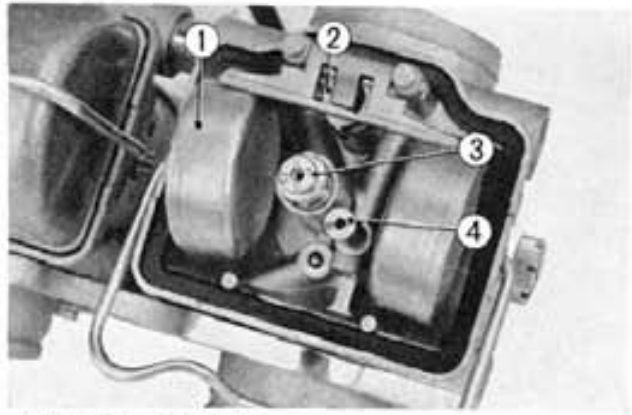


Fig. 20-11 ① Float
② Float valve set
③ Main jet
④ Slow jet

INSPECTION

1. Carburetor adjustment should be made in accordance with the description on page 186.

2. Fuel level check

Remove the float chamber and set the float arm as shown in the Fig. 20-12 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. 20-13)

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

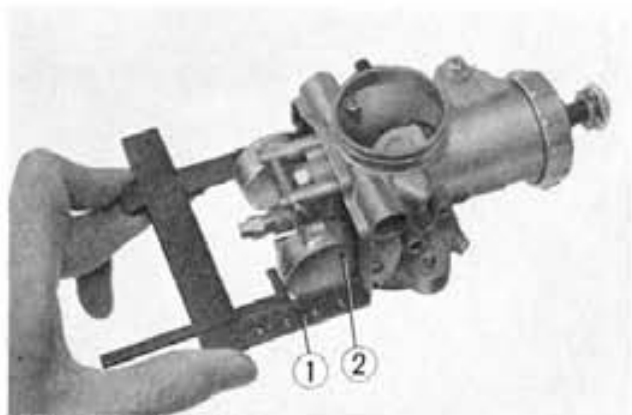


Fig. 20-12 ① Float
② Float level gauge

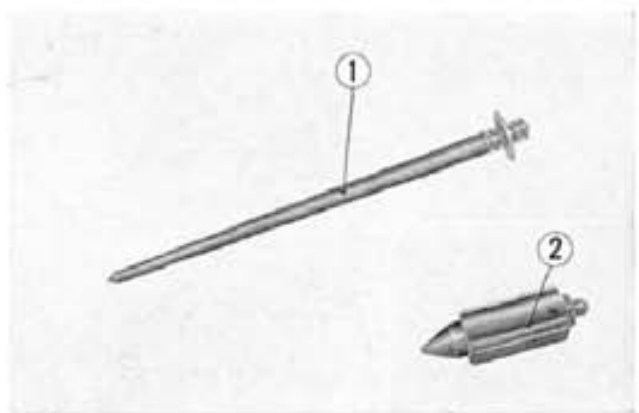


Fig. 20-13 ① Jet needle
② Float valve

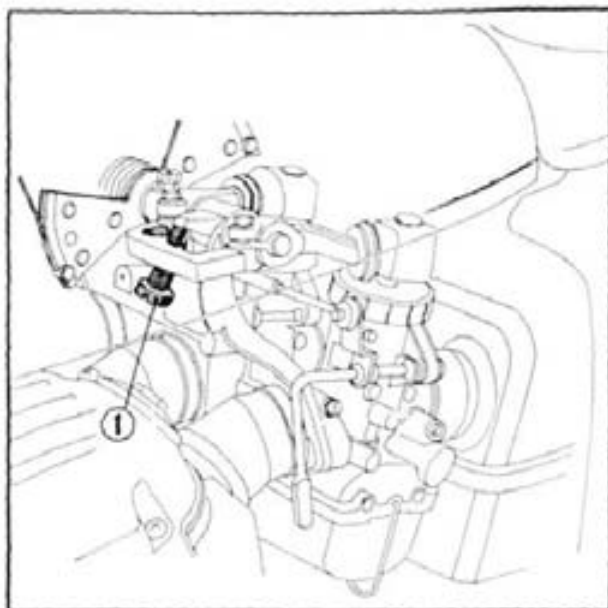


Fig. 20-14 Idle adjustment
① Throttle stop screw

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. 20-14)

- * 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.

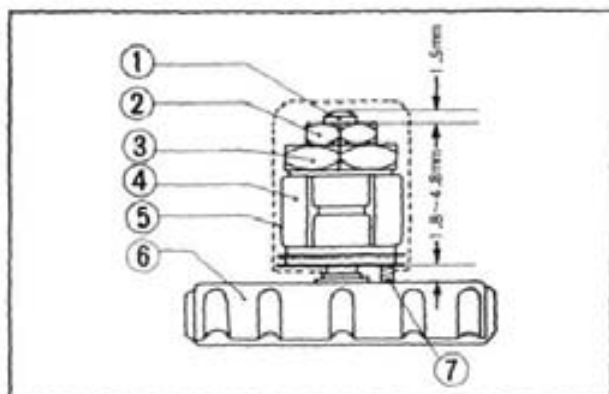


Fig. 20-15 Link component

- | | |
|------------------|---------------|
| 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 3.0 cmHg) between 16 to 24 cmHg. (Fig. 20-15)

- 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. 20-16)

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. 20-15)
 - 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 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. 20-17, 20-18)

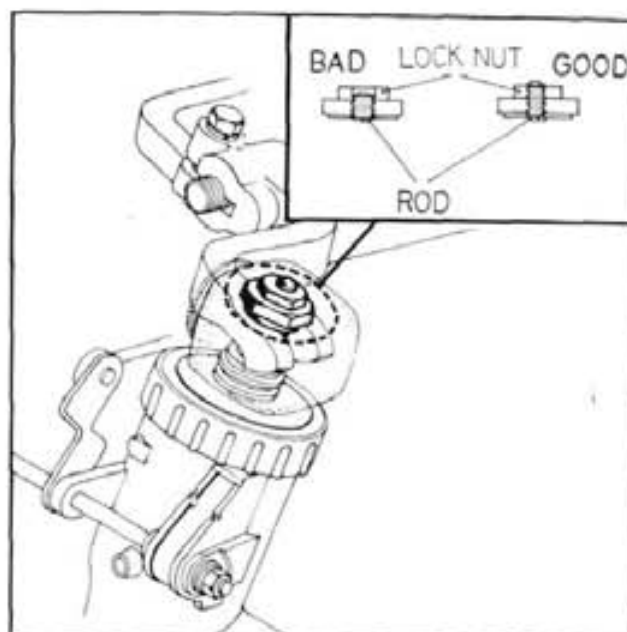


Fig. 20-16 Lock nut

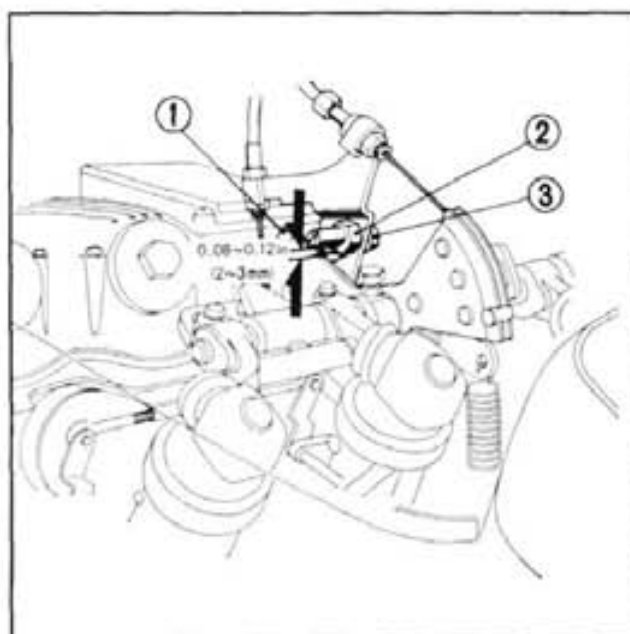


Fig. 20-17 Overcross stop adjustment

- ① Throttle lever ③ Lock nut
② Eccentric link pin

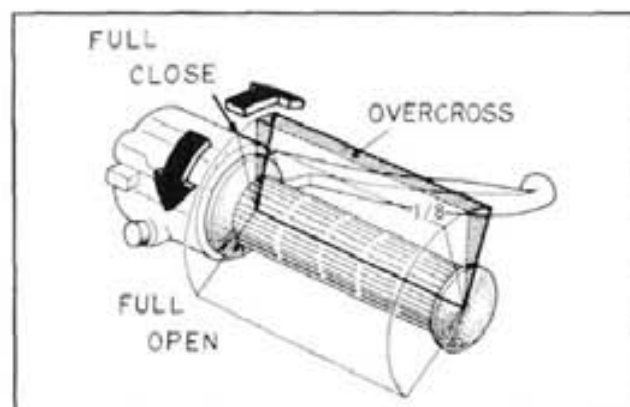


Fig. 20-18 Overcross part

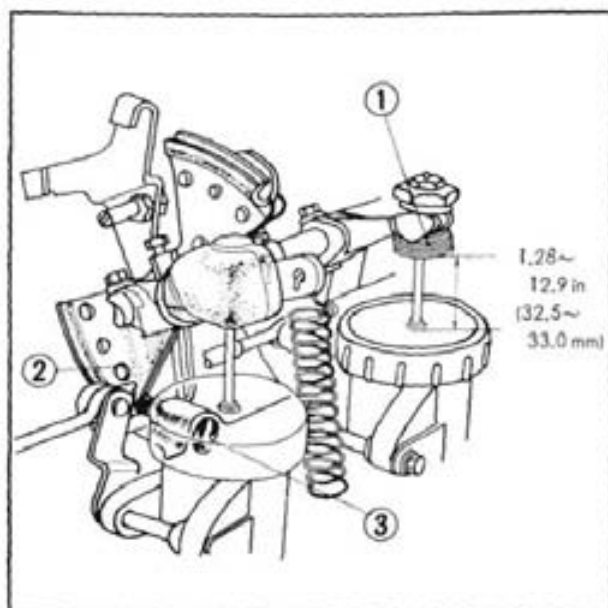


Fig. 20-19 Full open stopper adjustment

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



Fig. 20-20 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. 20-19)

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. 20-20)

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.

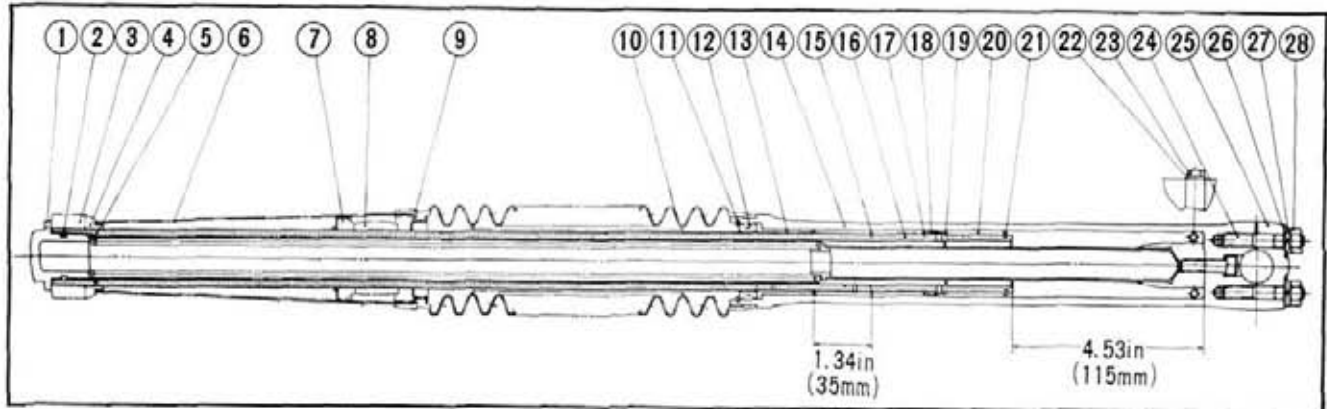


Fig. 20-21

- | | | |
|----------------------------|---------------------------|-------------------------|
| ① Front fork bolt | ⑪ 50 mm circlip | ⑳ Fork piston snap ring |
| ② 23×28 "O" ring | ⑫ 354811 oil seal | ㉑ Drani cock packing |
| ③ Fork top dridge | ⑬ Front fork pipe guide | ㉒ 6mm hex bolt |
| ④ Fork cover upper cushion | ⑭ Front fork bottom case | ㉓ 8mm stud bolt |
| ⑤ Front cushion spring | ⑮ Fork pipe stoper ring | ㉔ Front axle holder |
| ⑥ Front fork cover | ⑯ Front fork pipe | ㉕ 8mm flat washer |
| ⑦ Fork cover lower cushion | ⑰ Fork valve stopper ring | ㉖ 8mm spring washer |
| ⑧ Steering stem | ⑱ Front damper valve | ㉗ 8mm hex nut |
| ⑨ Front fork rib | ㉙ Piston stopper ring | |
| ⑩ Front fork boot | ㉚ Front fork piston | |

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).

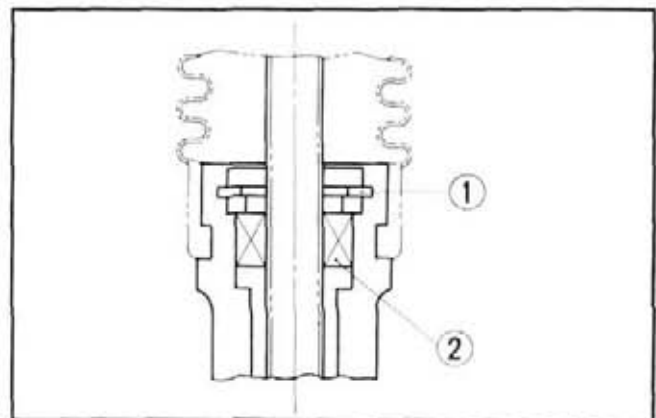


Fig. 20-22 ① 50 mm circlip
② 354811 oil seal

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).

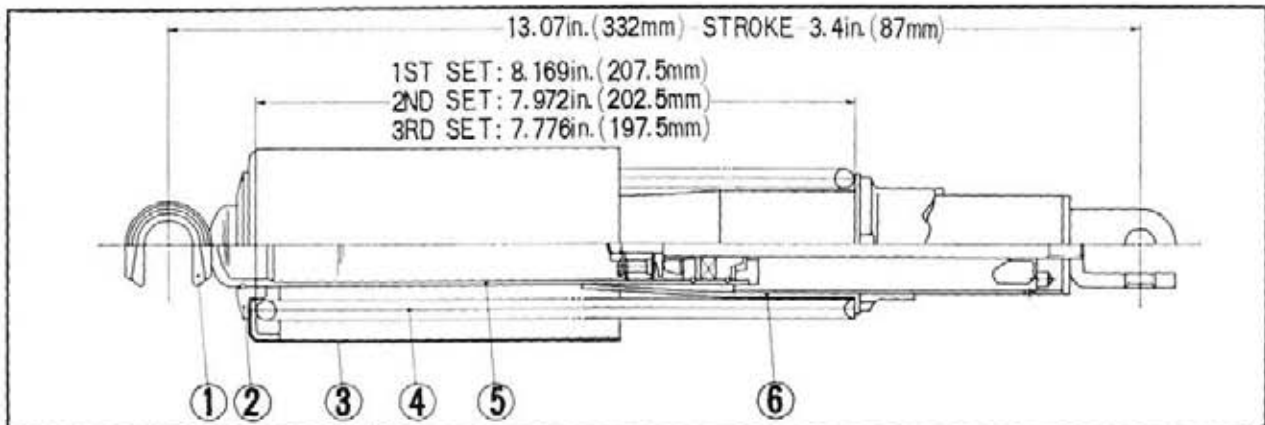


Fig. 20-23 ① Joint rubber
② Spring seat stopper
③ Rear cushion upper cover
④ Rear cushion spring
⑤ Rear damper assembly
⑥ Rear cushion spring guide

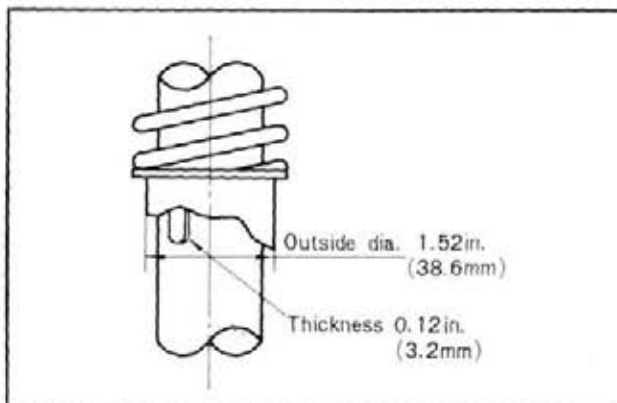


Fig. 20-24

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.

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 (202.9 mm/30.2 kg)	—
Tilt	within 1.5°	Over 2.5°

WHEELS, TIRES AND FINAL DRIVE

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.

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.

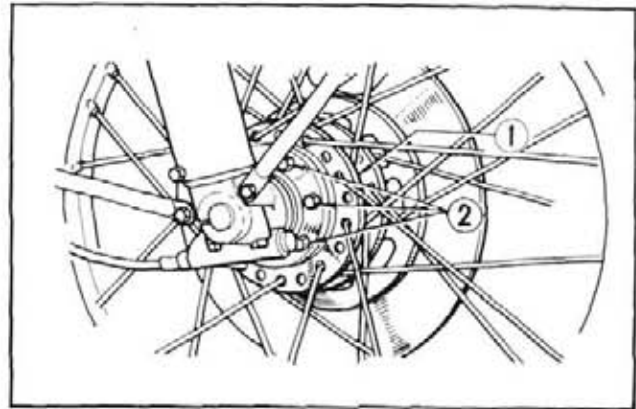


Fig. 20-25 ① Front wheel hub
② Disc plate mounting bolts

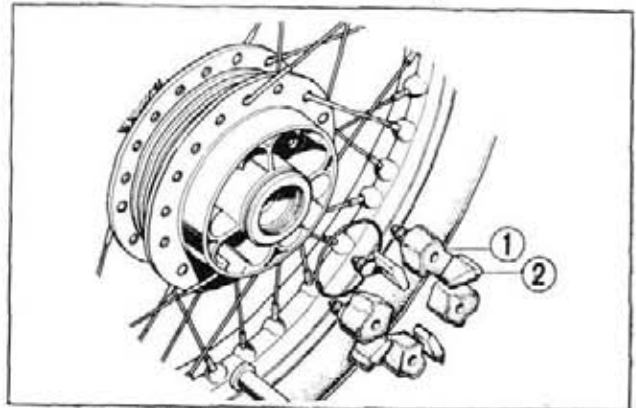


Fig. 20-26 ① R. rear wheel damper
② L. rear wheel damper

BODY, OIL TANK, AIR CLEANER AND EXHAUST SYSTEM

OIL TANK AND OIL COVER

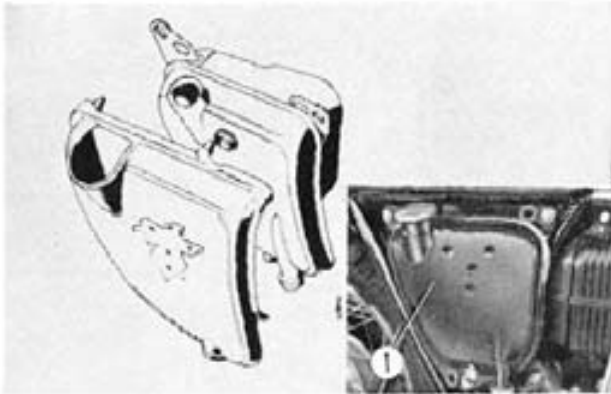


Fig. 20-27 ① Oil tank

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.

