

6. Force the piston out of the bore in the caliper by applying compressed air in the oil hole.
7. Take out the piston seal.

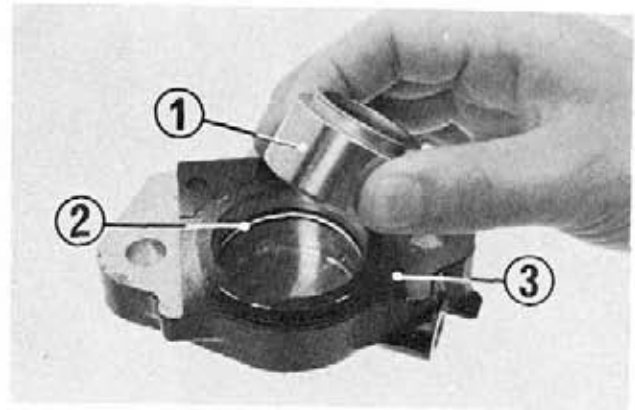


Fig. 38 ① Piston ② Piston seal ③ Caliper B

## Inspection

### Master Cylinder

1. Measure the ID of the master cylinder to see if it is held within the specified limits. Replace the old cylinder with a new one if it is worn excessively so that the service limit is exceeded. Use a cylinder gauge to measure the cylinder bore.

Standard value	Service limit
14.000~14.043 mm	14.055 mm

2. With the use of a micrometer, measure the OD of the piston. If wear is too great, replace with a new one.

Standard value	Service limit
13.957~13.980 mm	13.940 mm

3. Check to make sure that the primary and secondary cups are in good condition and are not scored or scratched on their sliding surfaces. Replace the cups with new ones if found to be scored or scratched too badly beyond use.
4. Check the oil for freedom from dust, dirt or any other foreign particles. If necessary, drain oil thoroughly and refill with clean oil up to the correct level.

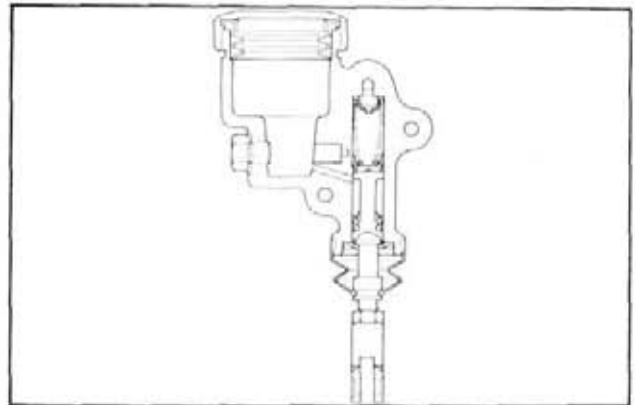


Fig. 39 ① Master cylinder

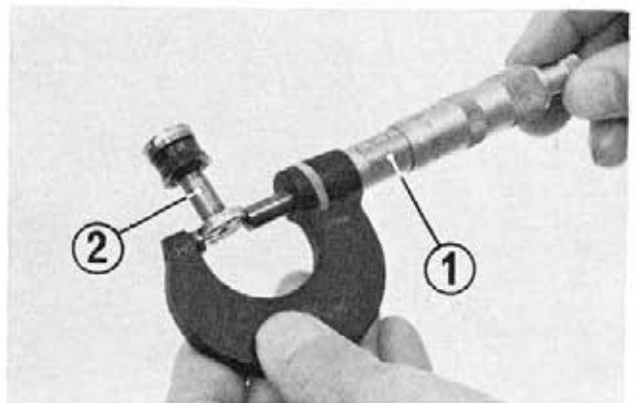


Fig. 40 ① Micrometer ② Piston

### Caliper

1. Measure the bore in the caliper using a cylinder gauge. Where wear is too great, replacement is necessary.

Standard value	Service limit
38.18~38.28 mm	38.245 mm

2. Measure the OD of the piston with a micrometer. If the service limit is exceeded, the piston should be replaced with a new one.

Standard value	Service limit
3.1115~38.148 mm	38.105 mm

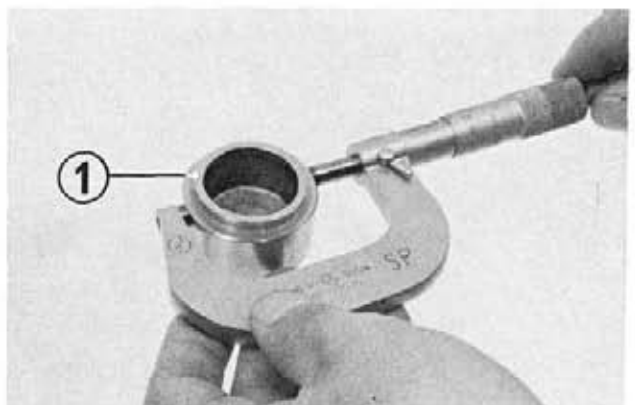


Fig. 41 ① Piston

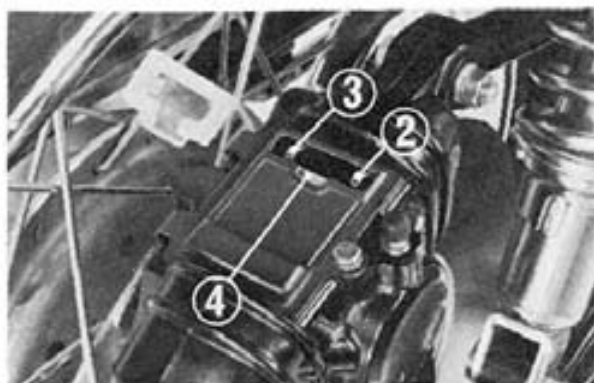


Fig. 42 (1) Right brake pad (2) Left brake pad (3) Red mark (4) Caliper mounting bracket

3. Check the piston seal for deterioration or other defects and replace if necessary.
4. Brake pad wear should be checked with the caliper mounted on the frame.
5. Replace both brake pads when the right (1) or left (2) pad is worn to the red mark (3) on the caliper.

#### Brake Hose

1. Check the brake hose for damage, breakage or other defects.
2. Examine if the brake fluid is free from dust, dirt or any other foreign materials. If necessary, drain oil thoroughly and refill with clean oil up to the proper level.

#### Assembly

##### Master Cylinder

1. Dip the cylinder, piston and primary and secondary cups in clean brake fluid before they can be assembled.
2. When the check valve is to be installed in the master cylinder, assemble the valve with the valve spring first so that they can be inserted into place in the cylinder easily. Be careful not to install the valve in the reverse direction.
3. Install the primary cup so that the cupped side is toward the spring. Make sure it is square in the bore in the cylinder and is not tilted.
4. After installing the 18 mm internal snap ring, check to make sure that it is seated in the groove properly.

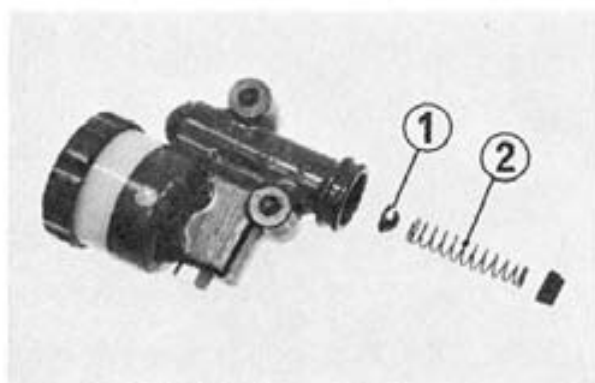


Fig. 43 (1) Check valve (2) Spring

##### Caliper

1. Check to make sure that the piston seal is seated in the groove in the caliper properly.
2. Apply a thin coating of silicon grease to the inner wall of the cylinder and piston seal.
3. Tighten the caliper set bolt to the following torque:  
Specified tightening torque:  
250~300 kg-cm

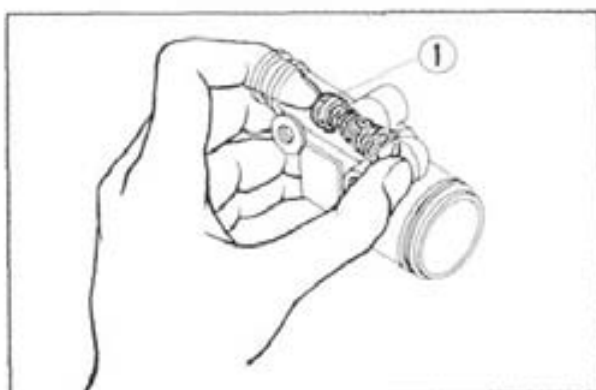


Fig. 44 (1) Primary cup

##### Rear Brake

1. After air has been bled out thoroughly, raise the rear wheel off the ground and make sure that the wheel does not drag by rotating it by hand. Slight dragging can be tolerated here.
2. Before installing the brake pedal, apply grease to the pivot portion.



### Brake pedal height adjustment

1. Hold the hex nut ② with a wrench and loosen the lock nut ③.
2. Remove the cotter pin ⑤ and pull out the rear brake pedal pin ⑦.
3. Turning the brake rod ④ in direction A will decrease the pedal height and turning it in direction B will increase the pedal height.

Clearance between the brake pedal arm and the footrest should be not less than 0.9 inches (5 mm). After adjusting, secure the brake rod to the pedal with the pedal pin ⑦ plain washer ⑥ and cotter pin ⑤. Always use a new cotter pin and bend the ends of the pin.

### Bleeding the Brake System

When the entire system has been overhauled, when the pedal is soft or spongy or when there is any reason to believe that air has been drawn into the system, the system must be bled thoroughly. Also note that the master cylinder does not function if the fluid level is too low, and this will also introduce air into the system and the air bleeding must be carried out.

To bleed air from the brake system, proceed as follows:

1. Fill the master cylinder reservoir with brake fluid. Install the diaphragm to prevent fluid from spilling out of the reservoir.
2. Slip a bleeder pipe on the caliper bleeder valve. Place the lower end of the pipe into a clean glass jar.
3. Depress the brake pedal a full stroke until resistance is felt, and then allow it to return slowly. Repeat this procedure several times, finally holding the pedal fully depressed. Loosen the bleeder valve, and then tighten it immediately after the pedal is depressed to the frame body.
4. Repeat the step 3 several times until the fluid flows from the bleeder pipe without bubbles. Close the bleeder valve.
5. Fill the master cylinder reservoir with brake fluid up to the correct level.

**NOTE:** Allowing the master cylinder reservoir to empty will cause air to be drawn into the system. During the step 3 above, check the master cylinder frequently to make sure that it contains enough fluid.

6. Bleeder valve tightening torque Specified torque: 70~90 kg-cm

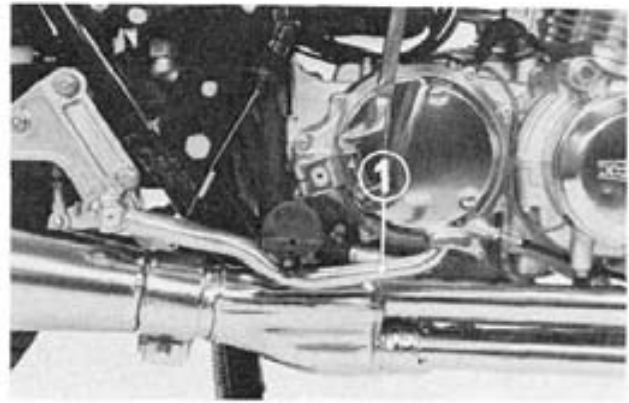


Fig. 45 ① Rear brake pedal

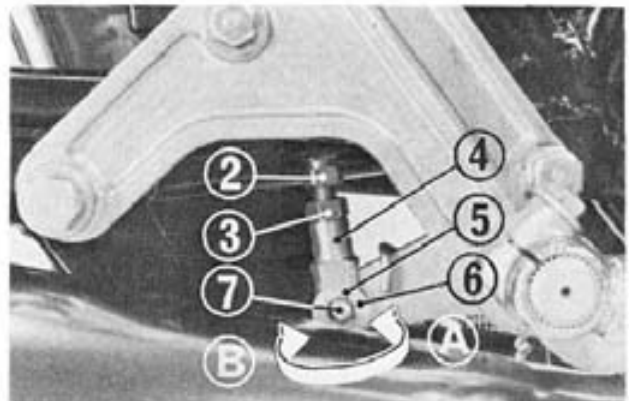


Fig. 46 ② Hex nut ⑤ Cotter pin  
③ Lock nut ⑥ Plain washer  
④ Brake rod ⑦ Pedal pin



Fig. 47 ① Master cylinder ② Diaphragm

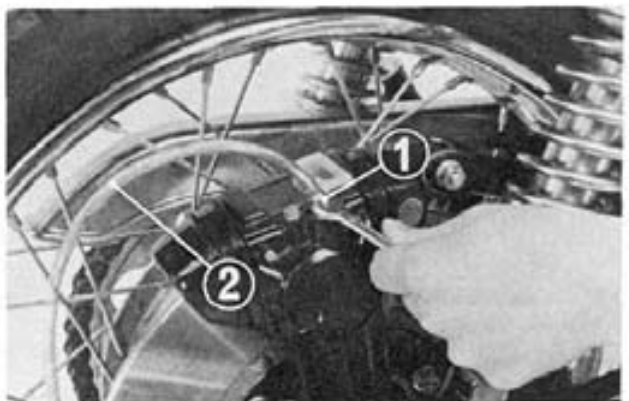


Fig. 48 ① Bleeder valve ② Pipe

## REAR WHEEL

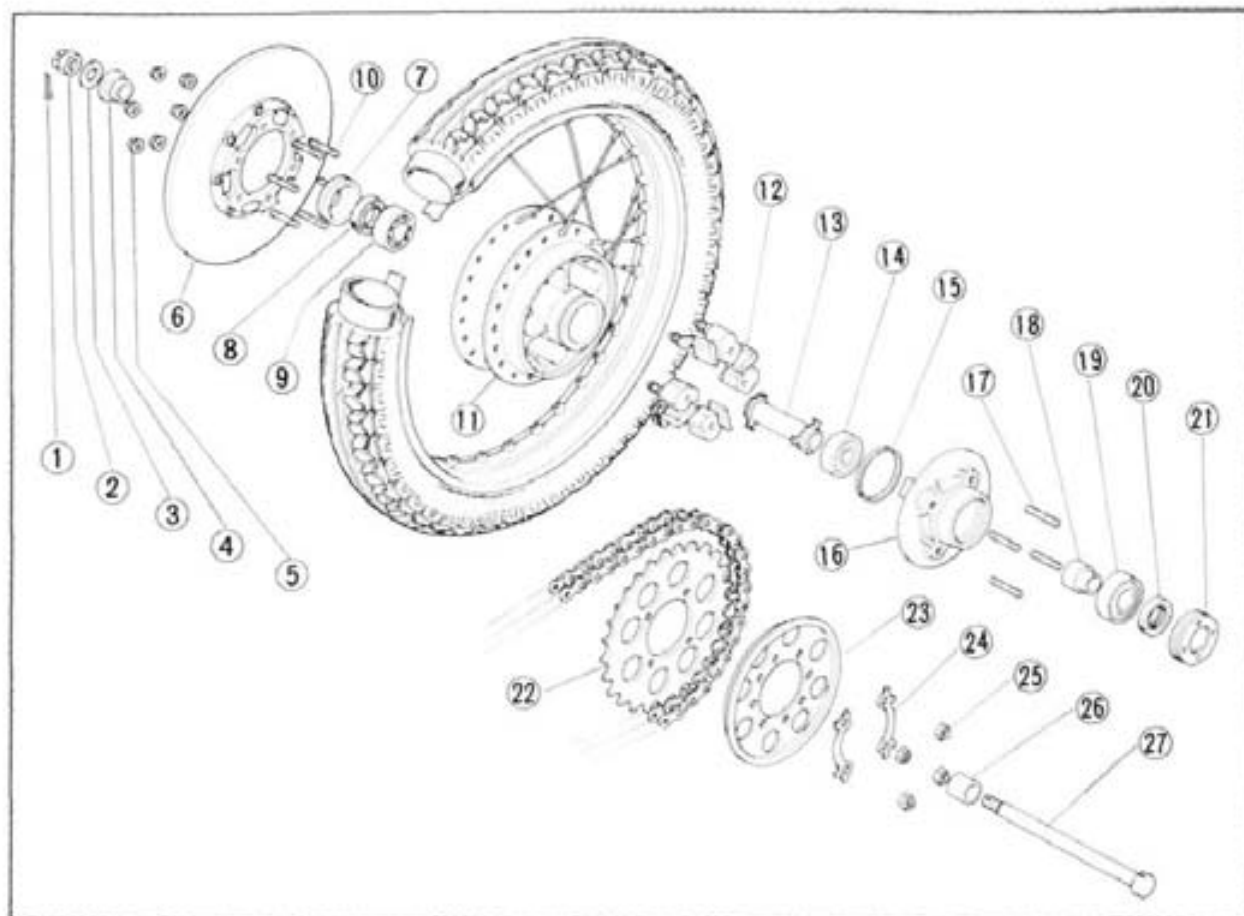


Fig. 49

- |                    |                     |                      |                       |
|--------------------|---------------------|----------------------|-----------------------|
| ① Cotter pin       | ⑧ Oil seal          | ⑮ O-ring             | ⑳ Drive sprocket      |
| ② Rear axle nut    | ⑨ 6304 bearing      | ⑯ Final drive flange | ㉑ Plate sprocket side |
| ③ 18.5×34 washer   | ⑩ Stud bolt         | ⑰ Stud bolt          | ㉒ Lock washer         |
| ④ Side collar      | ⑪ Rear wheel hub    | ⑱ Axle sleeve        | ㉓ Hex Nut             |
| ⑤ Disc nut         | ⑫ Rear wheel damper | ⑲ 6305 bearing       | ㉔ Side collar         |
| ⑥ Disc             | ⑬ Distance collar   | ㉑ Oil seal           | ㉕ Rear wheel axle     |
| ⑦ Bearing retainer | ⑭ 6304 bearing      | ㉒ Bearing retainer   |                       |