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. 20-29.

Note:

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

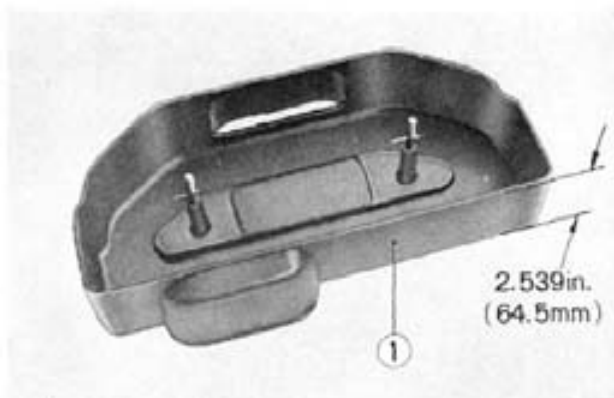


Fig. 20-28 ① Air cleaner cover

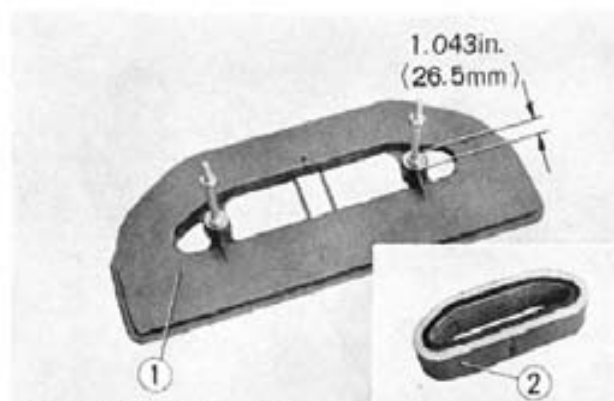


Fig. 20-29 ① Air cleaner separator case
② Air cleaner element

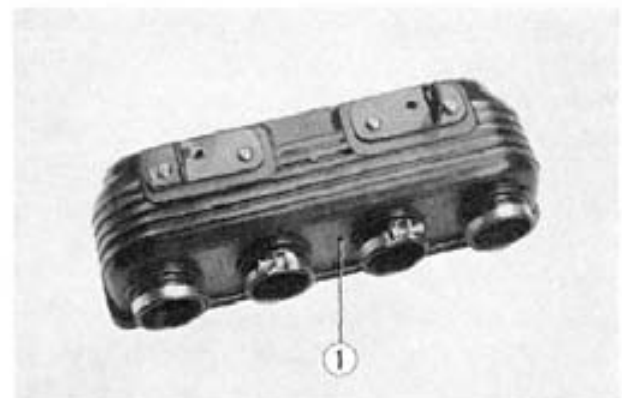


Fig. 20-30 ① Air cleaner case

BATTERY COVER

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

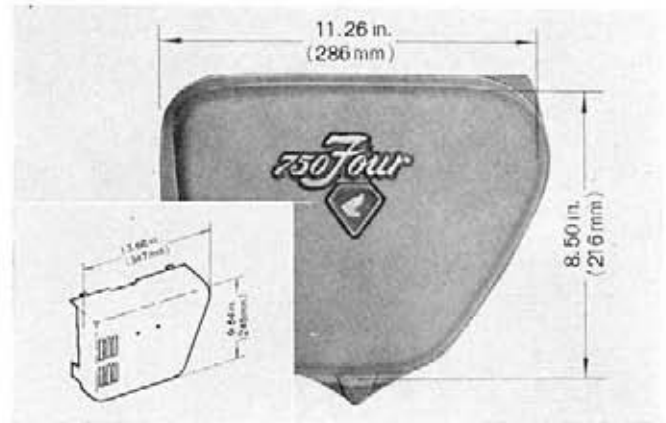


Fig. 20-31

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.

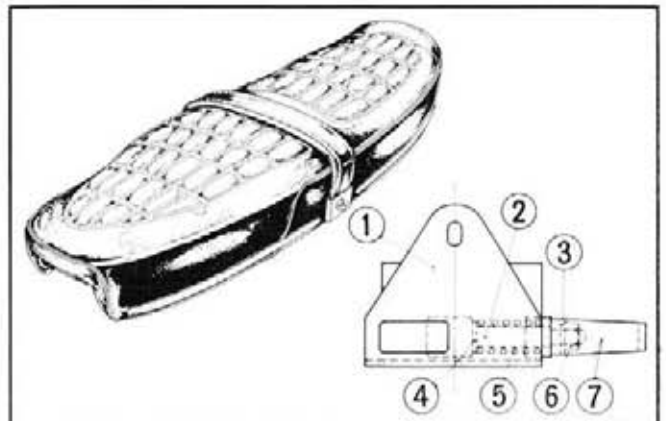


Fig. 20-32 ① Seat catch plate
② Seat catch slider
③ 6 mm, washer
④ 8 mm, washer
⑤ Seat catch spring
⑥ 6 mm nut
⑦ Seat catch lever

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.

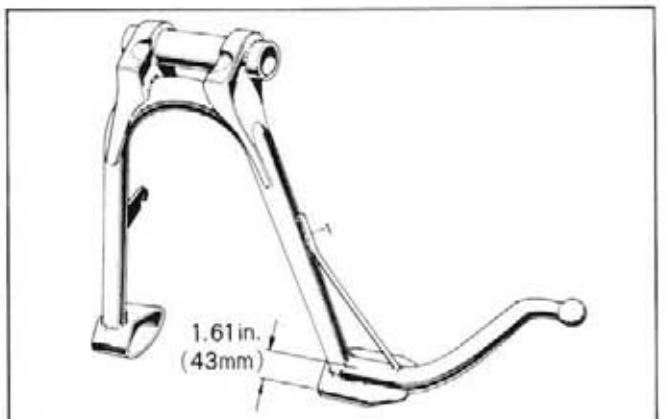


Fig. 20-33

BODY ELECTRICAL AND INSTRUMENTS

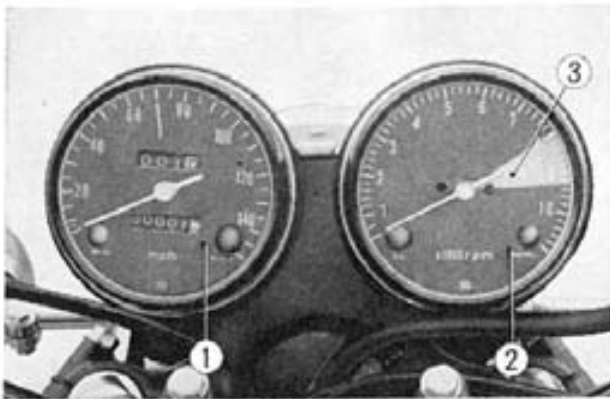


Fig. 20-34 ① Speedometer
② Tachometer
③ Red zone

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.

DRIVE CHAIN CONNECTOR AND DISCONNECTOR OPERATION

On the models CB 750, it is necessary to cut the endless chains. To cut the chains, proceed as follows:

A. Disconnection of Drive Chain

1. Position chain link pin to be cut on chain holder in place as shown in Fig. 20-35. Screw in pressure bolt until pressure holder holds chain in position. Back off adjuster bolt so that it does not interfere with chain.
2. By use of handlebar, screw in pressure bolt B until before joint pin is just pushed off joint plate.
3. Position adjacent chain link pin on chain holder and repeat step 1 and 2 screw in pressure bolt B until joint pin is completely pushed off joint plate.
4. Reposition original chain link pin on chain holder and disconnect chain by pushing off joint pin in the same way as in step 3.

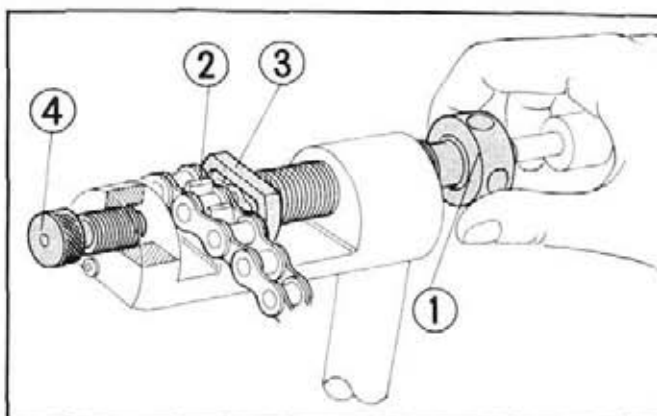


Fig. 20-35 ① Pressure bolt ③ Pressure holder
② Chain holder ④ Adjuster bolt

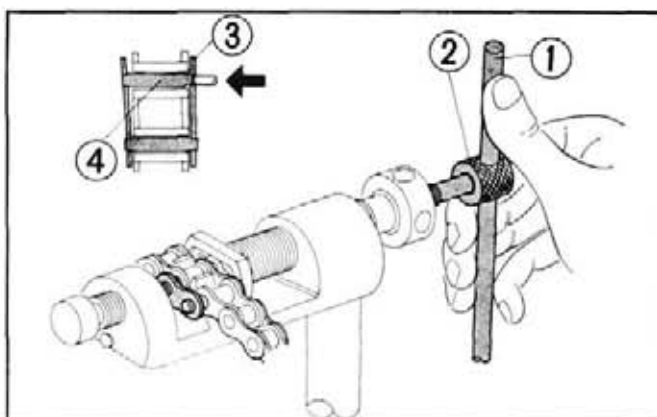


Fig. 20-36 ① Handlebar ③ Joint plate
② Pressure bolt B ④ Joint pin

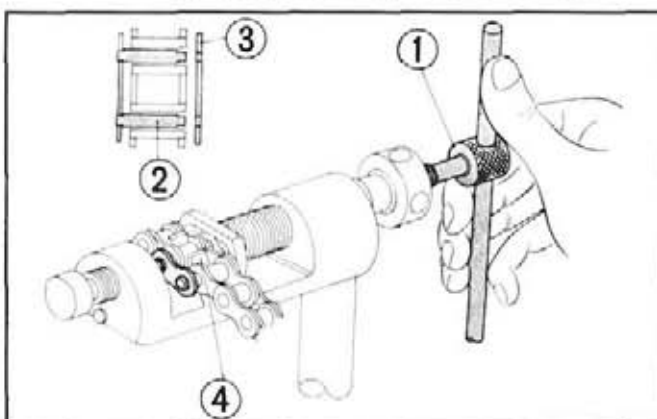


Fig. 20-37 ① Pressure bolt B ③ Joint plate
② Joint pin ④ Chain holder

B. Press-in Connection of Drive Chain

Newly improved chain joints and plates are of a pressfitted type. Only press-fitted type chain joint and plate require this procedure.

1. Join new drive chain by inserting joint pin from side toward enter of motorcycle.

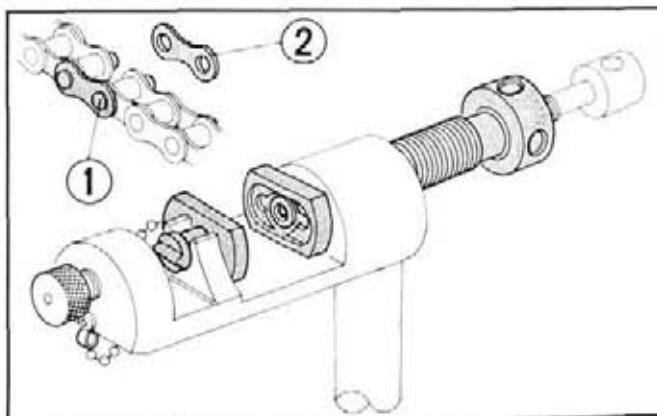


Fig. 20-38 ① Joint pin
② Joint plate

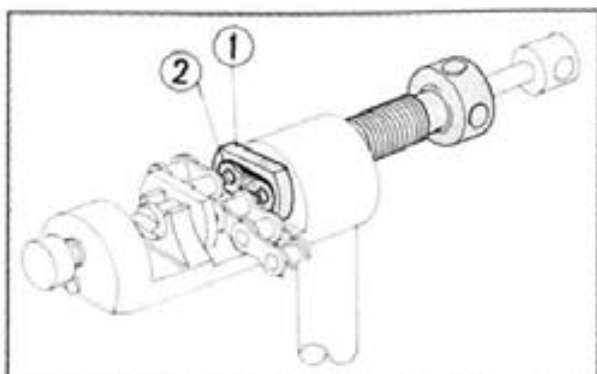


Fig. 20-39 ① Pressure holder
② Joint plate

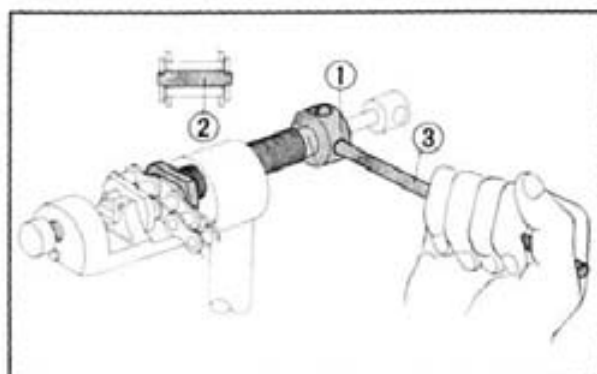


Fig. 20-40 ① Pressure bolt A
② Joint pin ③ Handle bar

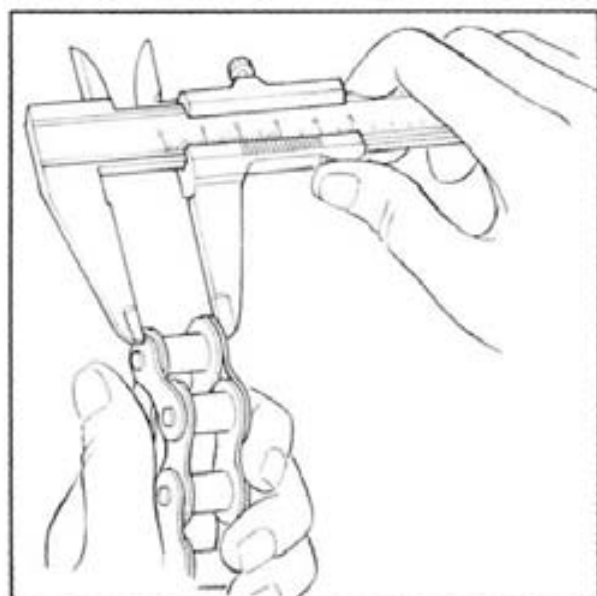


Fig. 20-41

2. Apply a thin coat of grease in recess of pressure holder. Set joint plate in recess of pressure holder with chamfered side (side with chain code stamped on it) inward, exercising care not to drop it.

3. Position chain portion to be connected between chain holder and pressure holder. Hold chain in position by screwing in pressure bolt A. After making sure that two pins of joint pin align with corresponding two holes in joint plate. By turning in pressure bolt A with handlebar, press-fit until it goes no longer because of steps on pins.

4. Measure distance between two joint plates to make sure if correctly press-fitted.

Specified distance between two plates:

DID50HDS.....19.7mm

DID50DS19.0mm

If reading exceeds specifications as above, repeat steps.

C. Staking of Drive Chain

1. Position drive chain joint portion to be staked on chain holder in place and also place wedge holder between chain holder and pressure holder as shown in Fig. 20-42. So that tip of wedge is in line with center of joint pin.
By tightening finger-tight, move forward pressure bolt A until it stops.

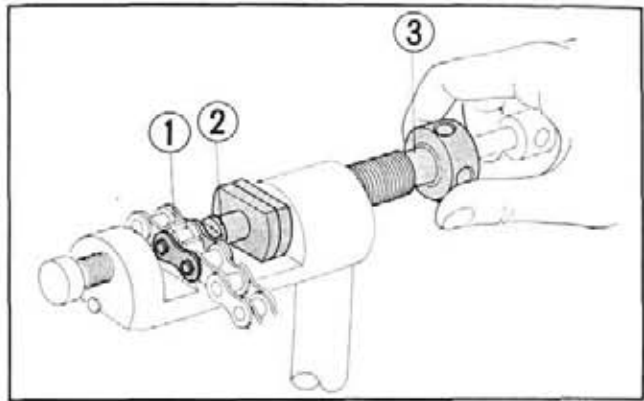


Fig. 20-42 ① Chain holder
② Joint pin
③ Pressure bolt A

2. Screw in adjuster bolt until opposite end of joint pin is forced against it.

NOTE:

Screw in adjuster bolt until finger-tight.

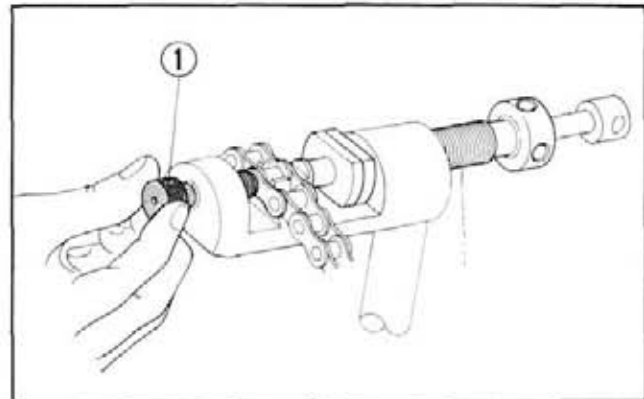


Fig. 20-43 ① Adjuster bolt

3. By use of handlebar, stake end of joint pin by turning pressure bolt B $3/4$ turn.

NOTE:

Never exceed $3/4$ turn.

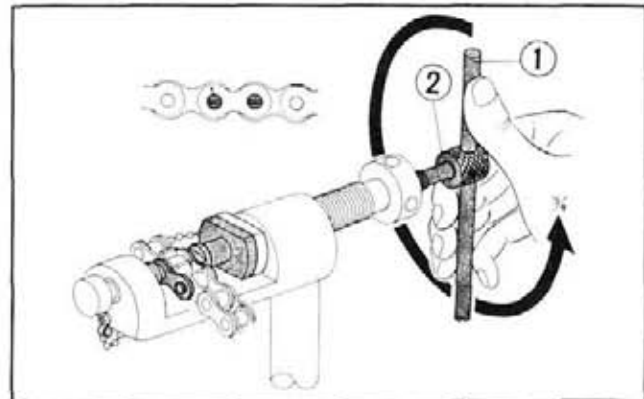


Fig. 20-44 ① Handle bar
② Pressure bolt B

4. After backing off pressure bolt A approx. two turns, back off wedge pin $1/4$ turn (90 degrees) and repeat steps 1 thru 3 so that end of joint pin is staked in a cross pattern. Repeat entire steps on opposite end.

NOTE:

Be sure that cross patterned stakings be performed at 90° angles.

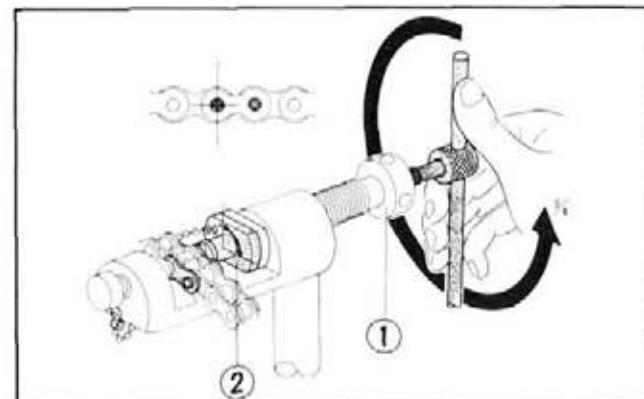




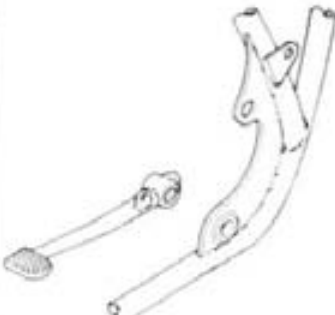
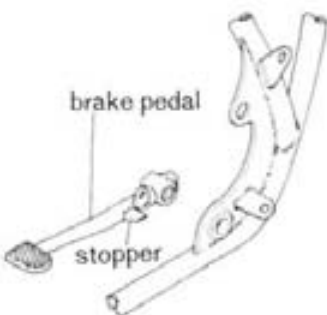
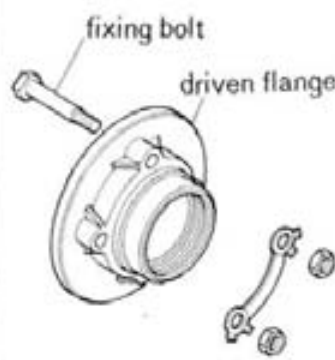
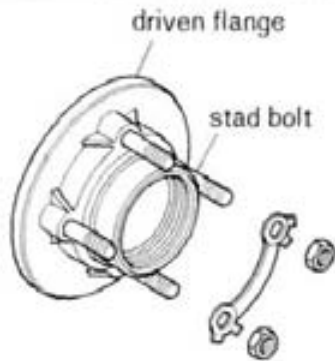
Fig. 20-45 ① Pressure bolt A
② Wedge pin

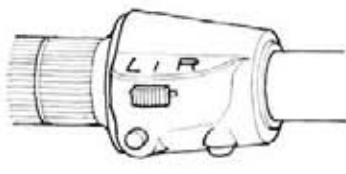
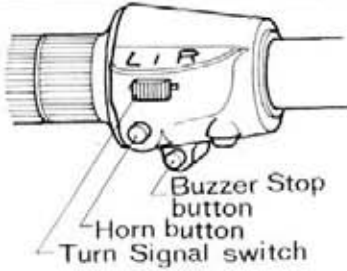
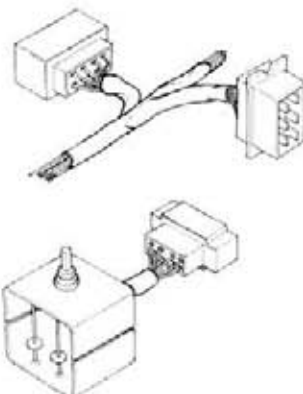
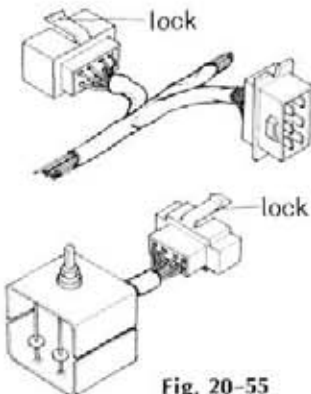
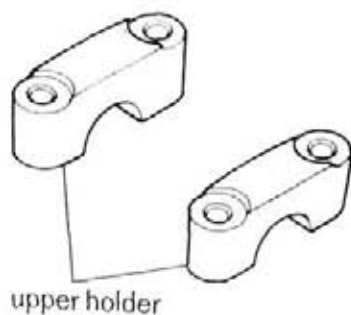
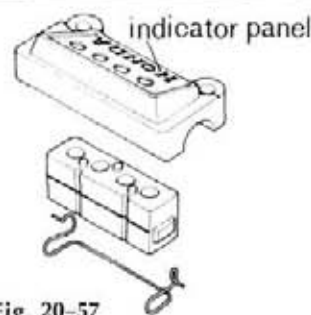


SUPPLEMENT TO CB750K1~K4


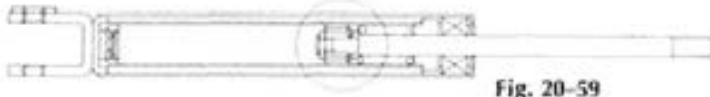


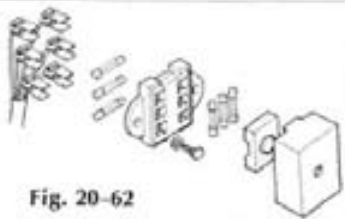
K2

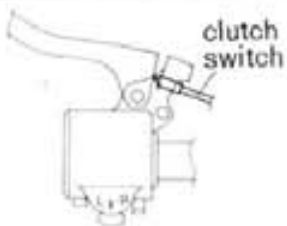
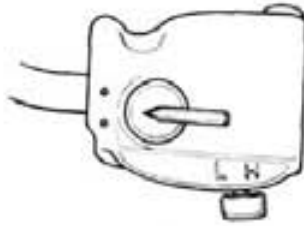
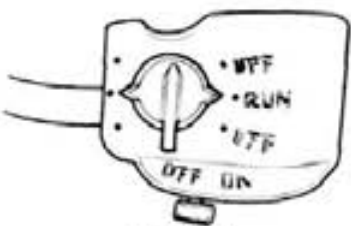

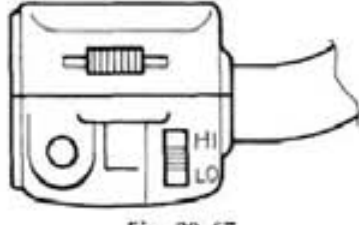
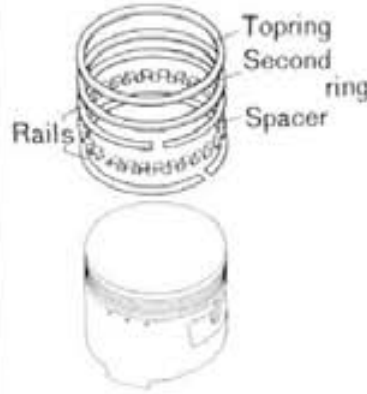
COMPARISON OF CB750K2 TO CB750K1

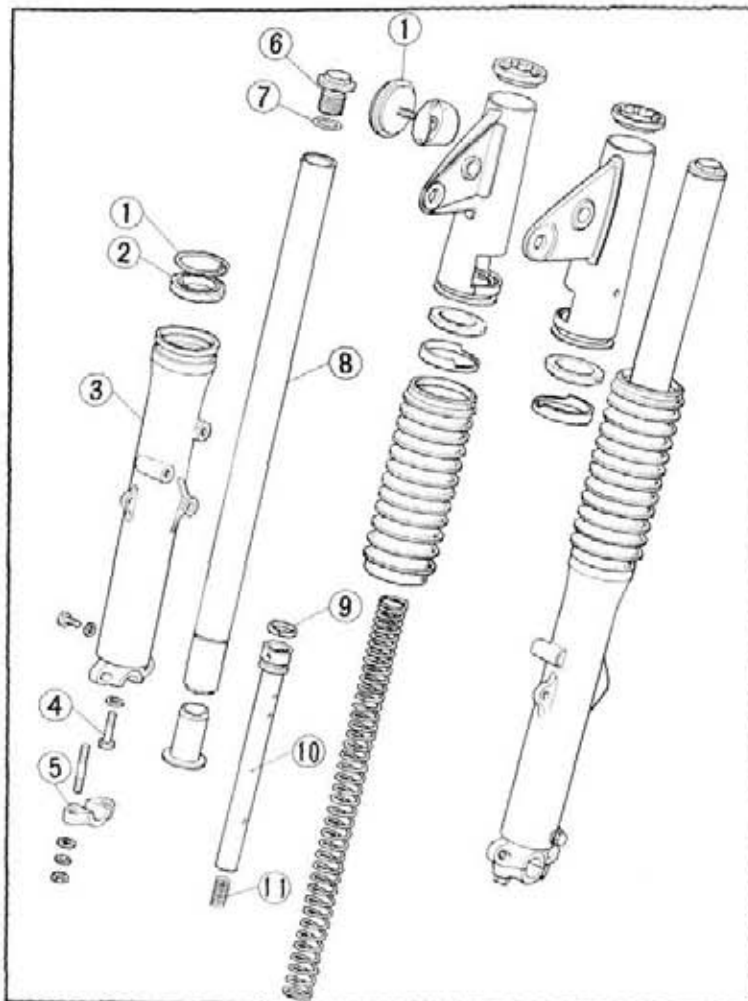
Part of item	CB 750 K1	CB 750 K2	Modified part
seat seat catch seat lock	 <p>Fig. 20-46</p>	 <p>Fig. 20-47</p> <p>The seat was changed in pattern and partially in shape. The seat catch was changed as down.</p>	seat catch seat lock
brake pedal	 <p>Fig. 20-48</p>	 <p>Fig. 20-49</p> <p>A stop was added to the brake pedal, returning the pedal properly.</p>	
driven flange	 <p>Fig. 20-50</p>	 <p>Fig. 20-51</p> <p>The fixing bolt was changed from the removable type to the press-in type.</p>	

Part of item	CB 750 K1	CB 750 K2	Modified part
turn signal Buzzer switch	 <p>Fig. 20-52</p>	 <p>Fig. 20-53</p> <p>A turn signal buzzer was newly installed. Correspondingly a buzzer stop button was provided and the operation is described below.</p> <p>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.</p>	<ul style="list-style-type: none"> • Buzzer stop switch • Turn signal buzzer
Wire harness and rectifier coupler lock	 <p>Fig. 20-54</p>	 <p>Fig. 20-55</p> <p>The employment of a coupler lock assures a complete locking.</p>	
Indicator panel	 <p>upper holder</p> <p>Fig. 20-56</p>	 <p>Fig. 20-57</p> <p>An indicator panel of the same type used in the model CB 500 was employed, grouping various control lamps for improved serviceability.</p>	

**K3****COMPARISON OF CB750 K3 TO CB750 K2**

Part of item	CB 750 K2	CB 750 K3	Modified part
Rear shock absorbers	<p>(Cross valves) Number of rear shock absorber adjusting positions increased</p> <p>Shock absorber spring adjusting positions: 3</p>  <p>Fig. 20-58</p>  <p>Fig. 20-59</p>	<p>(One-way valves)</p> <p>Shock absorber spring adjusting positions: 5 The valves were changed from the cross type to the one-way type. For the details see page 213.</p>	<p>• Shape of valves</p>
Front forks	<p>Valve in front shock absorber and its specifications changed</p> <p>Piston type valve</p> <p>Damping force: 39.5-40.5 Kg/0.5 m/sec. Stroke: 143 mm Oil capacity: 220-230 cc</p>	<p>Free valve</p> <p>Specifications</p> <p>Damping force: 34-46 Kg/0.5 m/sec. Stroke: 141.5 mm Oil capacity: 155-160 cc The valves were changed from the piston type to the free type. For the construction and function see page 212.</p>	
Disc cover	<p>Disc cover newly installed</p>  <p>Fig. 20-60</p>	 <p>Fig. 20-61</p>	
Fuses		 <p>Fig. 20-62</p> <p>The fuses were installed separately for lights such as headlight, taillight, etc. for a quick troubleshooting.</p>	

Part of item	CB 750 K2	CB 750 K3	Modified part
Safety unit Clutch switch	none	 <p>clutch switch</p> <p>Fig. 20-63</p> <p>A safety unit and a clutch switch were added to prevent the motorcycle from running out as soon as the engine starts. For the operation see page 215.</p>	
Lighting kill switch	 <p>Fig. 20-64</p>	 <p>Fig. 20-65</p> <p>The kill switch was changed in operating pattern from the up-down motion to the right-left motion.</p>	
Horn switch Dimmer switch	 <p>Fig. 20-66</p>	 <p>Fig. 20-67</p> <p>The switches were changed in shape and installation positions. The turn signal knob is of an automatic return type.</p>	
Oil ring	 <p>Fig. 20-68</p>	<p>The three-piece type oil ring was changed reg.</p> <ul style="list-style-type: none"> • The key points of assembling procedure are described below. a. When installing the oil ring, first place the spacer the spacer and then the rails in position. b. The spacer and rail gaps must be staggered above 2~3cm (0.787~1.18in.). <p>Note: The gap of the oil refers to that of the spacer.</p>	<ul style="list-style-type: none"> • Rails • Spacer



In the model CB750K3 front shock absorbers, the valves were changed to free valves.

As its damping force can be adjusted by changing its stroke to meet a driver's preference of conditions of a road or surfaces, it always provides a comfortable ride even under severe driving conditions.

The disassembly and operation are as follows:

Fig. 20-69 ① 48 mm Internal circlip
② 354811 oil seal
③ Front fork bottom case
④ 8 mm socket bolt
⑤ Front axle holder
⑥ Front fork bolt
⑦ 23×2.3 O ring
⑧ Front fork pipe
⑨ Piston ring
⑩ Bottom pipe
⑪ Front rebound spring

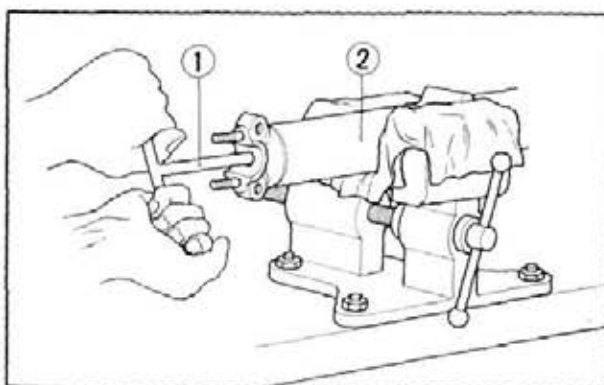


Fig. 20-70 ① Allen head wrench
② Front fork bottom case

Disassembly

To disassemble the front forks, see page 120.

1. Remove the front forks by referring to page 120
2. Remove the front fork bolts and drain front shock absorber oil.
3. With each front fork bottom pipe held in a vice, remove the socket bolt using the Allen head wrench (Tool No. 0717-3230000) and separate the pipe from the bottom base.

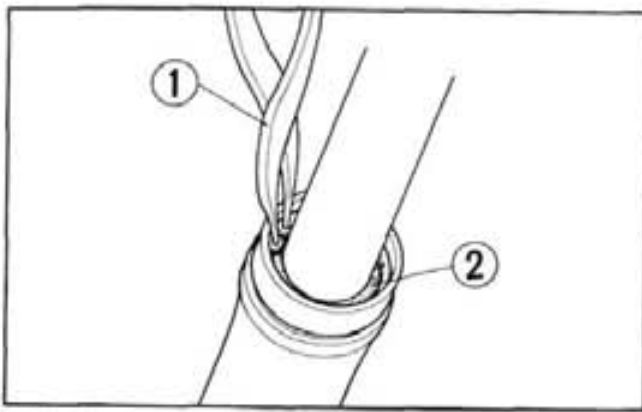


Fig. 20-71 ① 48 mm internal snap ring
② dust seal

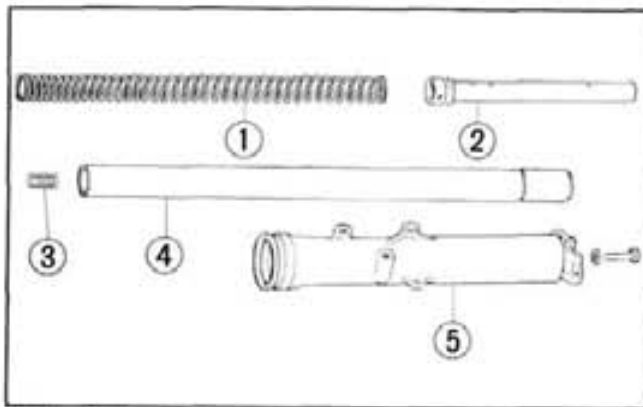


Fig. 20-72 ① Front suspension ② Bottom pipe
③ Front rebound spring
④ Front fork pipe
⑤ Front bottom case

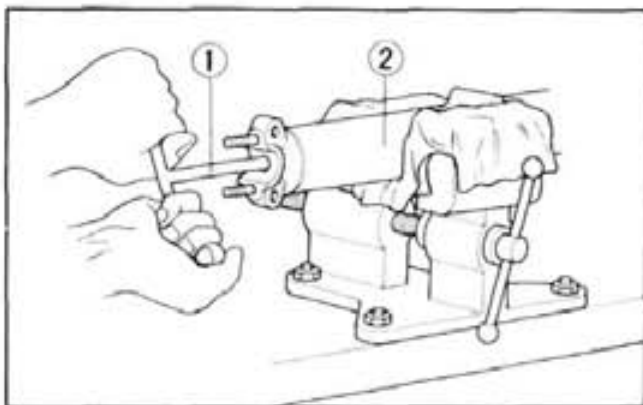


Fig. 20-73 ① Allen head wrench
② Front fork bottom case

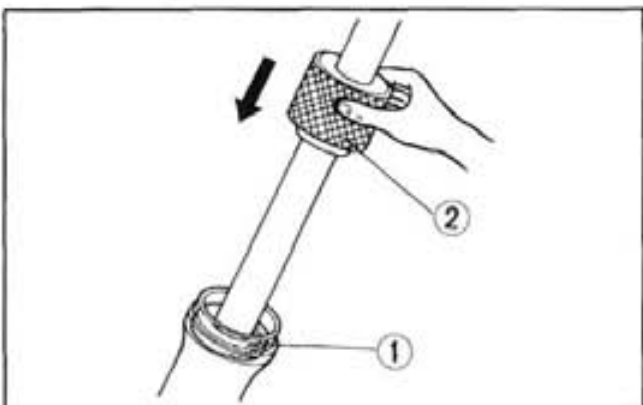


Fig. 20-74 ① Oil seal ② Fork seal driver

4. Remove the front fork dust seal, 48 mm internal circlip and oil seal.

Inspection

1. Measure the front shock absorber spring free length. Check the spring tension.
2. Check the front fork piston rings for wear.
3. Check the front fork pipe-to-bottom case clearance.
4. Check the oil seals for scores, scratches or breakage.
5. Check the sliding surfaces of the front fork pipes for scores or scratches.