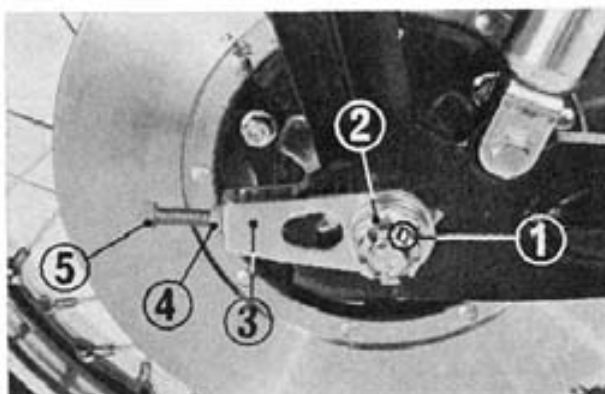


Fig. 50 ① Cotter pin ④ Lock nut  
② Axle nut ⑤ Chain adjusting bolt  
③ Drive chain adjuster

### Disassembly

1. Loosen the drive chain adjusting bolt and lock nut. Pry the cotter pin off the axle shaft and turn off the axle nut.



2. Remove the drive chain from the final driven sprocket; take out the wheel.
3. Remove the disc nuts and remove the disc from the wheel.

### Inspection

#### 1. Wear of disc

Inspect the brake disc for wear. This can be made with a dial gauge and by placing it on a surfaceplate as shown. If the dial gauge reading exceeds the service limit, replace the disc.

Standard value	Service limit
0~0.1 mm	0.3 mm

#### 2. Surface runout of disc

With the brake disc in place on the wheel, check carefully for runout by placing the axle shaft in V blocks. Replace the disc if the runout is excessive.

Standard value	Service limit
0~0.1 mm	0.3 mm

#### 3. Thickness of disc

Measure the thickness of the brake disc to make sure that it is held within the specified limits. Discs that are worn excessively beyond the service limit must be replaced.

Standard value	Service limit
0.05 mm	0.3 mm

#### 4. Wear on rear wheel hub

Visually check the rear wheel hub rubber dampers for excessive wear or deterioration.

#### 5. Surface and axial runouts of rear wheel rim

With the wheel bearing in place, insert the wheel axle shaft. Place the shaft on V blocks, holding the wheel vertical. Measure the rim for runout while rotating it by hand carefully. Replace the rim if found to be damaged excessively beyond use.