Assembly

To assemble, reverse the disassembly procedures, paying attention to the following:

1. Position each fork pipe in the bottom case. Apply a coat of locking sealant to the socket bolt and tighten it with the Allen head wrench used at the time of disassembly.

2. Apply a coat of high quality ATF to the inside and outside circumferences of the oil seal and install it using the fork seal driver (Tool No. 07947-3330000).

Note:

Use a new oil seal.

3. Fill the fork pipes with high quality ATF up to the specified level.
Capacity (each fork pipe):
150~155 cc (5.3~5.5 ozs.) at the time of fork disassembly.

Operation

- When the wheel meets holes or bumps in the road, it moves up and down. This up-and-down movement of the wheel is transmitted to the bottom leg. Since the bottom leg is integrated with a pipe, the pipe also moves up and down. With either action, two springs on the pipe flux and rebound, absorbing the road to the motorcycle.

In this case, oil in the chamber ⑥ pushes up the free valve and flows into the space ① freely.

At the same time, oil in the chamber ⑥ also flows through orifices in the lower end of the spring under seat into the space ③ by the amount by which the pipe is moved up.

Extension

As the wheel has passed the bump or hole, it moves down. To eliminate excessive up-and-down motion of the spring and wheel, there will be a restraint on the spring and wheel action.

In operation, as the wheel moves down, the free valve is closed, introducing high pressure in the space ①. This high pressure then forces the oil out and into the space ③ through the orifices in the spring under seat.

Since the oil encounters a restraint as it passes through the orifices, excessive wheel and spring movement as well as spring oscillation are prevented.

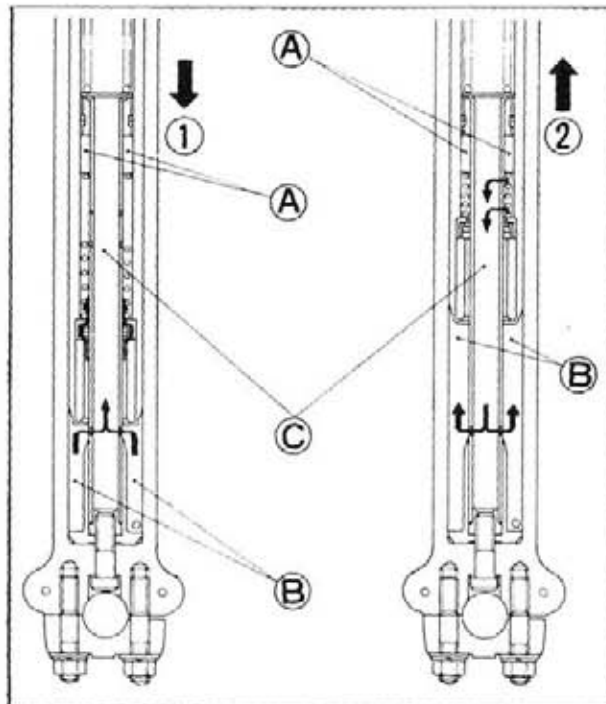


Fig. 20-75 ① Compression ② Extension

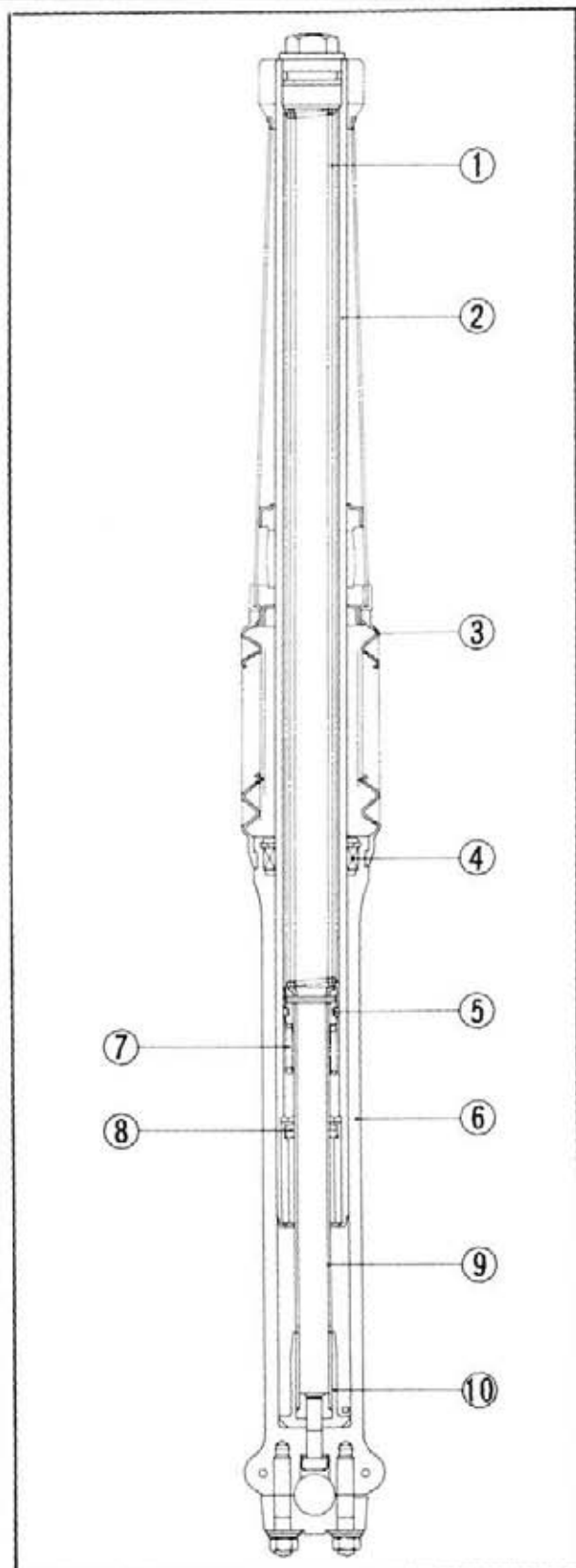


Fig. 20-76 ① Front spring ② Front fork pipe ③ Front fork dust seal ④ Oil seal ⑤ Piston ring ⑥ Front fork bottom leg ⑦ Front rebound spring ⑧ Free valve ⑨ Bottom pipe ⑩ Oil lock piece

Rear Shock Absorbers (cross valve)

Each rear shock absorber uses a double-cylinder, cross type oil damper a bottom valve, preventing occurrence of air bubbles to provide a constant damping force. On both the extension and compression sides, the characteristic of damping force is excellent and the damping efficiency is higher.

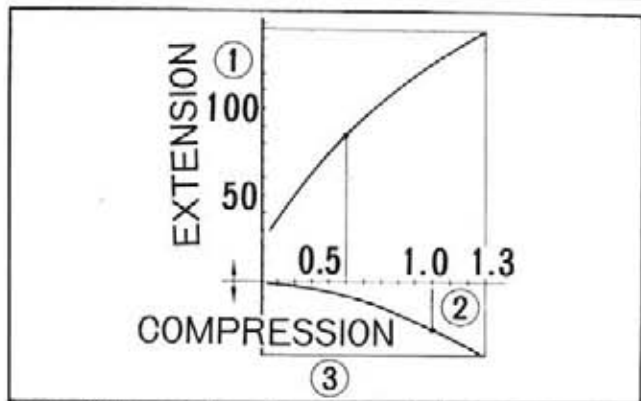


Fig. 20-77 ① Damping force (kg)
② Piston speed (m/s)
③ Characteristic of damping force

Operation

Each oil damper is equipped with piston valves A and B and a bottom valve. The damping force is provided by means of the valve A on the extension side, and the resistances on the bottom valve side and in the passage II on the compression side.

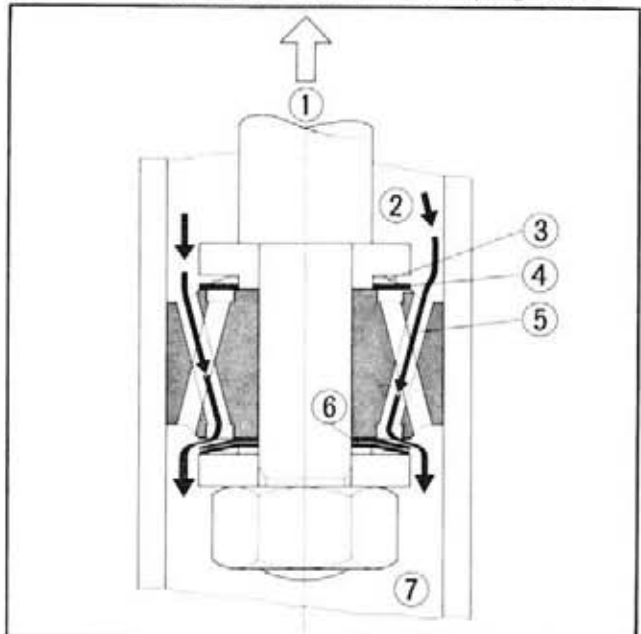


Fig. 20-78 ① Extension side ⑤ Passage I
② Chamber "a" ⑥ Valve B
③ Valve spring ⑦ Chamber "b"
④ Valve B

• Extension side

When oil attempts to flow from the chamber "a" to the chamber "b", the valve B is closed. Then the oil passes through the passage I to force the valve A to open, and the damping force is provided by the resistance of the valve. (Fig. 20-79) At this time the bottom valve is open, and the oil passes through the chamber "c" and passage III to lift up the bottom valve spring and flows into the chamber "b" from the bottom of the valve. (Fig. 20-81)

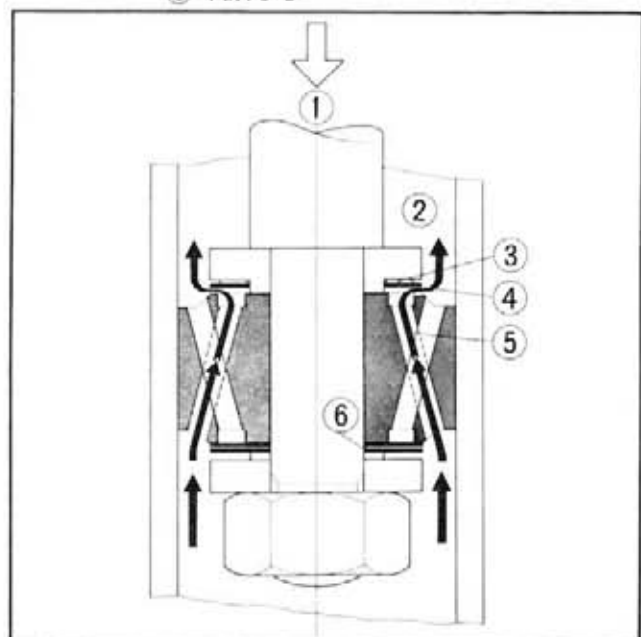


Fig. 20-79 ① Compression side ④ Valve B
② Chamber "a" ⑤ Passage II
③ Valve spring ⑥ Valve A

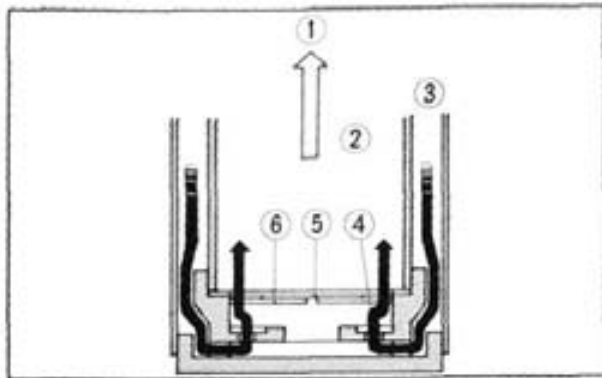


Fig. 20-80 ① Extension side ⑤ Bottom valve spring
② Chamber "b" ⑥ Bottom valve
③ Chamber "c" ④ Passage III

• Compression side

When oil attempts to flow from the chamber "b" to the chamber "a", the valve A is closed. Then the oil passes through the passage II to cause the valve B to lift up the valve spring and flows into the chamber "a" from the bottom of the valve. (Fig. 20-80)

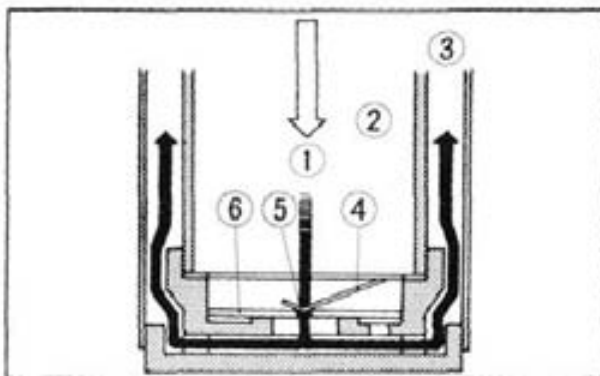


Fig. 20-81 ① Compression side ④ Bottom valve spring
② Chamber "b" ⑤ Orifice
③ Chamber "c" ⑥ Bottom valve

A small quantity of damping force may be provided by the resistance of the valve spring, but a large quantity of the force can be provided by the resistance on the bottom valve side. The oil in the chamber "b" flows by the amount corresponding to the volume of rod into the chamber "c" through the orifice I and the damping force is provided by the resistance at this time. (Fig. 20-81)

2. STARTING MOTOR SAFETY UNIT

• Description

The starting motor safety unit operates in the way that the starting motor functions only when the transmission is in neutral or while the clutch lever is being squeezed in any gear position, assuring rider safety and preventing damage of the motor and transmission gears.

• Circuits and operations

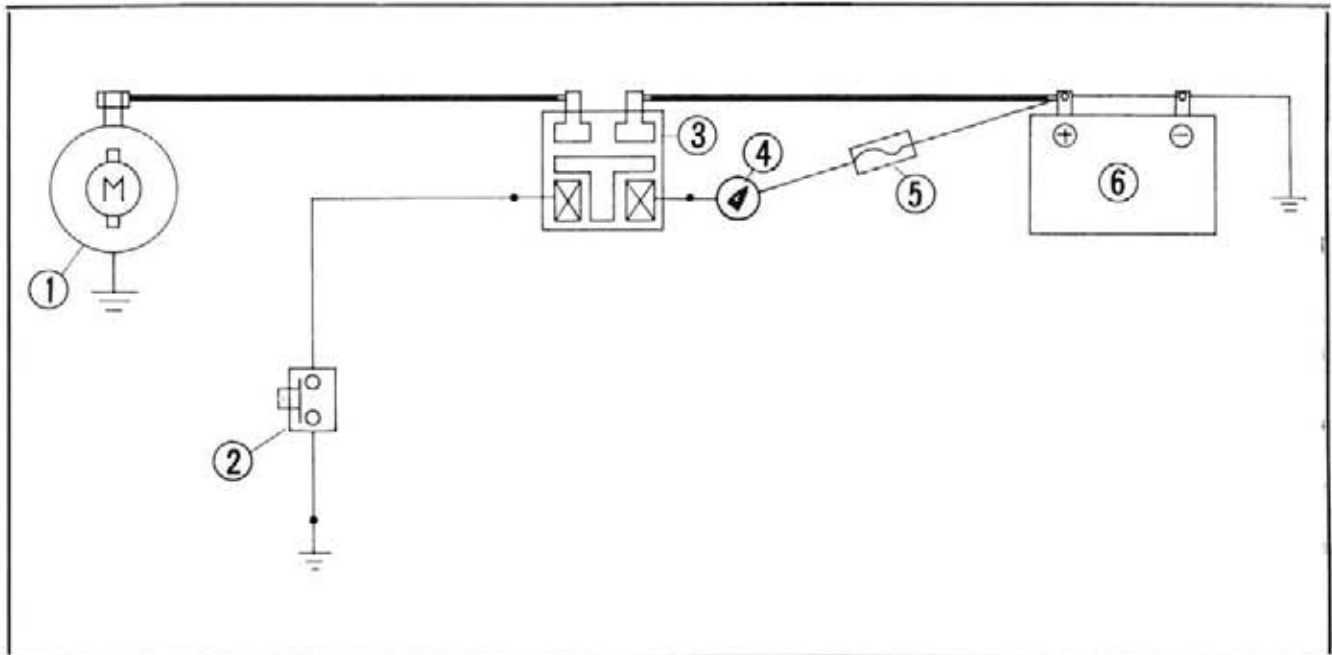


Fig. 20-82 Circuit of models without safety unit

- | | |
|---------------------------|---------------|
| ① Starting motor | ④ Main switch |
| ② Starter button switch | ⑤ Fuse |
| ③ Starter magnetic switch | ⑥ Battery |

When the engine switch is turned on, some amount of electricity is usually applied to the starter magnetic switch coil. If the starter button switch is then turned on, the starter magnetic switch will operate to cause the starting motor to turn. In other words, the motorcycle begins to move when the main switch and starter button switch are turned on with the transmission in gear.

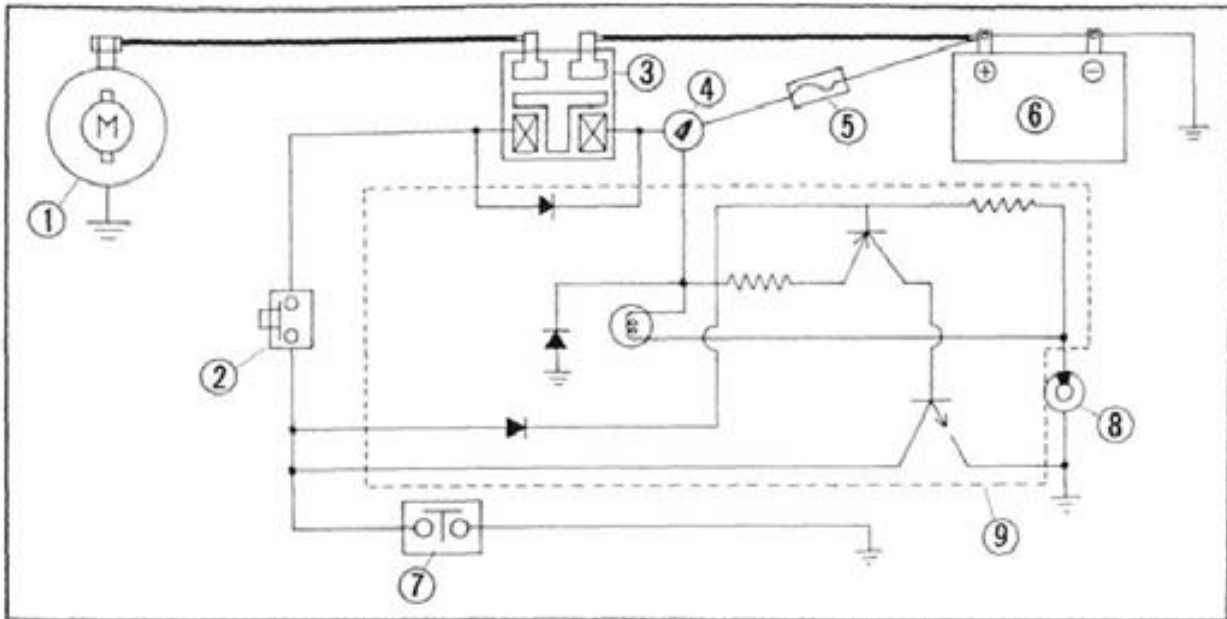


Fig. 20-83 Circuit of model (CB 750) with safety unit

- | | |
|---------------------------|-----------------------|
| ① Starting motor | ⑥ Battery |
| ② Starter button Switch | ⑦ Clutch lever switch |
| ③ Starter magnetic switch | ⑧ Neutral switch |
| ④ Main switch | ⑨ Safety unit |
| ⑤ Fuse | |

The ground side of the starter button switch is connected to the body through the clutch lever switch and neutral switch. When the clutch lever switch or the neutral switch is turned on the starter magnetic switch will operate to cause the starting motor to turn.

(1) Clutch lever switch

The clutch lever switch is designed to be turned on when the clutch lever is squeezed to cause the clutch to be disengaged only. (This switch has the same construction and function as those of the front stop switch.)

3. 3-CIRCUIT FUSES

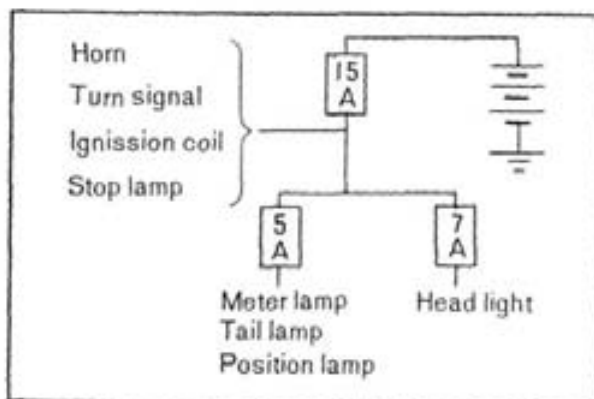


Fig. 20-84

In a conventional 1-circuit fuse, if it burns out, the engine cannot be started.

The 3-circuit fuses contain a 15A main fuse and two 7A and 5A subfuses, one for the headlight and the other for the position lamp, taillight and meter lamp. Even if the 7A fuse or 5A fuse or both burn out, the horn, turn signals, ignition switch and stop-light operate properly. However, it is wise to locate the cause of trouble and replace a damaged fuse with new one as soon as possible. The fuses are set in the fuse box which is taken out by opening the seat.

4. BRAKE LINING WEAR INDICATOR

Discription

The brake lining wear indicator is provided to check the wear condition of the brake linings visually from outside. As shown in the figure below, the indicator plate is attached to the brake cam. As the brake lining has worn, brake cam moves excessively. Such a movement of the cam is checked by the arrow on the periphery of the indicator. Further the brake panel cam boss is provided with the "wear limit" mark to make it possible to check the service limit (replacement time) of the lining easily with the brake panel installed.

Descriptive illustration

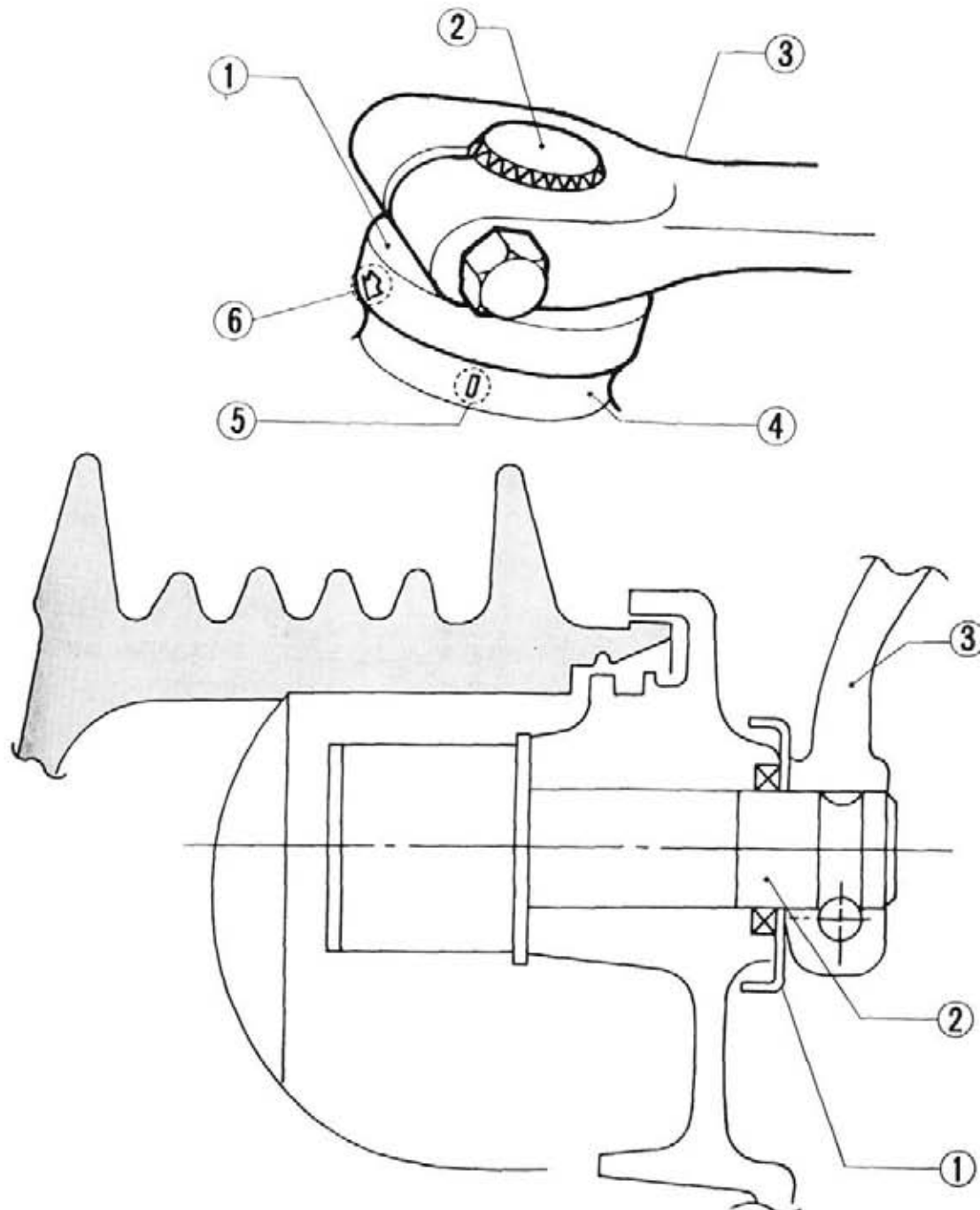


Fig. 20-85

① Indicator plate	④ Brake panel cam boss
② Brake cam	⑤ "Wear limit" mark
③ Brake arm	⑥ Arrow

5. REAR SHOCK ABSORBER ASSEMBLIES

(K4 to K2 model)

The rear shock absorber assemblies feature the telescopic type oil dampers with bottom valve to give an optimum damping performance under all bumping and rebounditions. The damping performance on the extension side is well matched with that on the compression side, providing maximum damping.

Stroke of rear shock absorber: 86.3 mm (3.39 in.)

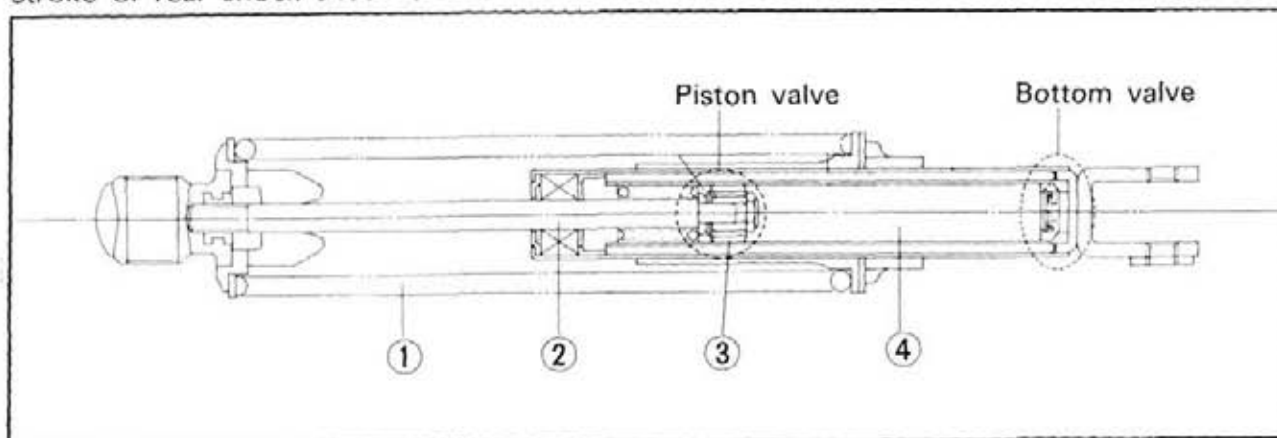


Fig. 20-86 ① Rear shock absorber spring ② Damper rod
③ Damper piston ④ Damper cylinder

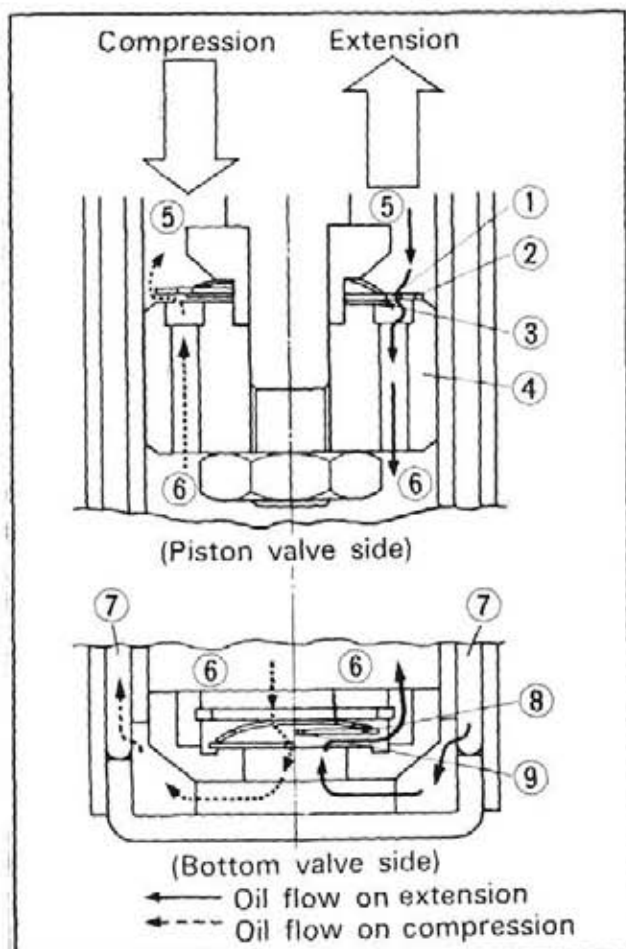


Fig. 20-87 ① Orifice (I) ② Valve "A"
③ Valve "B" ④ Piston
⑤ Chamber "a" ⑥ Chamber "b"
⑦ Chamber "c" ⑧ Bottom valve
⑨ Orifice (II)

Operation

Each oil damper is equipped with the piston valves A and B and bottom valve. On the extension side,, the damping action is provided by means of the piston valves. While, on the compression side, the damping action is provided by means of the bottom valve.

On extension side:

The oil in the chamber [a] flows into the chamber [b] through the orifice (I) in the valve A (sheet metal). By the resisting force of this oil, the damping action is provided. The valve A is overlapped with the valve B (leaf spring) which covers the half of the orifice. The damping action is regulated by the deflection of the valve B. Under such a condition, the bottom valve is opened and the oil in the chamber [c] flows into the chamber [b] smoothly to prevent air bubbles from being produced.

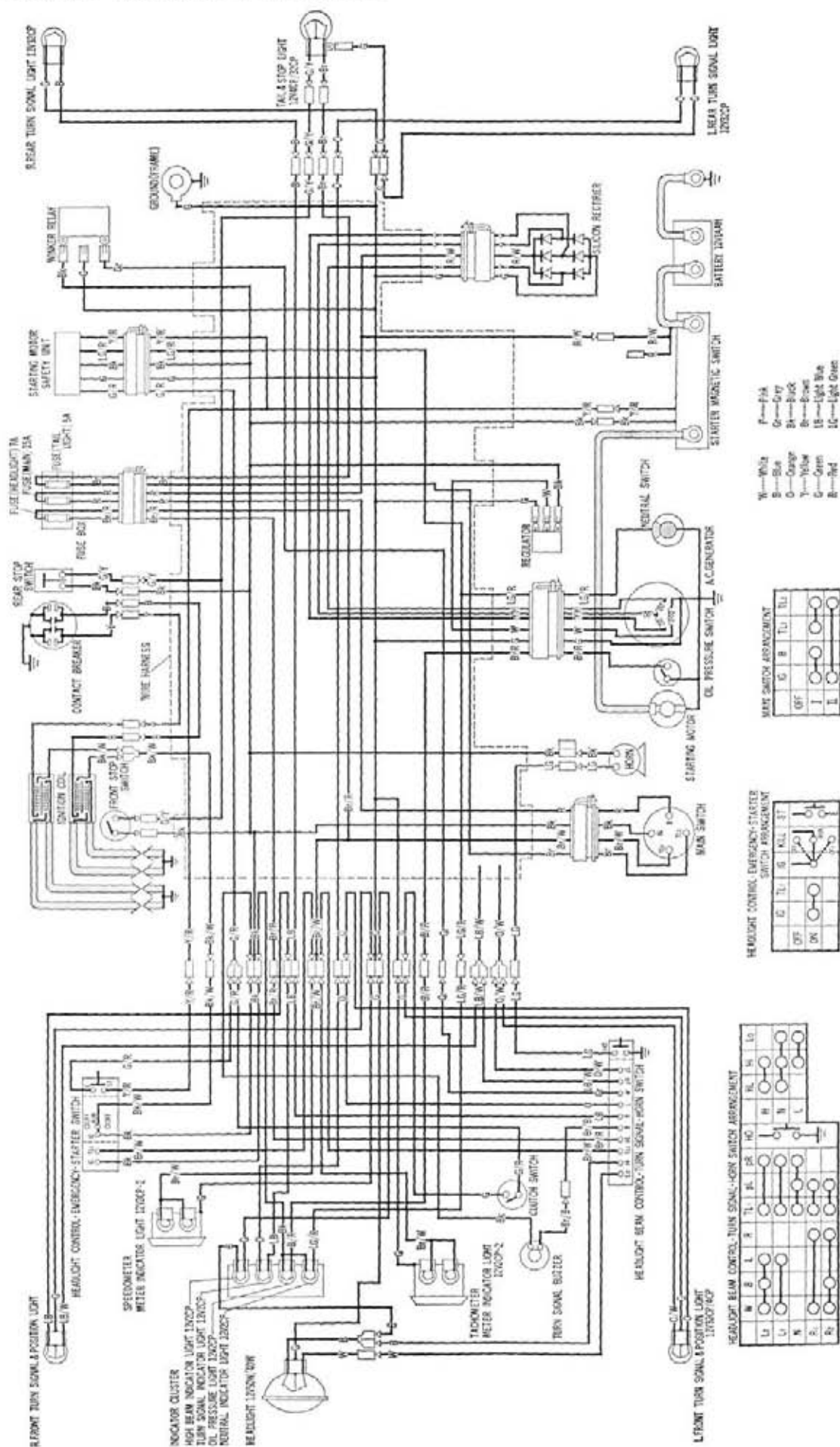
On compression side:

The oil in the chamber [b] flows by amount of oil equivalent to the volume of damper rod into the chamber [c] through the orifice in the bottom valve. By the resisting force of this oil, the damping action is provided. At this time the piston valves are opened and the oil flows from the chamber [b] into the chamber [a] smoothly.

K4**COMPARISON OF CB750 K3 TO CB750 K4**

Part of item	CB 750 K3	CB 750 K4	Modified part
		The stripes on the fuel tank are changed.	

CB 750 K4 WIRING DIAGRAM



1. FUEL COCK

The fuel cock is new for the revised model. Concurrent with this change, the indication marks and their positions on fuel cock was changed. It was also relocated from the right to the left side of the fuel tank.

Inspection and cleaning

1. Place the fuel lever in the "OFF" position; disconnect the fuel tube. Take out the fuel tank.
2. Drain the fuel tank thoroughly.
3. Loosen the fuel cock fixing nut and then remove the fuel cock and fuel filter from the fuel tank.
4. Check the gasket to see if it is not damaged. Replace with a new one, if found to be damaged too badly beyond use.
5. Wash the fuel filter in solvent and dry with compressed air. Any slightest damage cannot be tolerated here. Also replace the filter with a new one if found to be clogged.
6. Install the fuel filter to the fuel cock with the fixing nut. Do not forget to install the gasket into the groove of the fixing nut.
7. Install the fuel cock to the fuel tank with the fixing nut.
8. Install the fuel tank in place on the frame; connect tube and secure with the clip.
9. Fill the tank with fuel. With the fuel cock lever in the "ON" position, check for any leakage past the tube joints or connections.

2. THROTTLE GRIP

The throttle grip adjuster, Fig. K5-3, hitherto offered, was discontinued.