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

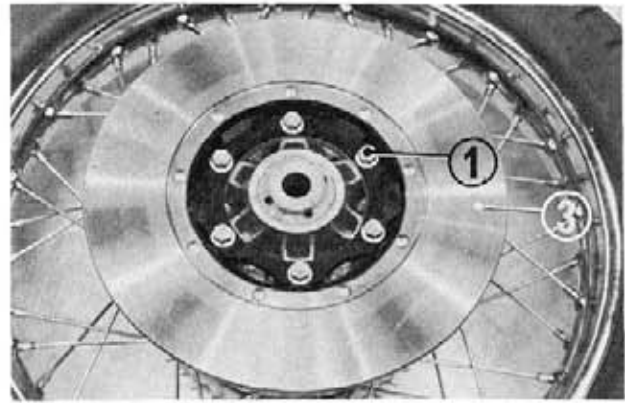


Fig. 51 ① Disc nut  
② Disc



Fig. 52 ① Brake disc  
② Dial gauge

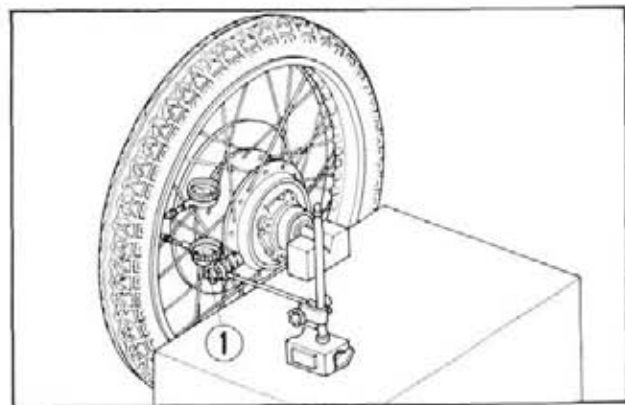


Fig. 53

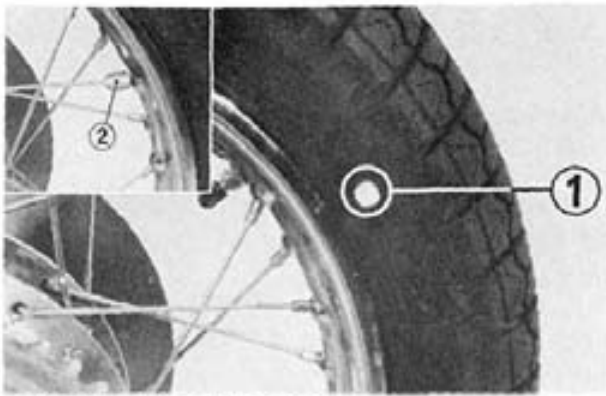


Fig. 54 ① Balancing mark  
② Balancing weight

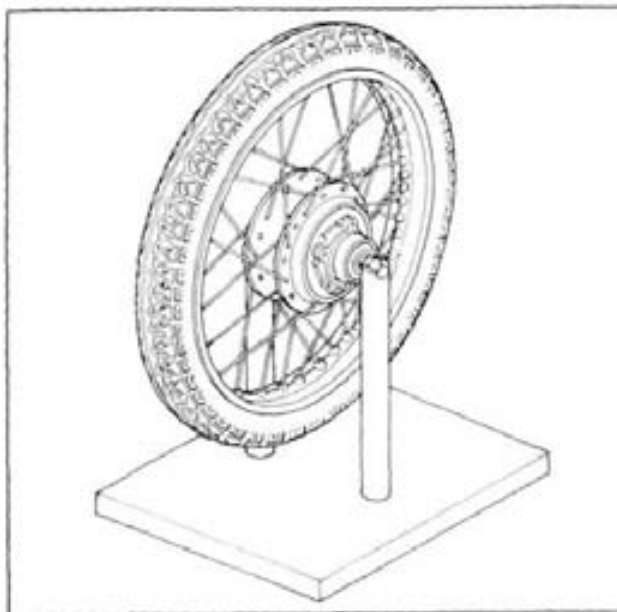


Fig. 55

#### 6. Balancing the Rear Wheel

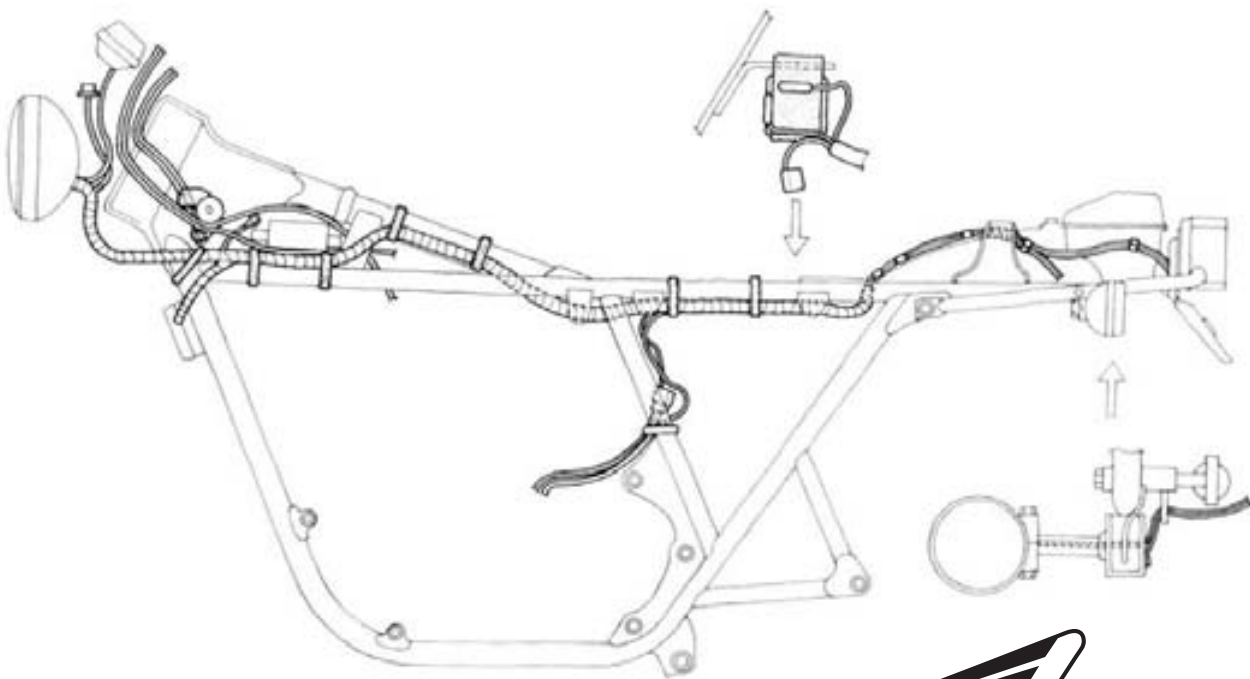
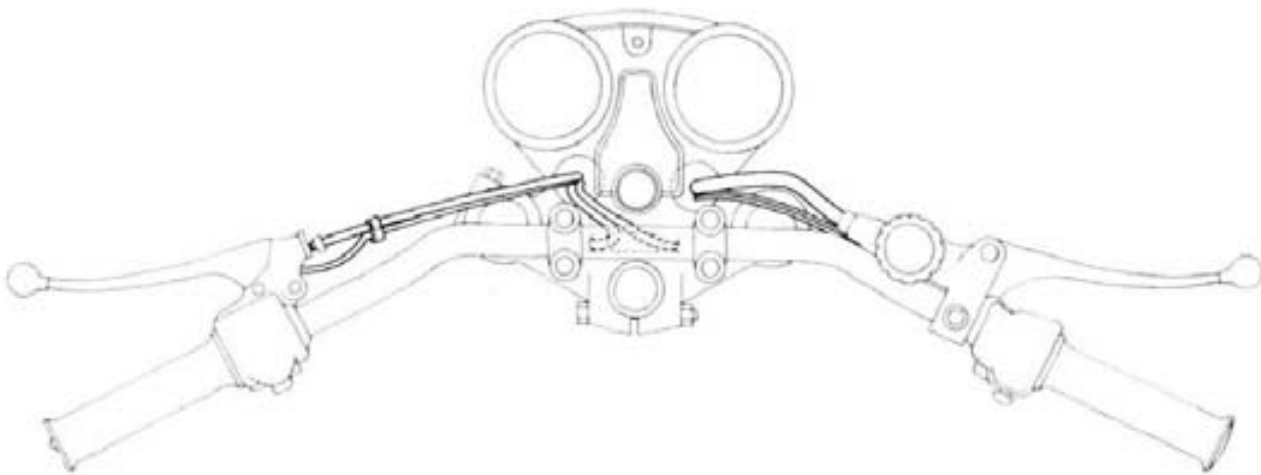
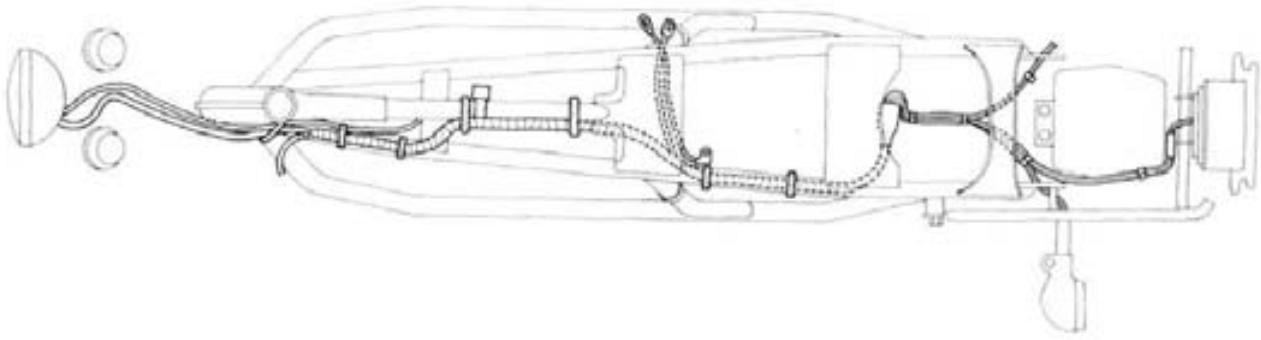
- a. Remove the rear wheel.
- b. Remove the side collars from both sides of the wheel.
- c. Remove the rear brake disc.
- d. Insert the axle shaft through the rear wheel and place the shaft V blocks, holding the wheel vertical.
- e. Make three chalk marks on the wheel and spin by hand, allowing the heavy part to roll to the bottom.
- f. Attach compensating weights to the top section, and again spin the wheel to check the result.
- g. The weights should be installed to the spoke. The following four weights are available: 5 g, 10 g, 15 g and 20 g.

#### Assembly

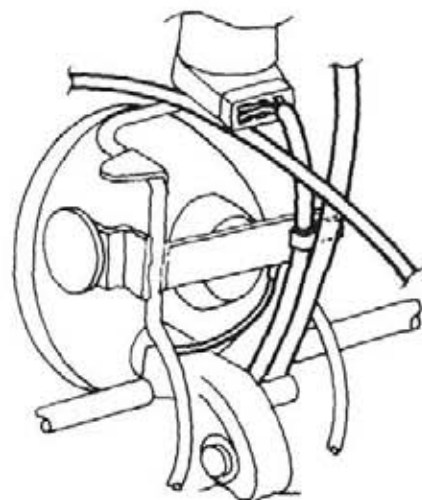
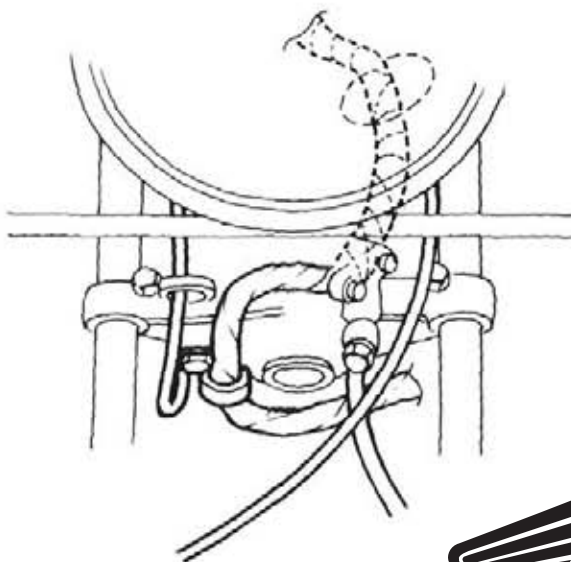
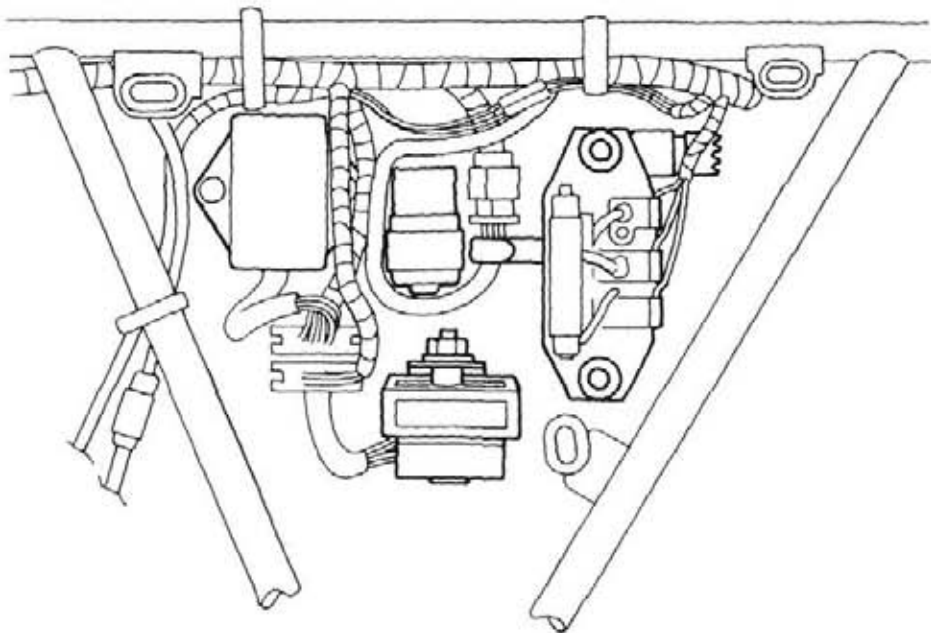
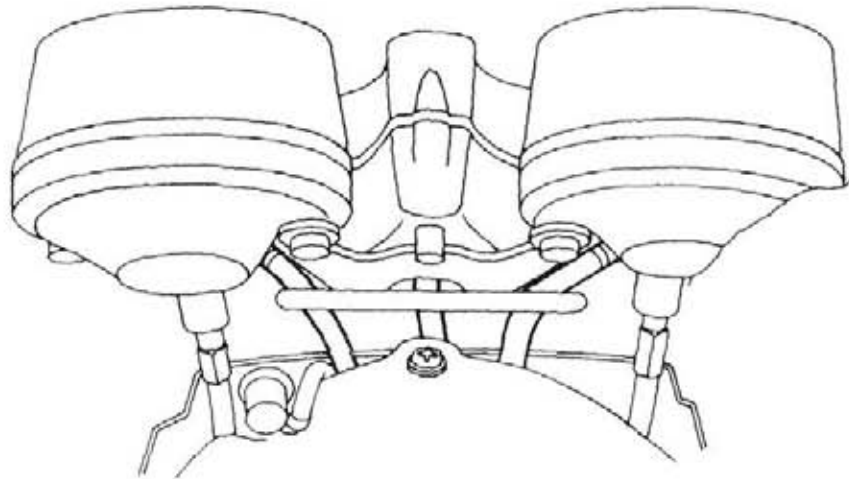
1. Assembly is the reverse order of the removal.