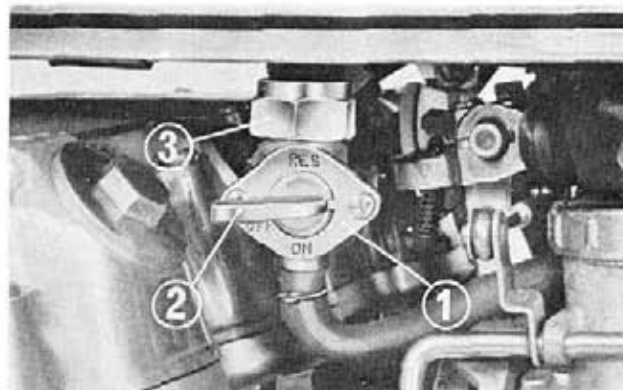


Fig. K5-1 ① Fuel cock ② Lever ③ Fuel cock fixing nut

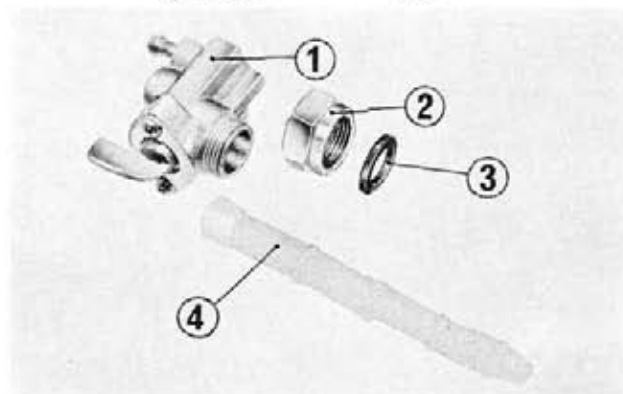


Fig. K5-2 ① Fuel cock ② Fixing nut ③ Gasket ④ Fuel filter

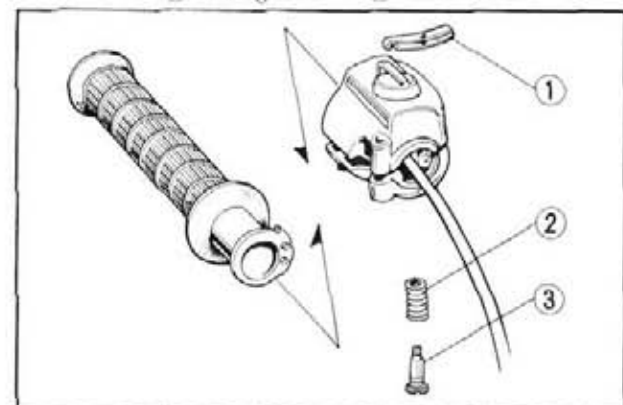


Fig. K5-3 ① Throttle grip adjuster ② Spring ③ Adjusting bolt

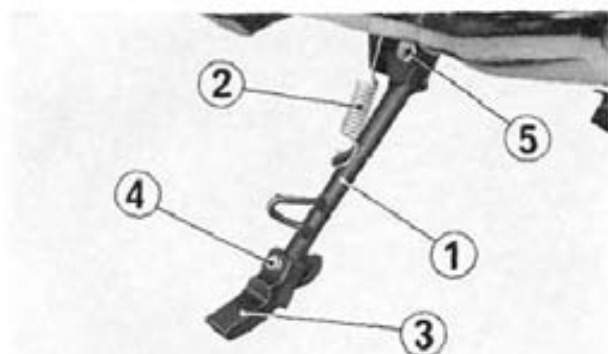


Fig. K5-4 ① Side stand bar
② Spring
③ Rubber pad
④ 6mm bolt
⑤ Side stand pivot bolt

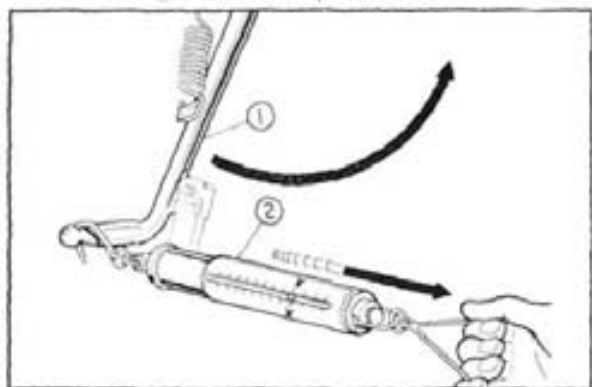


Fig. K5-5 ① Side stand bar
② Spring scale

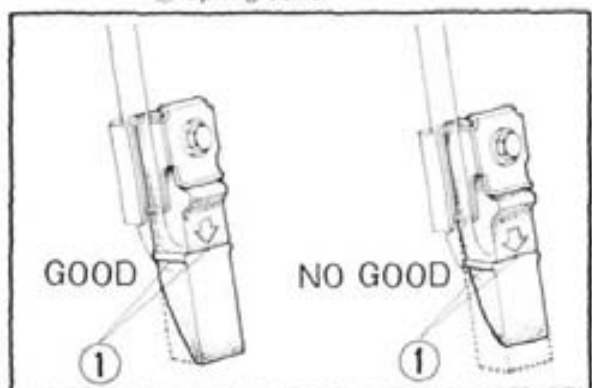


Fig. K5-6 ① Wear line

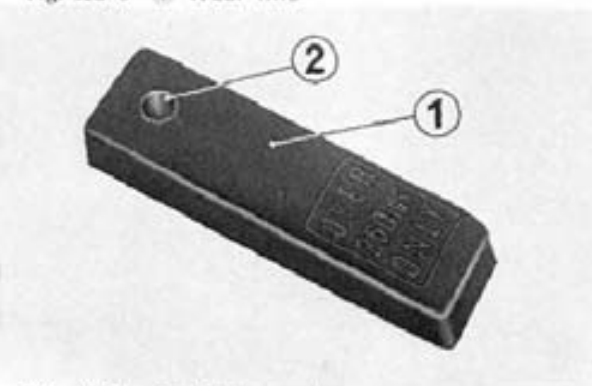


Fig. K5-7 ① Rubber pad
② Collar

3. SIDE STAND

The side stand was changed to a new type with a shock absorbing rubber pad. The stand must be inspected periodically to determine that it is in good condition.

Inspection

1. Check the entire stand assembly (side stand bar, bracket and rubber pad) for installation, deformation or otherwise excessive damage.
2. Check the spring for freedom from damage or other defects.
3. Check the side stand for proper return operation:
 - a. With the side stand applied, raise the stand off the ground by using the main stand.
 - b. Attach a spring scale to the lower end of the stand and measure the force with which the stand is returned to its original position.
 - c. The stand condition is correct if the measurement falls within 2-3 kg (4.4-6.6 lbs.).

If the stand requires force exceeding the above limit, this might be due to neglected lubrication, overtightened side stand pivot bolt, worn stand bar or bracket, or otherwise excessive tension. Repair as necessary.

4. Check the rubber pad for deterioration or wear.

When the rubber pad wear is excessive so that it is worn down to the wear line, replace it with a new one.

Rubber pad replacement

1. Remove the 6mm bolt; separate the rubber pad from the bracket at the side stand.
2. After making sure the collar is installed, put a new rubber pad in place in the bracket with the arrow mark out.

NOTE: Use rubber pad having the mark "OVER 260 lbs. ONLY".

3. Secure the rubber pad with the 6mm bolt.

4. TURN SIGNAL LIGHT

The front and rear turn signal lights were changed to new, larger types. See Figs. K5-8 and K5-9.

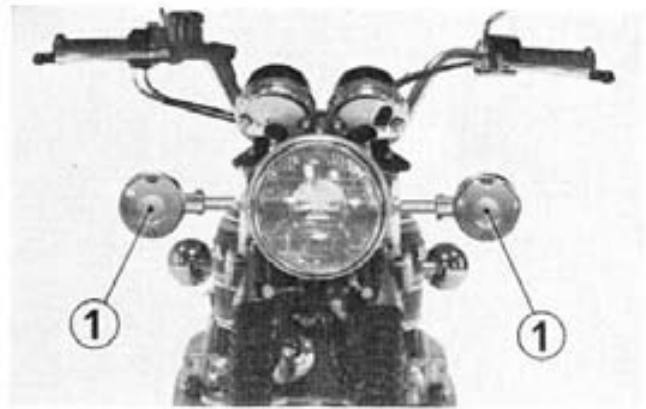


Fig. K5-8 ① Front turn signal light

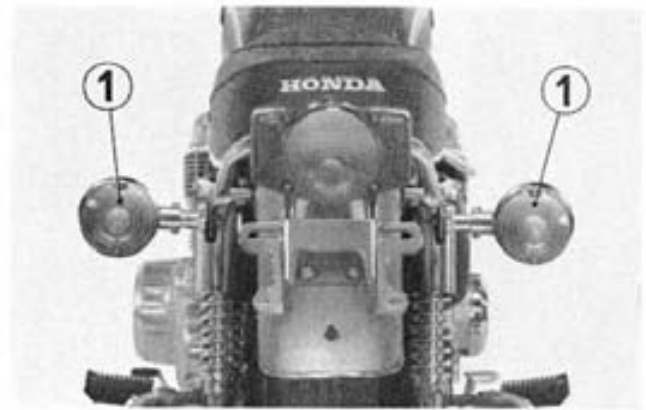


Fig. K5-9 ① Rear turn signal light

5. MAINTENANCE SCHEDULE

Some additions occurred in the MAINTENANCE SCHEDULE, of which details are as shown immediately below:

MAINTENANCE SCHEDULE This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD Perform at every indicated month or mileage interval, whichever occurs first.			
		1 month	3 months	6 months	12 months
	500 miles	500 miles	1,500 miles	3,000 miles	6,000 miles
*SIDE STAND—Check installation, operation, deformation, damage and wear.				○	

Items marked * should be serviced by an authorized Honda dealer, unless the owner has proper tools and is mechanically proficient. Other maintenance items are simple to perform and may be serviced by the owner.

1. Carburetor Setting:

Item	CB750F
Setting mark	CB750F
Venturi dia.	28 ϕ mm
Main jet	105
Air jet	120
Slow jet	40
Air screw opening	1 \pm 3/8
Cutaway	2.5
Valve seat dia.	2.0mm
Fuel level	26mm
Jet needle setting	Third notch

MUFFLER

Disassembly

1. Remove the two bolts ① securing the muffler in position.
2. Remove the eight joint nuts and take out the exhaust pipe joint, joint collar and muffler as an assembled unit.
3. Loosen off the muffler band clamp bolt; remove the two exhaust pipes and sealing gaskets off the muffler.

Inspection

1. Check the muffler for damage or other defects.
2. Check the exhaust pipe gasket for condition.
3. Examine if the muffler sealing gasket is in good condition and is not damaged or broken.

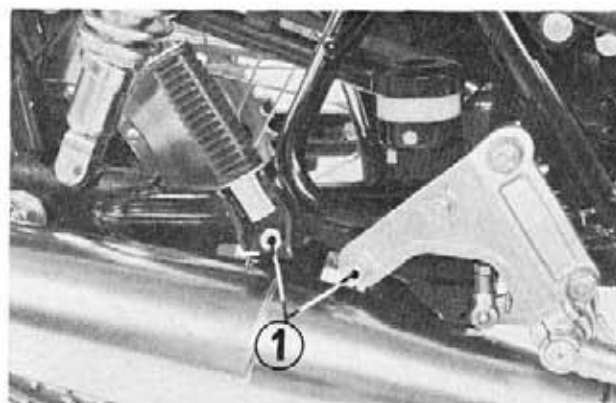


Fig. 1 ①

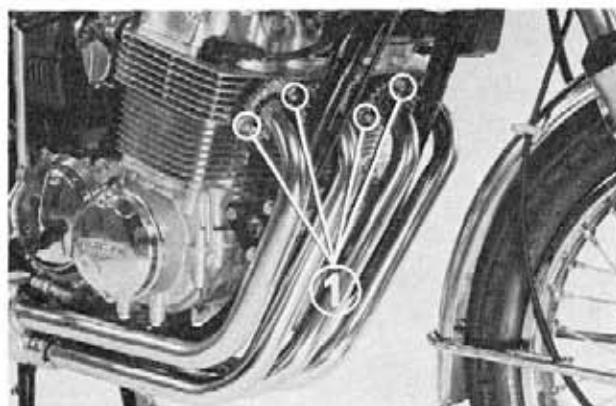


Fig. 2 ① Joint nuts

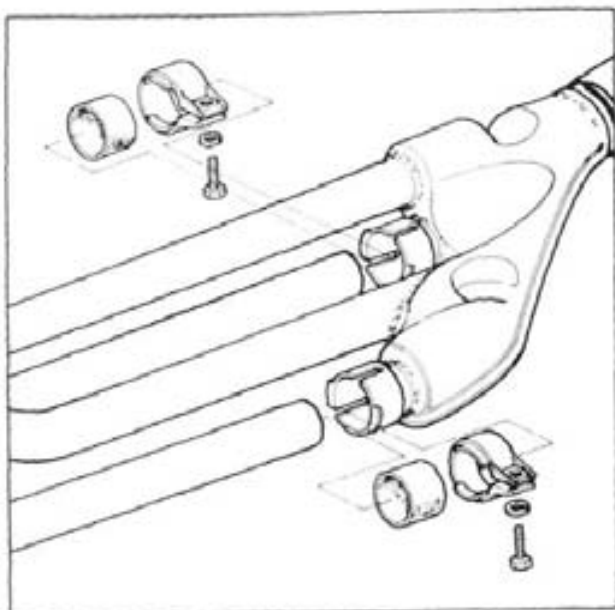


Fig. 3 ①

Assembly

1. Install the muffler before attaching the two exhaust pipes.
2. Put the sealing gasket on the exhaust pipe, and then assemble the pipe to the muffler.
3. Fasten the exhaust pipe to the cylinder with the joint and joint collar in between.
4. Install the muffler band so that the band clamping bolt is exactly down on the muffler.

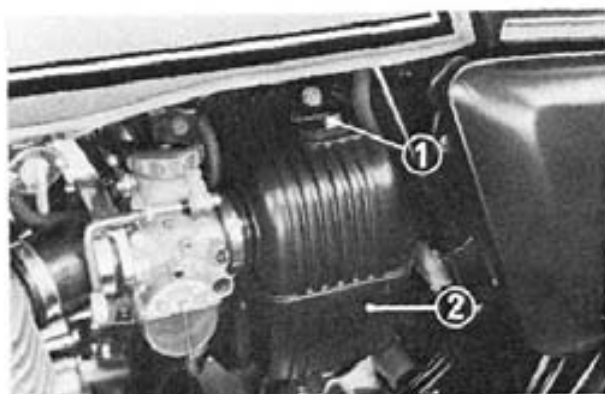


Fig. 4 ① Air cleaning mounting bolt
② Air cleaner lower case

Air Cleaner Maintenance

1. Remove the two air cleaner mounting bolts ① and remove the air cleaner lower case ②.

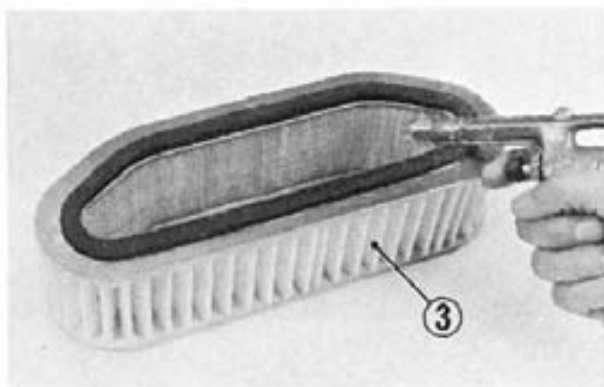


Fig. 5 ③ Air cleaner element

2. Clean the air cleaner element by tapping it lightly to loosen dust.
The remaining dust can be brushed from the outer element surface or blown away by applying compressed air from the inside of the element.

3. Remove the 6mm breather element case mounting bolt ④ and remove the breather element.
4. Remove the two screws ⑥ and pull out the breather element ⑦ from the breather element case.
5. Wash the breather element ⑦ in clean solvent.
Squeeze out excess solvent and then dry the element thoroughly.

WARNING: Gasoline or low flash point solvents are highly flammable and must not be used to clean the breather element.

6. To reinstall the air cleaner, reverse the removal procedure.

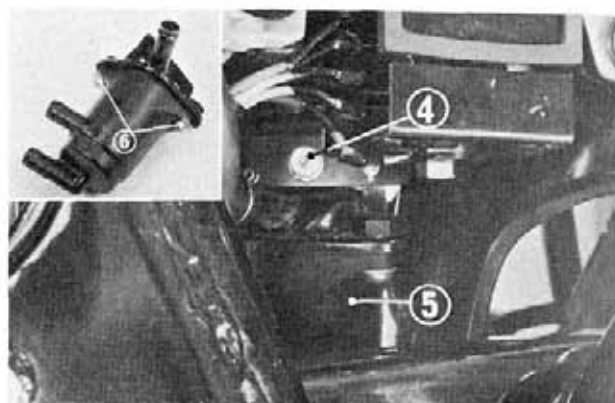


Fig. 6 ④ Breather element case mounting bolt
⑤ Breather element case ⑥ Screws

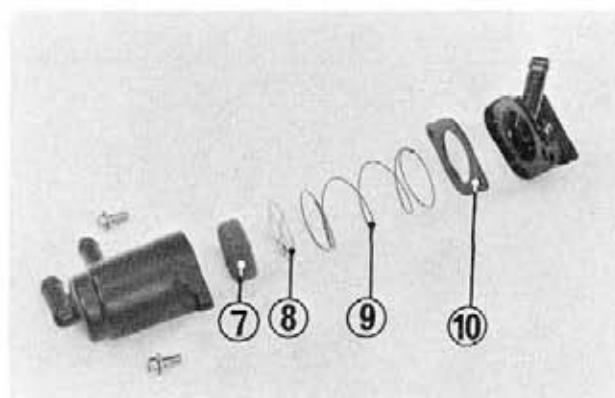


Fig. 7 ⑦ Breather element
⑧ Element retaining plate
⑨ Spring ⑩ Cover gasket

FRONT BRAKE

Disassembly

Caliper

1. Remove the caliper as an assembled unit.
2. To separate the calipers A and B, remove the caliper setting bolts.
To service the calipers mounted on the motorcycle, remove the oil pipe from the caliper beforehand.

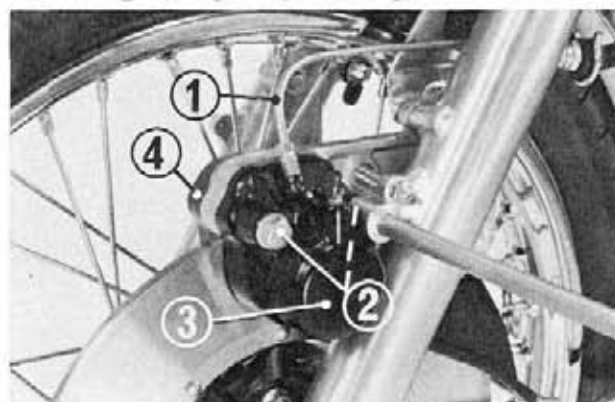


Fig. 8 ① Oil pipe ② Caliper setting ③ Caliper A
④ Caliper B

With the wheel bearing in place insert the axle shaft through the bearing. Place the axle shaft on V blocks, holding the wheel vertical. Check carefully for runout while rotating the wheel by hand.

	Standard value	Service limit
Surface runout	0.5mm max.	2.0mm min.
Radial runout	0.5mm max.	2.0mm min.

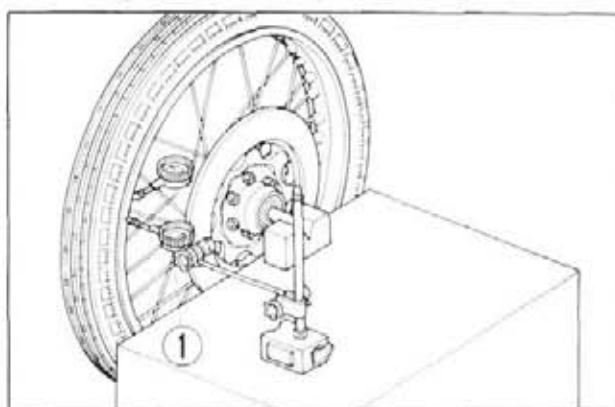


Fig. 9 ① Dial gauge

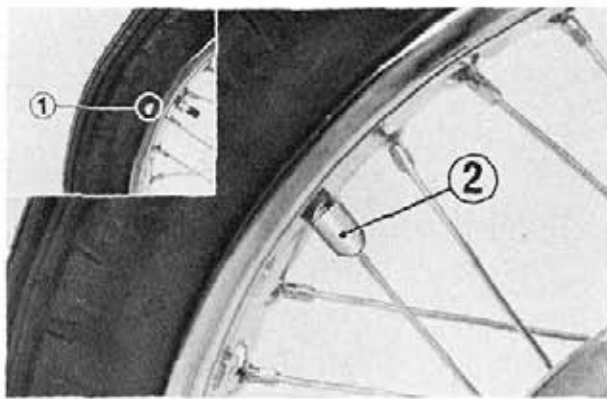


Fig. 10 ① Balancing mark
② Balancing weight

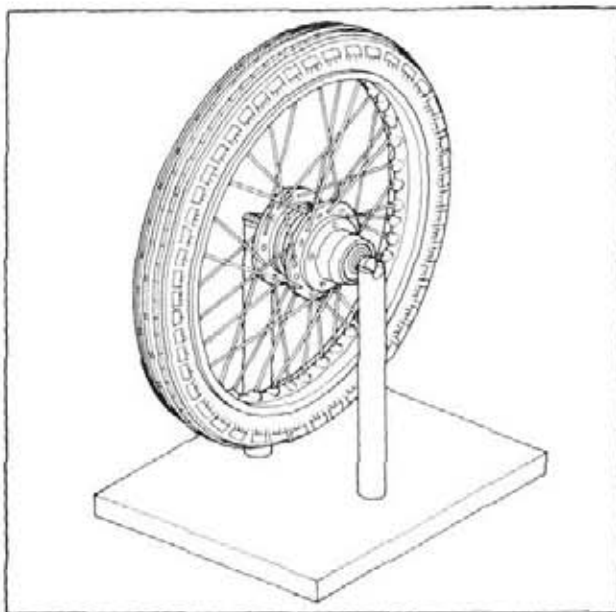


Fig. 11

Balancing the Front Wheel

1. Remove the front wheel.
2. Remove the speedometer gear box.
3. Remove the front wheel collars.
4. Remove the front brake disc.
5. Insert the axle shaft through the wheel and place the shaft on V blocks.
6. Make three chalk marks on the wheel and spin by hand, allowing the heavy part to roll to the bottom.
7. Attach compensating weights to the top section, and again spin the wheel to check the result.
8. The weights should be installed to the spoke. The following four weights are available: 5g, 10g, 15g and 20g.

REAR FORK

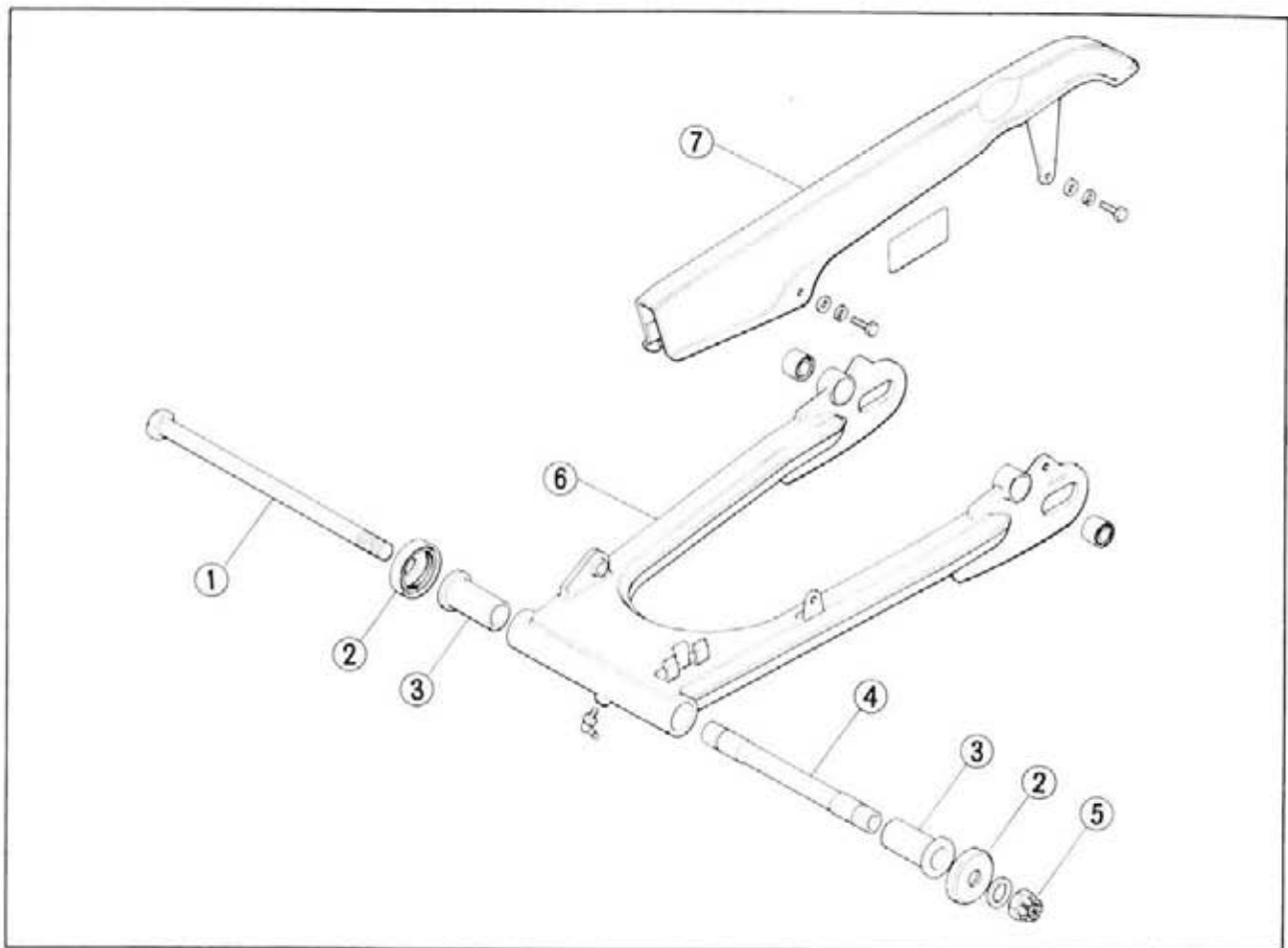


Fig. 12 ① Rear fork pivot bolt ③ Rear fork pivot bushing ⑤ 14 mm self-locking nut ⑦ Chain case
② Dust seal cap ④ Rear fork center collar ⑥ Rear fork

Disassembly

1. Remove the rear shock absorber mounting nut ②.
2. Remove the bolt ④ to remove the rear shock absorber.
3. Remove the torque link from the rear brake.

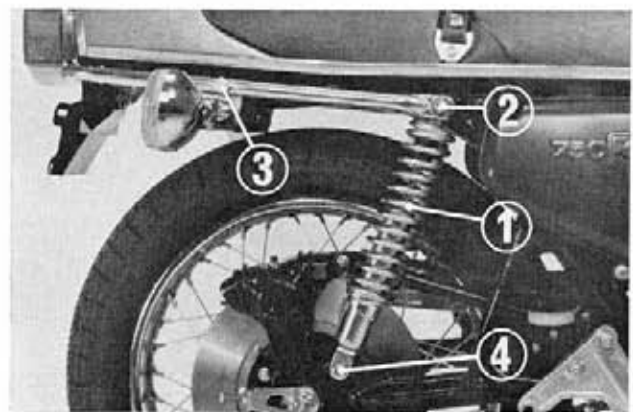


Fig. 13 ① Rear shock absorber ② Rear shock absorber mounting nut

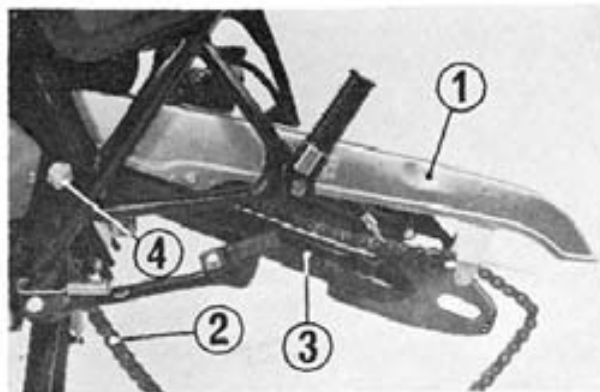


Fig. 14 ① Drive chain case ② Drive chain ③ Self-locking nut ④ Rear fork pivot bolt



Fig. 15 ① Rear fork pivot bolt

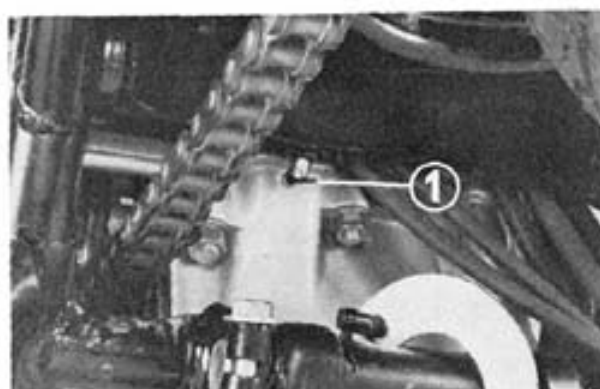


Fig. 16 ① Grease nipple

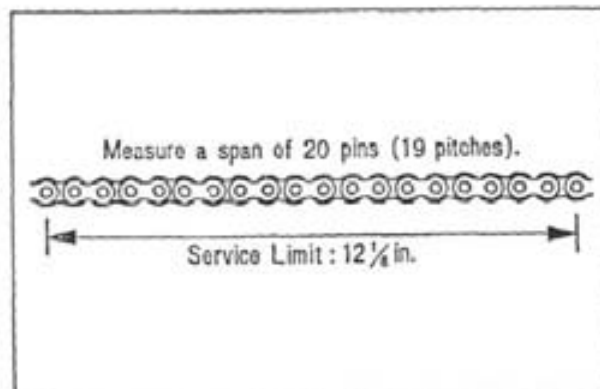


Fig. 17

4. Remove the chain case.
5. Remove the self-locking nut, pull off the rear fork pivot bolt and take the rear fork off the frame.
6. Remove the dust seal cap, pivot bushing and center collar from the rear fork.

Inspection

1. Check the rear fork for deformation, damage or other defects.
2. Check the rear fork center collar and bushing for excessive looseness.
3. Check the pivot shaft for bending along its entire length.
4. Check the axle holes in the rear fork ends for alignment.

Assembly

Assembly is the reverse order of the disassembly.

1. Apply a coating of grease to the rear fork center collar before installing the rear fork to the frame.
2. Coat the sealing lip of the dust seal with grease when assembling the dust seal cap.
3. Insert the rear fork pivot bolt from the right side with the end through the fork; install the self-locking nut on the end and tightening torque.
4. Pump grease through the grease fitting at the rear fork.

Measuring drive chain wears

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. It will measure $11\frac{7}{8}$ in. (each pitch = $\frac{5}{8}$ 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.

Engine oil change

Fill the oil tank with approximately 2.6 quarts of premium quality, SE, SEA 10W-40 oil. Start the engine and operate for a few minutes. Stop the engine, refill the tank with approximately 1.1 quarts of oil and check the oil level with the filler cap dipstick.

Fuel tank over flow tube inspection

1. Inspect the fuel tank over flow tube for defects.
2. Squeeze lower end of the over flow tube, and remove any oil or water which may have accumulated.

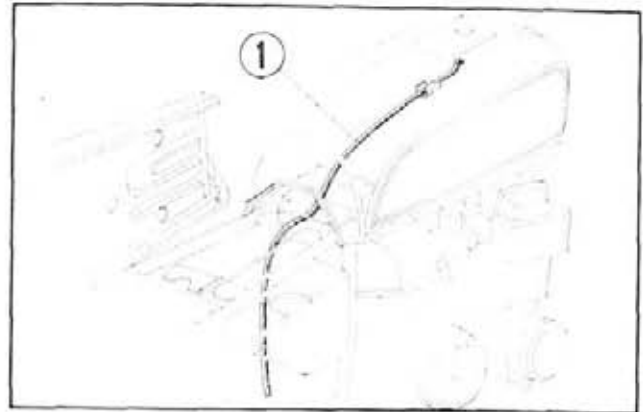


Fig. 18 ① Over flow tube

FRONT SUSPENSION

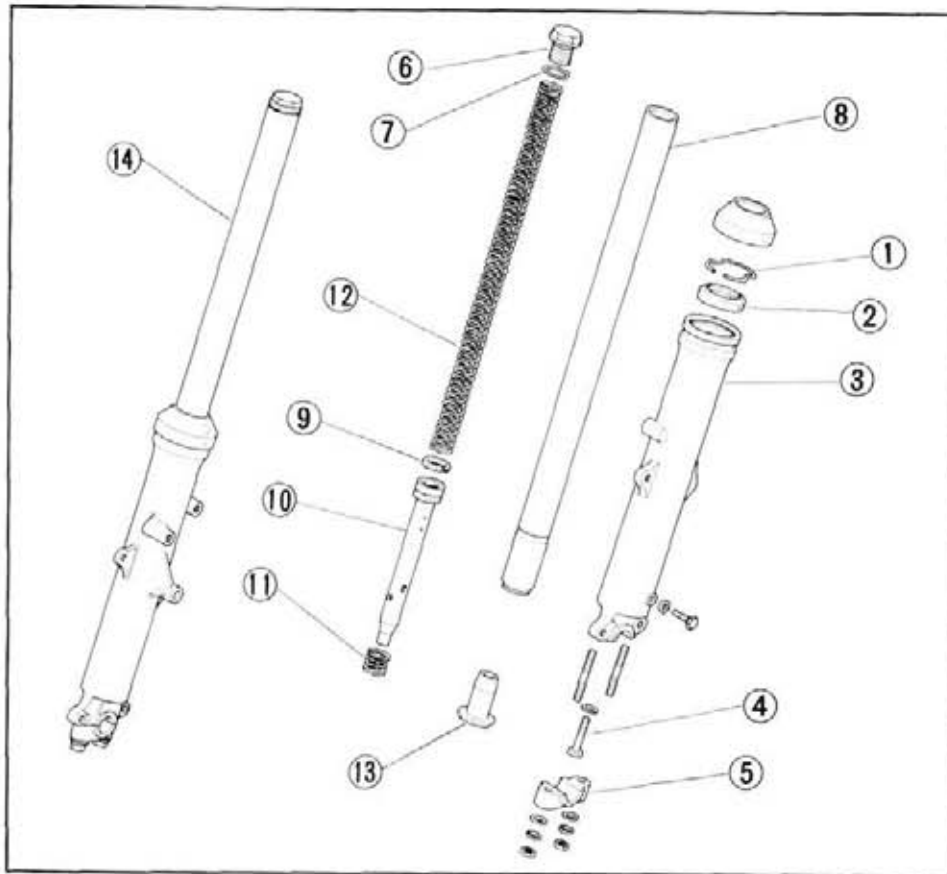


Fig. 19

① Oil seal stop	⑥ Fork bolt	⑪ Rebound spring
② Oil seal	⑦ O-ring	⑫ Front shock absorber spring
③ Bottom case	⑧ Front fork pipe	⑬ Oil lock piece
④ Socket bolt	⑨ Piston ring	⑭ Front shock absorber assembly
⑤ Front axle holder	⑩ Bottom pipe	

REAR SUSPENSION

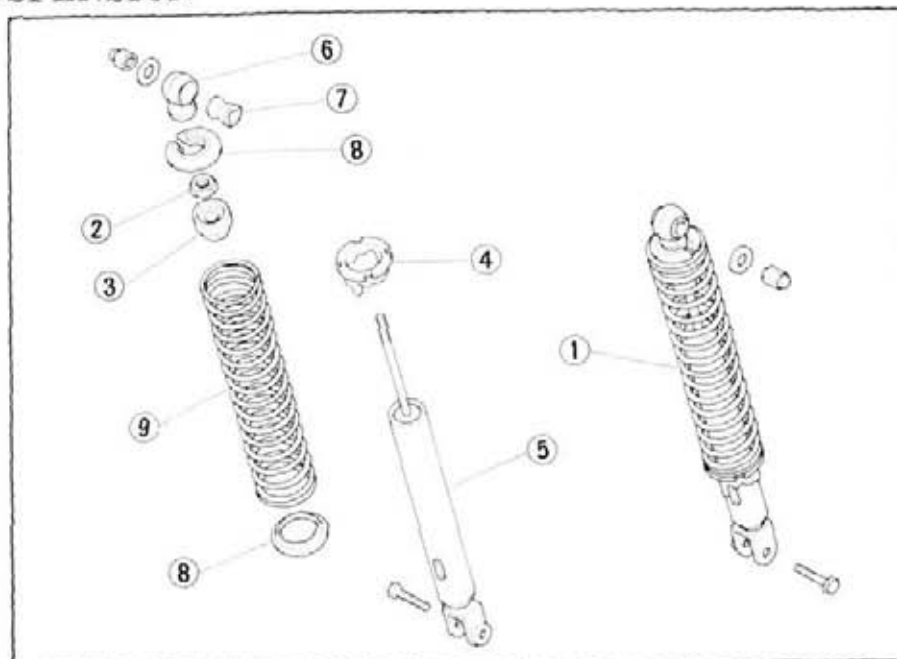


Fig. 20 ① Rear shock absorber assembly ④ Spring adjuster ⑦ Joint rubber
 ② Lock nut (10mm) ⑤ Rear damper ⑧ Spring seat stop
 ③ Stop rubber ⑥ Upper joint ⑨ Rear shock absorber spring