**NOTE:** Make sure your hands and tools are free of dust and abrasives as they may ruin the bearing if allowed in side.

2. Install the wheel axle shaft from the left side.
3. After assembling, check the tension of the drive chain and the operation of the brake and adjust as necessary.

**WIRING**







## TIGHTENING TORQUE STANDARD

No.	Tightening point	Torque values	
		kg-m	lbs-ft
1	Tappet abjusting nut	1.5 ~ 1.8	10.8 ~ 13.0
2	Cam sprocket knock bolt, 7×12	1.6 ~ 2.0	11.6 ~ 14.5
3	Cylinder head nut, 8mm	2.0 ~ 2.5	14.5 ~ 18.1
4	A.C. generator rotor set bolt	8.0 ~ 9.0	57.9 ~ 65.2
5	Starting clutch screw 6×18	2.0 ~ 2.5	14.5 ~ 18.1
6	Connecting rod nut	1.8 ~ 2.2	10.8 ~ 15.9
7	Oil pressure switch	1.4 ~ 1.8	10.1 ~ 10.8
8	Oil filter center bolt	2.8 ~ 3.2	16.6 ~ 23.1
9	Spark plug	1.2 ~ 1.6	8.6 ~ 11.6
10	Oil drain bolt	3.5 ~ 4.0	25.3 ~ 28.9
11	Tappet hole cap	1.0 ~ 1.4	7.2 ~ 10.1
12	Oil path cap	1.0 ~ 1.4	7.2 ~ 10.2
13	Drive sproket	1.1 ~ 1.5	5.1 ~ 10.8

No.	Tightening point	Torque values	
		kg-m	lbs-ft
1	Foot peg nut	4.5 ~ 5.5	32.5 ~ 39.8
2	Rear fork pivot nut	5.5 ~ 7.0	32.5 ~ 50.6
3	Oil bolt	3.0 ~ 4.0	21.7 ~ 28.9
4	Front fork bolt	4.5 ~ 5.5	32.5 ~ 39.8
5	Steering stem nut	8.0 ~ 12.0	57.9 ~ 86.8
6	Rear wheel axle nut	8.0 ~ 10.0	57.8 ~ 72.3
7	Front wheel axle nut	5.5 ~ 6.5	39.8 ~ 47.0
8	Final driven sprocket	4.5 ~ 5.5	32.5 ~ 39.8
9	Front stop switch	3.0 ~ 4.0	21.7 ~ 28.9

### Standard parts

	Torque values			Torque values	
	kg-m	lbs-ft		kg-m	lbs-ft
SCREW pan 5 mm	0.35~ 0.5	2.5~ 3.6	BOLT hex. NUT hex 10 mm	3.0~ 4.0	21.7~28.9
SCREW pan 6 mm	0.7 ~ 1.1	5.1~ 8.0	BOLT hex. NUT hex 12 mm	5.0~ 6.0	36.2~43.4
BOLT hex. NUT hex 5 mm	0.45~ 0.6	3.2~ 4.4	BOLT flange 6 mm	1.0~ 1.4	7.2~10.1
BOLT hex. NUT hex 6 mm	0.8 ~ 1.2	5.8~ 8.7	BOLT flange 8 mm	2.4~ 3.0	17.2~21.7
BOLT hex. NUT hex 8 mm	1.8 ~ 2.5	10.1~18.1	BOLT flange 10 mm	3.0~ 4.0	21.7~28.9

## SPECIFICATIONS CB 750 F

	Item	Metric	English
Dimension	Overall length	2,200 mm	86.6 in
	Overall width	860 mm	33.9 in
	Overall height	1,160 mm	45.7 in
	Wheel base	1,470 mm	57.9 in
	Seat height	810 mm	31.9 in
	Foot peg height	320 mm	12.6 in
	Ground clearance	135 mm	5.3 in
	Dry weight	227 kg	499 lb
Frame	Type	Double cradle	
	F. suspension, travel	Telescopic fork, travel	141.5 mm 5.6 in
	R. suspension, travel	Swing arm, travel	86.3 mm 4.0 in
	F. tire size, pressure	3.25 H-19-4PR R1b pattern, tire air pressure	2.25 kg/cm <sup>2</sup> 32 psi
	R. tire size, pressure	4.00 H-18-4PR Block pattern, tire air pressure	2.80 kg/cm <sup>2</sup> 40 psi
	F. brake, lining area	Disk Brake, lining swept area	685.2 cm <sup>2</sup> 106.2 sq. in
	R. brake, lining area	Disk Brake, lining swept area	672.3 cm <sup>2</sup> 104.2 sq. in
	Fuel capacity	18 lit	4.3 U.S. gal 4.0 Imp. gal
	Fuel reserve capacity	5 lit	1.3 U.S. gal 1.1 Imp. gal
	Caster angle	62°	
	Trail length	115 mm	4.5 in
	Front fork oil capacity	145~155 cc	
Engine	Type	Air cooled 4 stroke OHC engine	
	Cylinder arrangement	4 cylinder in line	
	Bore and stroke	61.0×63.0 mm	2.402×2.480 in
	Displacement	736 cc	44.91 cu. in
	Compression ratio	9.2 : 1	
	Valve train	Chain driven valve type venturi dia 28 mm	
	Oil capacity	3.5 lit	3.7 U.S. qt 3.1 Imp. qt
	Lubrication system	Forced pressure and dry sump	
	Cylinder head compression pressure	12 kg/cm <sup>2</sup> (170.7 psi)	
	Intake valve	Open	At 5° (before top dead center)
		Close	At 35° (after bottom dead center)
	Exhaust valve	Open	At 35° (before bottom dead center)
		Close	At 5° (after top dead center)
	Valve tappet clearance	IN: 0.05 Ex: 0.08 mm	IN: 0.002 Ex: 0.003 in
	Idle speed	1000 rpm	

	Item	Metric	English
Carburetor	Type	Piston valve	
	Setting mark	064 A	
	Main jet	± 105	
	Slow jet	± 40	
	Air screw opening	1 ± 3/8 turns	
	Float height	26 mm	0.866 in
Drive train	Clutch	Wet mulit plate type	
	Transmission	5 speed constant mesh	
	Primary reduction	1.985	
	Gear ratio I	2.500	
	Gear ratio II	1.708	
	Gear ratio III	1.333	
	Gear ratio VI	1.133	
	Gear ratio V	0.969	
	Final reduction	2.824, drive sprocket 17 T, driven sprocket 48 T	
	Gear shift pattern	left foot operated return system	
Electrical	Ignition	Battery and Ignition coil	
	Starting system	starter motor or kick starter	
	Alternator	Three phase A.C. generator 12 V 0.21 kW 5,000 rpm	
	Battery capacity	12 V - 14 AH	
	Spark plug	NGK D8ES-L	ND X24ES
	Headlight	Low/High	12 V 40/50 watt
	Tail/stoplight	Tail/stop	12 V 3/32 CP
	Turn signal-light	Front/Rere	12 V 32/32 Cp
	Speedometer light	12 V 2 CP	
	Techometer light	12 V 2 CP	
	Neutral indicator light	22 V 2 CP	
	Turn signal indicator light	12 V 2 CP	
	High beam indicator	12 V 2 CP	
	Position Light	12 V 3 Cp	





## 1. LUBRICATION SYSTEM

The drive chain lubricating mechanism, page 189, was discontinued. Concurrent with this change, the final drive system will incorporate a new, modified driven shaft as shown.