REAR BRAKE

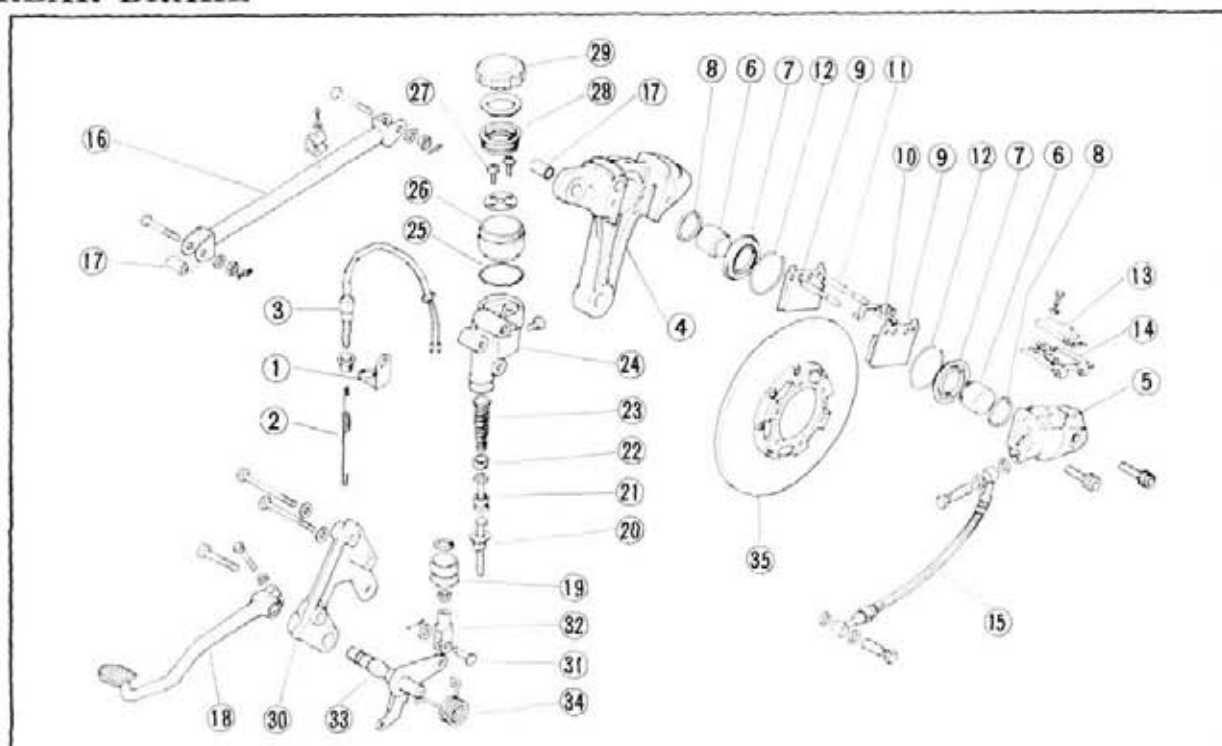


Fig. 21 ① Stop switch bracket ⑩ Spring pad set ⑲ Master cylinder, boot ⑳ Diaphragm
 ② Stop switch spring ⑪ Pad pin ⑳ Push rod ㉑ Oil cup, cap
 ③ Stop light switch ⑫ Dust cover, clip ㉒ Piston ㉓ Rear master cylinder holder
 ④ Caliper A ⑬ Indicator cover ㉔ Primary cup ㉕ Brake rod pin
 ⑤ Caliper B ⑭ Pad cover ㉖ Spring ㉗ Brake rod joint
 ⑥ Piston ⑮ Rear brake pedal ㉘ Rear master cylinder ㉙ Rear brake shaft
 ⑦ Dust cover ⑯ Torque link ㉚ O-ring ㉛ Brake pedal spring
 ⑧ Piston seal ⑰ Link collar ㉜ Oil cup ㉝ Rear brake disk
 ⑨ Pad ⑱ Rear brake pedal ㉞ Oil cup screw

Removal of Caliper

1. Drain the brake system by loosening the caliper bleeder valve.
2. Remove the bolts (3) from the caliper and take out the torque link.

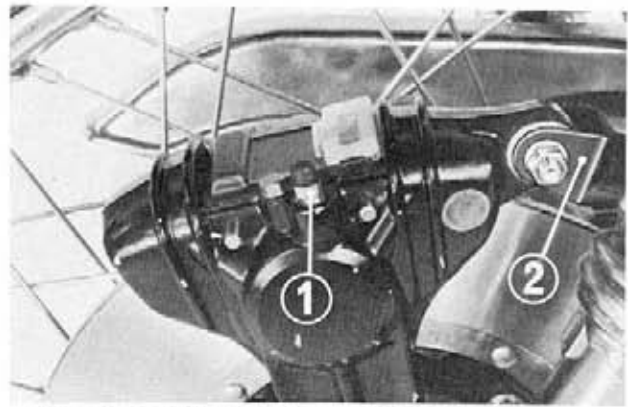


Fig. 22 ① Bleeder valve ③ Torque link

3. Pry off the cotter pin, loosen off the axle nut, and remove the axle shaft.

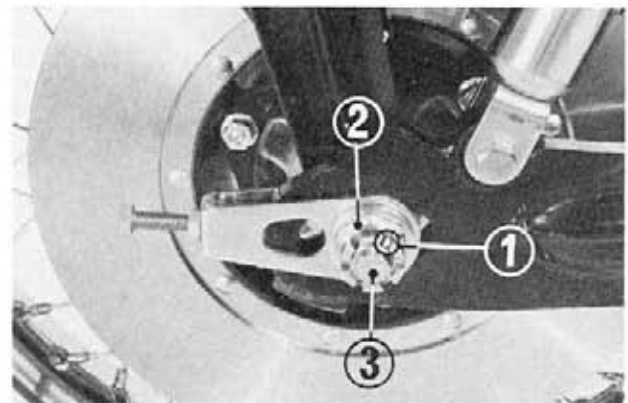


Fig. 23 ① Cotter pin ③ Axle shaft
② Axle nut

4. Remove the oil bolt and pull off the brake hose. Take out the caliper as an assembled unit.

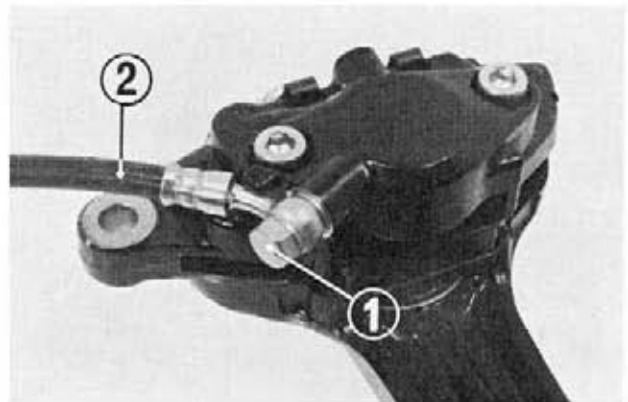


Fig. 24 ① Oil bolt ② Brake hose

Removal of Master Cylinder

1. Remove the rear brake hose off the caliper. Drain the brake system by pumping the brake pedal.
2. Using a suitable pair of pliers, pull off the cotter pin and then remove the brake rod.

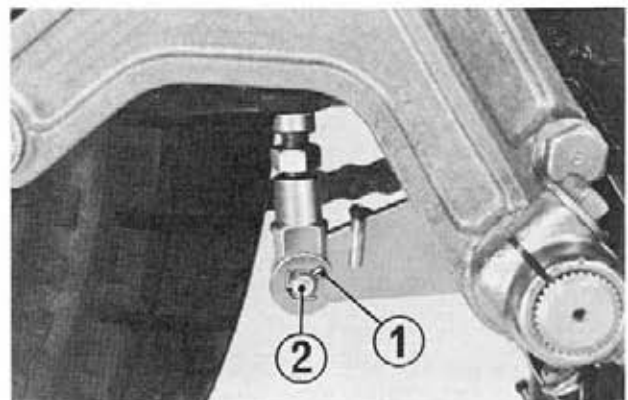


Fig. 25 ① Cotter pin ② Brake rod



Fig. 26 ① Master cylinder

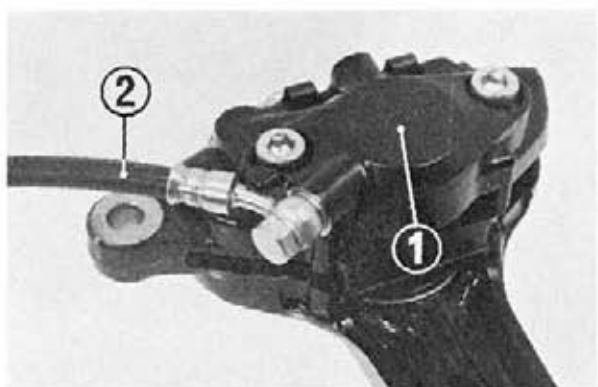


Fig. 27 ① Caliper ② Brake hose

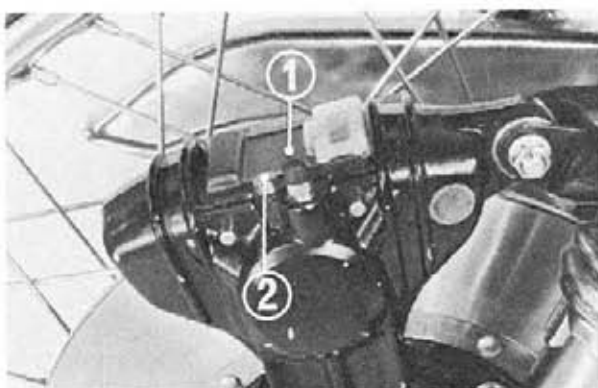
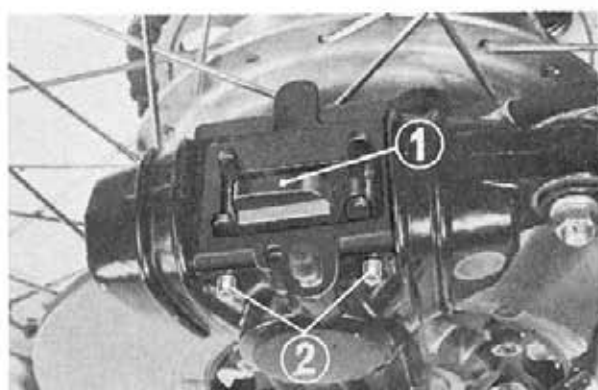


Fig. 28 ① Pad cover ② 5 mm bolt

Fig. 29 ① Brake pad set spring
② Brake pad pin

3. The rear brake master cylinder will be taken out easily by removing the bolt ②.

NOTE:

- Handle the master cylinder with care to avoid damaging the brake hose.
- Avoid getting grease on the friction surfaces of the pad and disc since a trace of oil or grease on the friction surface may cause erratic braking performance.
- Do not spill brake oil onto the tire.

Caliper

1. Disconnect the brake pipe from the master cylinder as per the instruction given in preceding paragraph.
2. Remove the caliper off the rear fork following the procedure under Removal of rear fork.
3. Disconnect the brake hose from the caliper.

Replacement of brake pad (rear)

1. Remove the 5mm bolts securing the pad cover to the caliper.
2. Press down on the brake pad set spring; without disturbing the above setup, withdraw the upper pin from the pad.

3. Assembly is the reverse order of the disassembly. The pad pin has a step. Hook the pad set spring over the pin at a point where the diameter is reduced.

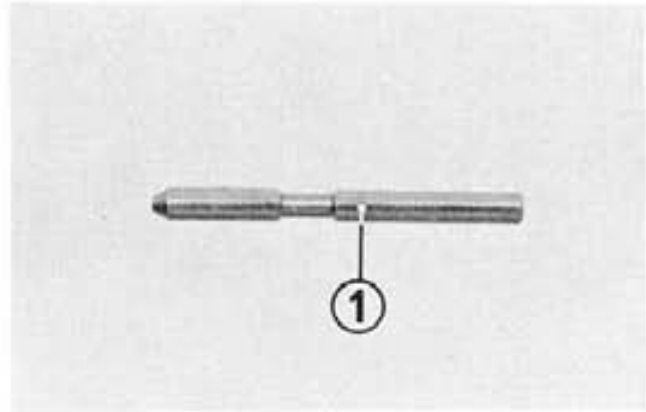


Fig. 30 ① Pad pin

Disassembly

Master cylinder

1. Disconnect the brake rod joint from the push rod by loosening the 8mm nut.
2. Remove the 8mm nut and take out the boot.
3. Using tool "Snap Ring Pliers" (Tool No. 07914-3230000), remove the internal snap ring. The push rod can then be taken out.

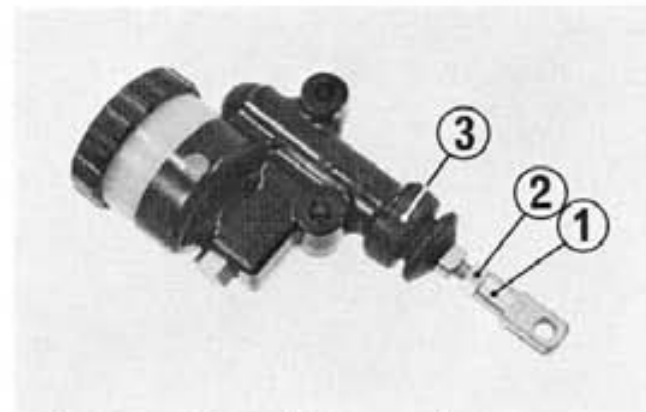


Fig. 31 ① Brake rod joint ② 8mm nut ③ Boot

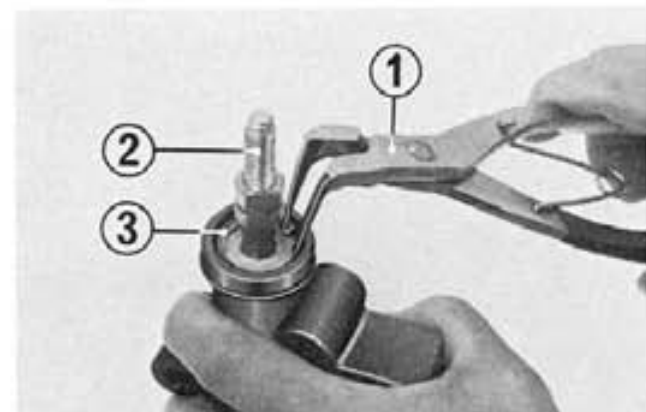


Fig. 32 ① Snap ring pliers ② Push rod ③ Snap ring

4. Remove the piston together with the secondary cup.
5. Remove the primary cup.
6. Remove the spring.
7. Remove the check valve.
8. Remove the oil cup cap diaphragm in the order listed.

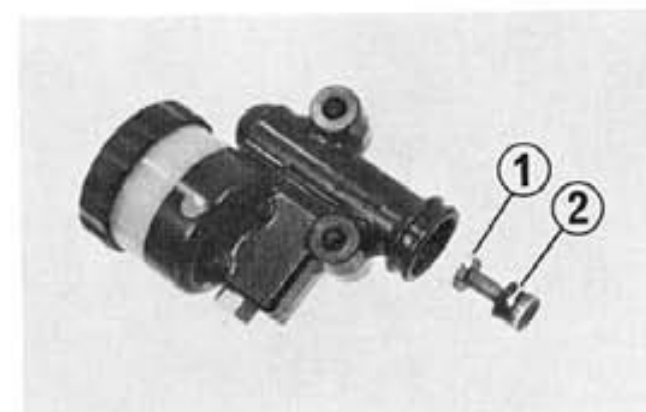


Fig. 33 ① Piston ② Secondary cup

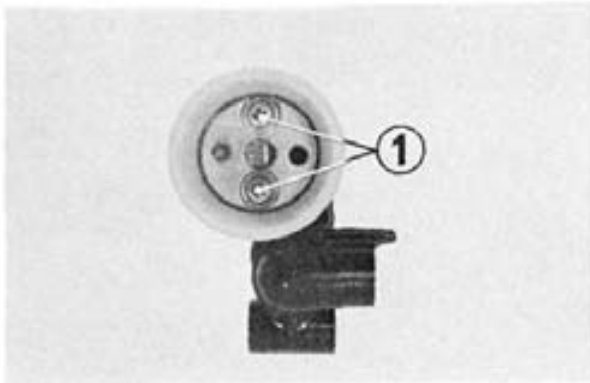


Fig. 34 ① Oil cup screw

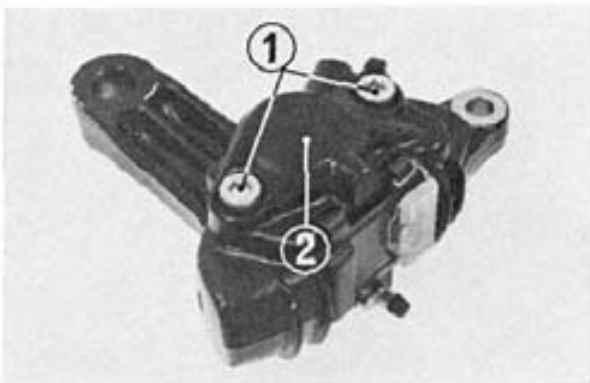


Fig. 35 ① Caliper set bolt ② Caliper B

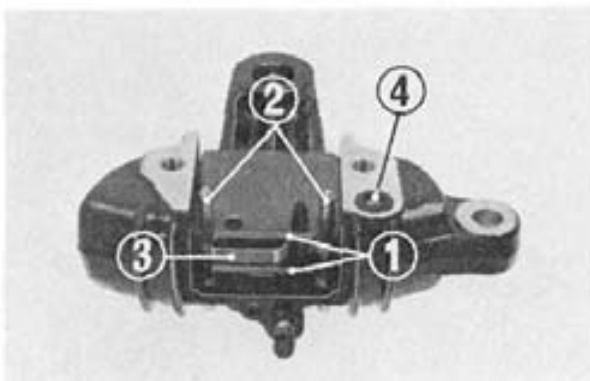
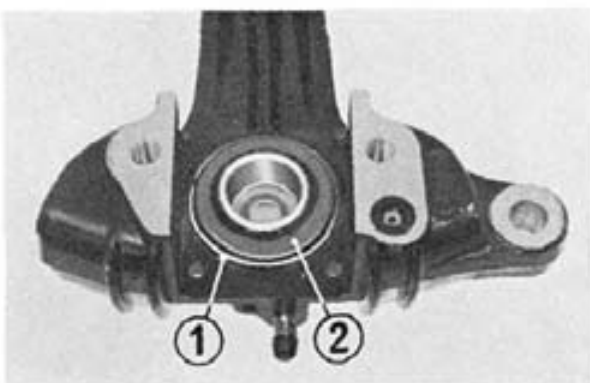
Fig. 36 ① Pad ③ Pad set spring
② Pad pin ④ Joint seal

Fig. 37 ① Dust seal clip ② Dust seal

9. Remove the oil cup screw and take out the oil cup plate.

10. Pull the oil cup off the master cylinder body.

11. Remove the O-ring.

Note: Above steps No. 9 thru. 11 describe the disassembly procedures for separate type master cylinder oil cup (up to Frame No. CB750F-1010686). For machines on and after 1010687, the oil cup is integrated with the master cylinder body.

Caliper

1. Remove the 5mm bolt securing the pad cover to the caliper. The wear indicator cover will then be removed together with the pad cover.

2. With help of a 8mm Allen wrench, unscrew the caliper set bolt. Separate the calipers A and B.

3. Remove the pads, pad pins and pad springs.

4. Remove the joint seal.

5. Remove the dust seal clip to remove the dust seal.