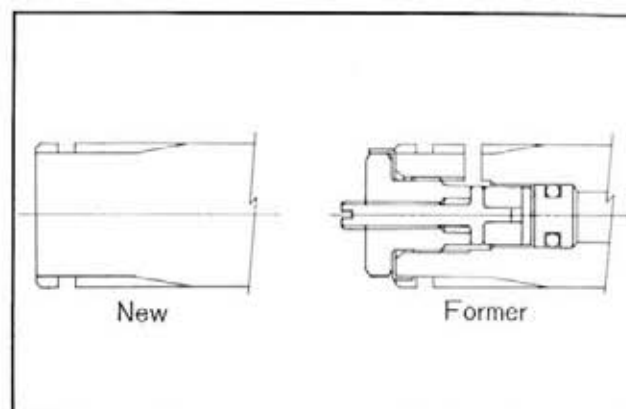


Fig. K6-1 Final driven shaft

## 2. CLUTCH

Effective with the subject machine serial number, all CB750 will include a 40mm snap ring to retain the clutch outer on the primary driven sprocket.

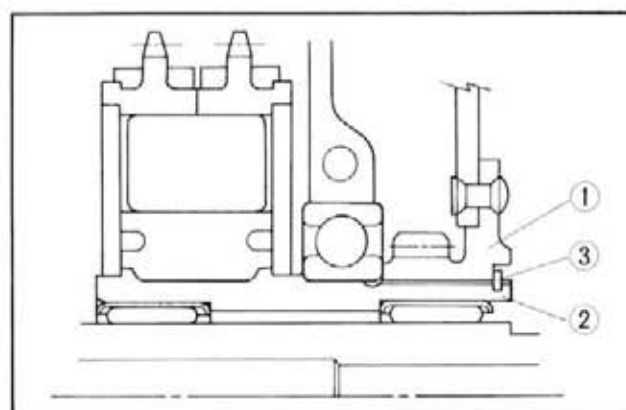


Fig. K6-2 ① Clutch outer ③ 40mm snap ring  
② Primary driven sprocket

## 3. CARBURETOR

The carburetor will be a continuation from the previous type with the exception that the throttle stop screw is relocated from the left to the right side. Specifications of the revised carburetor are as shown immediately below:

Setting No.	086A
Main jet	#105
Slow jet	#40
Air screw opening	1 $\pm$ 1/8
Float height	26 mm (1.024 in.)

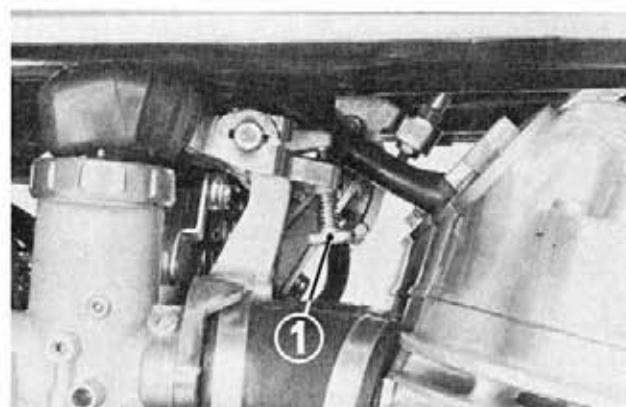


Fig. K6-3 ① Throttle stop screw

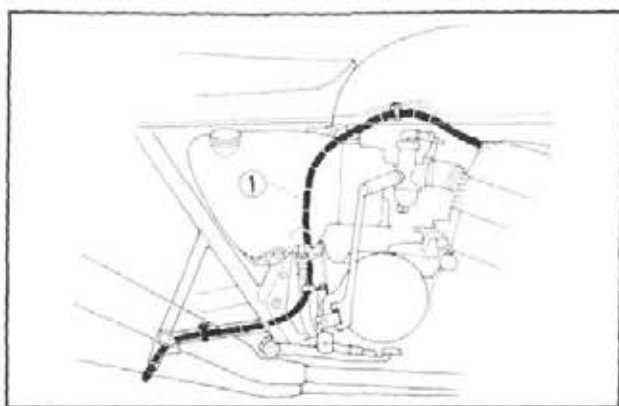
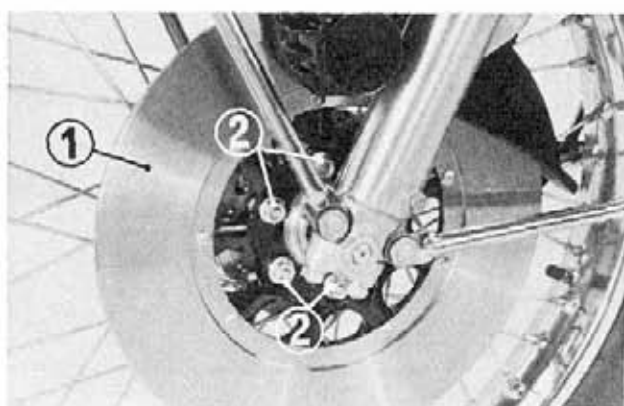


Fig. K6-4 ① Breather tube

#### 4. BREATHER TUBE

The breather tube has been rerouted. The tube will extend down along the right rear fork arm as shown. The end of the tube will be kept more than 50mm (2 in.) away from the rear wheel.

Fig. K6-5 ① Front brake disc  
② USB nut

#### 5. FRONT WHEEL

The front brake will no longer use the tanged washer and nut arrangement for the attachment of the brake disc to the wheel hub. The disc is now tightened with USB nuts.

**Tightening torque: 270-230 kg-cm**  
(20-24 lbs-ft)

Fig. K6-6 ① 7mm flange bolt  
② Fork top bridge

#### 6. FORK TOP BRIDGE

The flanged bolts used for tightening the fork top bridge will be changed in size from 8mm to 7mm.

**Tightening torque: 180-250 kg-cm**  
(13-18 lks-ft)

#### 7. DRIVE CHAIN

CB750 now use a new, improved drive chain in place of the one formerly used. For maintenance service tips, see page 230. Use new Drive Chain Joint Tool Set (Tool No. 07975-3000002) when replacing the drive chain.

#### 8. REAR FORK

The rear fork pivot pipe now has a grease nipple at its center. The grease nipples formerly located at both ends of the rear fork pivot bolt were discontinued.

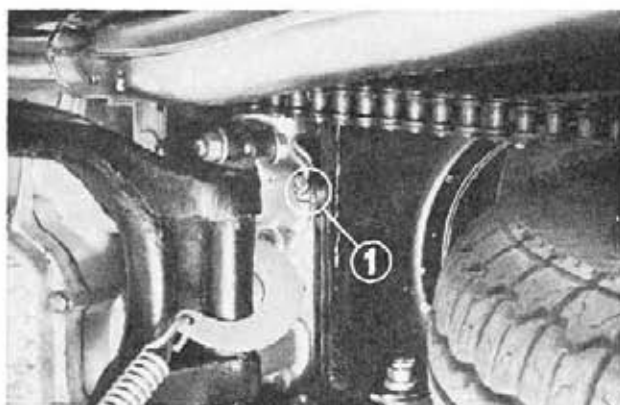


Fig. K6-7 ① Grease nipple

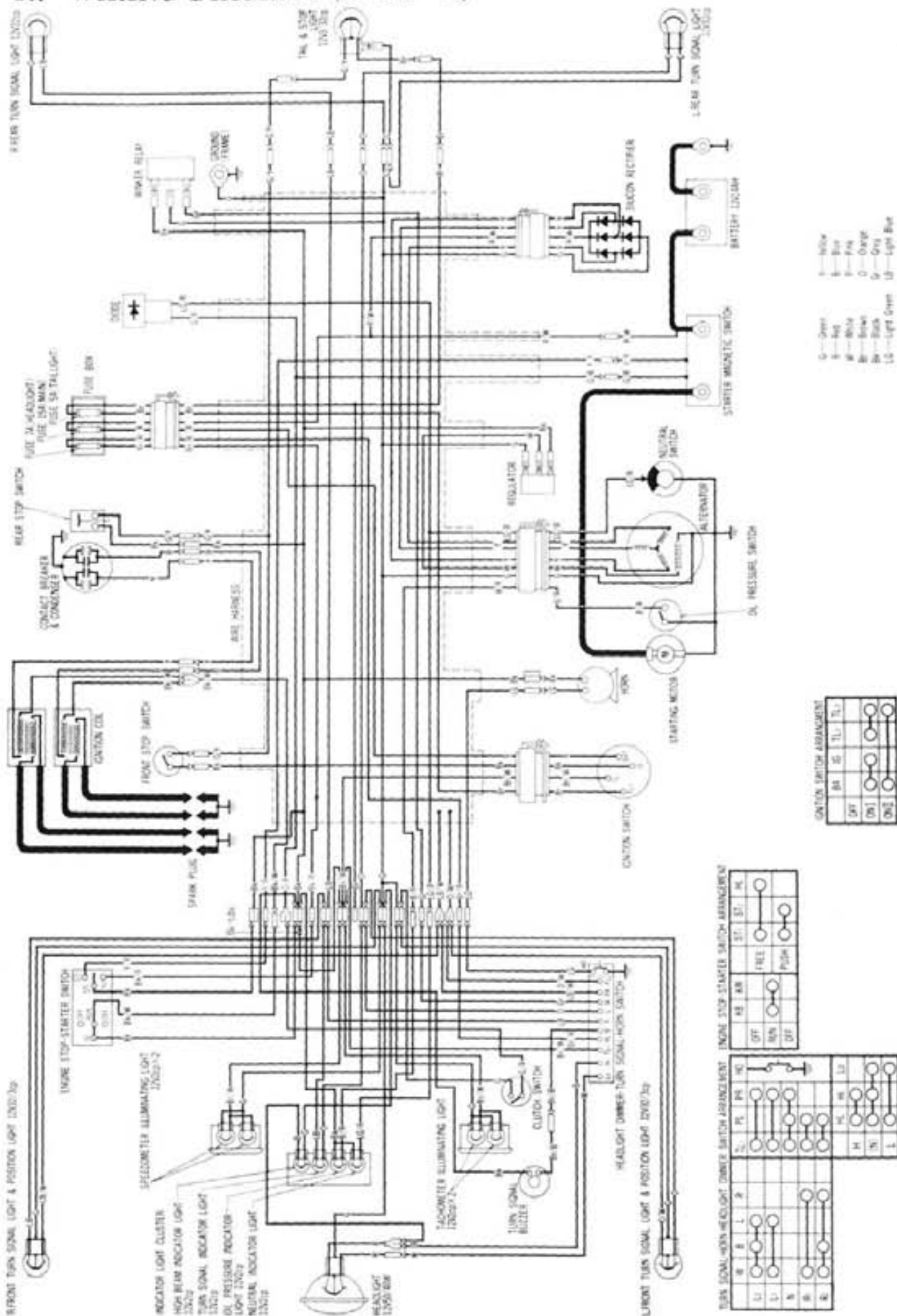


## 9. SPECIFICATIONS (CB750 '76)

Item	
<b>DIMENSION</b>	
Overall Length	2,175 mm (85.6 in.)
Overall Width	870 mm (34.3 in.)
Overall Height	1,170 mm (46.1 in.)
Wheel Base	1,455 mm (57.3 in.)
Seat Height	810 mm (31.9 in.)
Foot Peg Height	310 mm (12.2 in.)
Ground Clearance	140 mm (5.5 in.)
Dry Weight	218 kg (479 lb.)
<b>FRAME</b>	
Type	Double Cradle
F. Suspension, Travel	Telescopic fork, travel 143 mm (5.6 in.)
R. Suspension, Travel	Swing arm, travel 85 mm (3.3 in.)
F. Tire Size, Type	3.25-19-4 PR Rib, tire air pressure 2.0/2.25 kg/cm <sup>2</sup> (28/32 psi)
R. Tire Size, Type	4.00-18-4 PR Block, tire air pressure 2.0/2.8 kg/cm <sup>2</sup> (28/40 psi)
F. Brake	Disk Brake
R. Brake	Internal expanding shoe
Fuel Capacity	17 lit. (4.5 U.S. gal. 3.7 Imp. gal.)
Fuel Reserve Capacity	5 lit. (1.3 U.S. gal. 1.1 Imp. gal.)
Caster Angle	63°
Trail Length	95 mm (3.7 in.)
Front Fork Oil Capacity	155~160 cc (5.3~5.4 ozs.)
<b>ENGINE</b>	
Type	Air cooled 4 stroke O.H.C. engine
Cylinder Arrangement	4 cylinder in line
Bore and Stroke	61.0×63.0 mm (2.402×2.480 in.)
Displacement	736 cc (44.9 cu in.)
Compression Ratio	9.0 : 1
Carburetor, Venturi Dia.	Four piston valve type, venturi dia. 28 mm (1.102 in.)
Valve Train	chain driven over head cam shaft
Oil Capacity	3.5 lit. (3.7 U.S. qt. 3.1 Imp. qt.)
Lubrication System	Forced pressure and dry sump
Fuel Required	Low-lead gasoline with 91 octane number or higher
Air Filtration	Paper filter
Valve Tappet Clearance	IN 0.05 EX 0.08 mm (IN: 0.002, EX 0.003 in.)
Air Screw Opening	1
Idle Speed	950 rpm
<b>DRIVE TRAIN</b>	
Clutch	wet multi plate type
Transmission	5-speed constant mesh
Primary Reduction	1.708
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 operated return system
<b>ELECTRICAL</b>	
Ignition	Battery and ignition coil
Starting System	Starting motor or kick starten
Alternator	Three phase AC Generator 0.21 kw/5,000 rpm
Battery Capacity	12 V-14 AH
Fuse Capacity	15 amp.
Spark plug	NGK D8ES-L NDX 24ES



## 10. WIRING DIAGRAM (CB750 '76)



000001-341-9100

# SUPPLEMENT TO CB750 K7 '77

Engine No. CB 750 E—2700001 and  
subsequent

Frame No. CB 750—2700002 and  
subsequent

GROUP

24

## 1. CARBURETOR

### A. Removal and installation

1. Turn the fuel valve lever to the "OFF" position and disconnect the fuel tube at the fuel valve.
2. Open the seat and remove the fuel tank.
3. Remove the air cleaner lower case by loosening the two mounting bolts. Loosen the air cleaner connecting bands and remove the two air cleaner hanger bolts. Remove the air cleaner upper case from the carburetors.
4. Remove the throttle and choke cables from the cable holder and disconnect them from the shaft levers.
5. Loosen the carburetor insulator bands and take out the carburetor assembly.
6. To install the carburetor assembly, reverse the removal procedure.

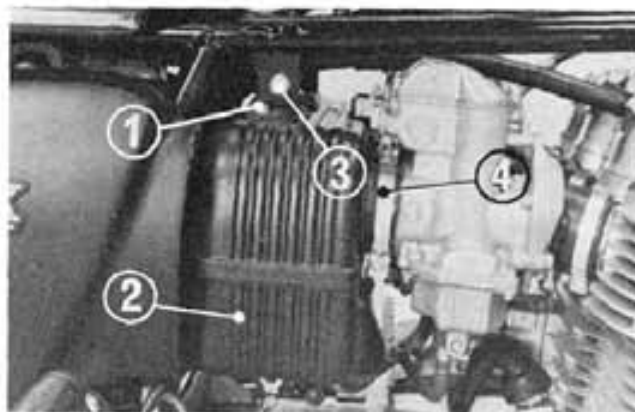


Fig. K7-1 ① Air cleaner mounting bolt  
② Lower case  
③ Hanger bolt  
④ Connecting band

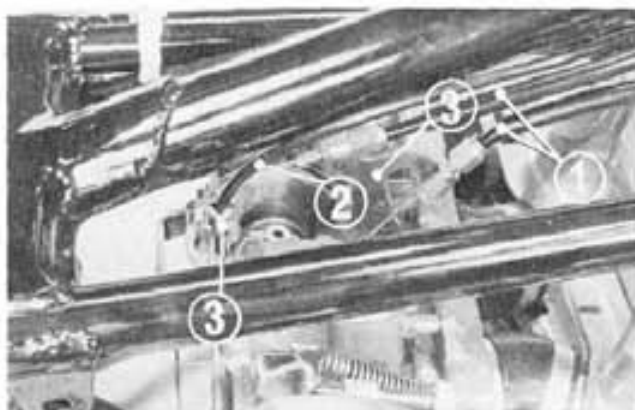


Fig. K7-2 ① Throttle cable  
② Choke cable  
③ Cable holder

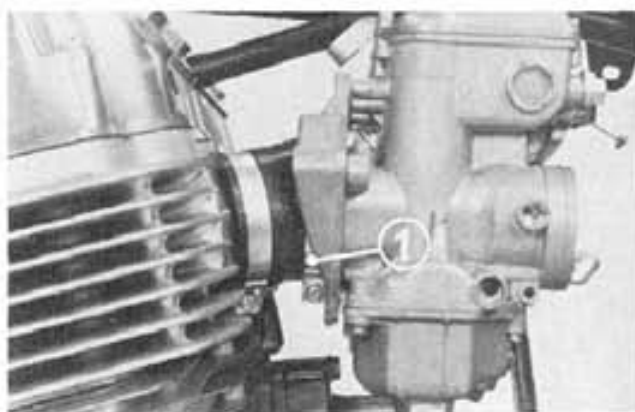


Fig. K7-3 ① Carburetor insulator band



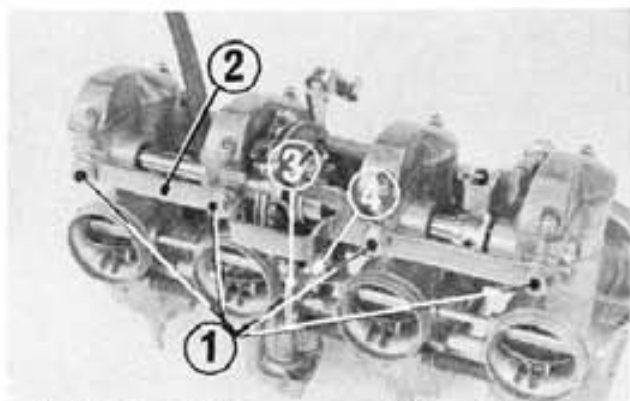


Fig. K7-4 ① Bolt ② Rear stay ③ Choke relief spring ④ Choke lever

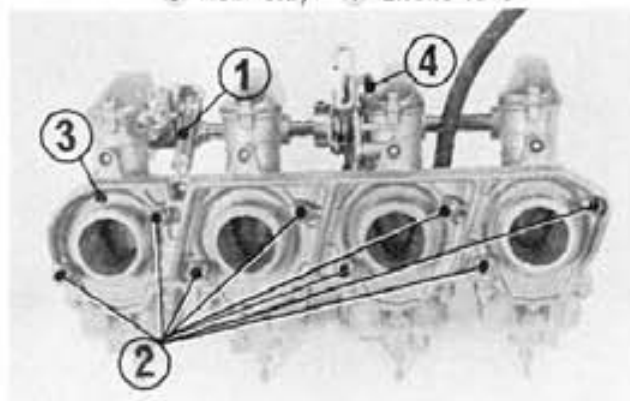


Fig. K7-5 ① Throttle return spring ② Screw ③ Stay plate ④ Accelerator pump spring



Fig. K7-6 ① Link arm fixing screw ② Set screw ③ Lock nut

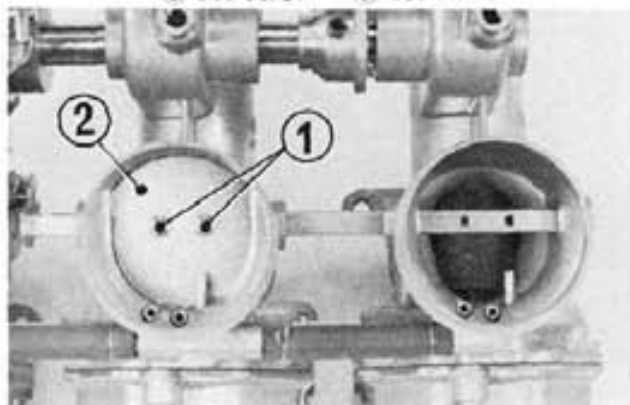


Fig. K7-7 ① Screws ② Choke valve ③ Tube

## B. Disassembly

Carburetor, throttle valve and jet needle:

1. Remove the carburetor assembly from the engine.
2. Remove the rear stay from the carburetor assembly by loosening the four bolts.

3. Unhook the throttle return spring from the stopper arm. Remove the stay plate by loosening the eight screws. Remove the accelerator pump spring. Unhook the choke relief spring at the choke lever.

4. Remove the carburetor top by loosening the two screws.

5. Loosen the link arm fixing screw. Loosen the lock nut and remove the throttle lever set screw.

6. Remove the choke valve from the choke shaft by loosening the two screws. Remove the accelerator pump fuel tubes.
7. Separate the carburetors.

8. Remove the link arm assembly from the carburetor.
9. Loosen the two screws and remove the throttle valve and jet needle from the link arm.

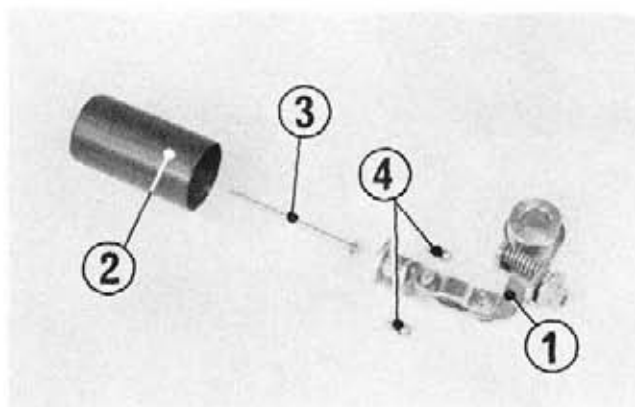


Fig. K7-8 ① Link arm  
② Throttle valve  
③ Jet needle  
④ Screw

Float, main jet, slow jet and accelerator pump:

1. Remove the carburetor assembly from the engine.
2. Remove the float chamber body from the carburetor by loosening the three screws.
3. Pull out the float arm pin and remove the float.
4. Remove the main jet and slow jet.

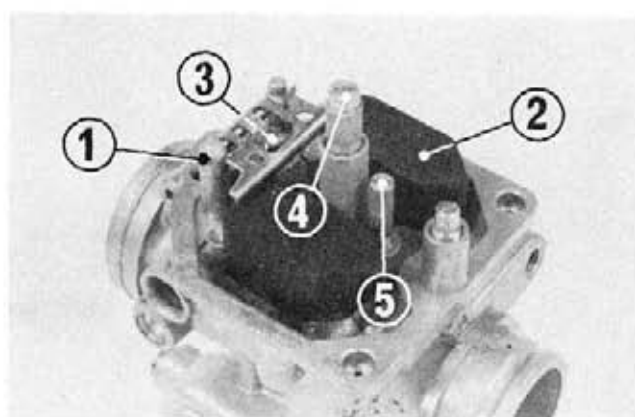


Fig. K7-9 ① Float arm pin  
② Float  
③ Float valve  
④ Main jet  
⑤ Slow jet

5. Remove the accelerator pump from the No. 2 carburetor by unscrewing the three screws.

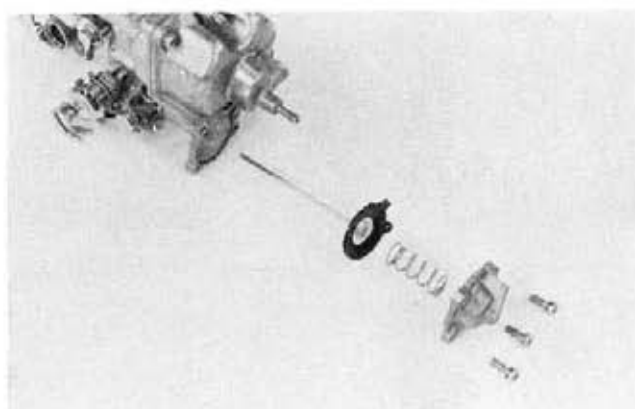


Fig. K7-10 Accelerator pump

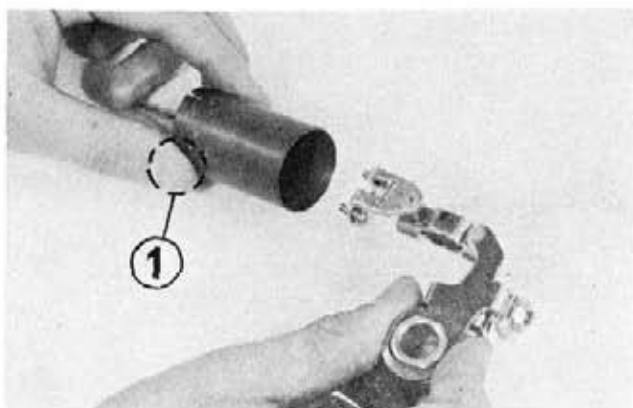


Fig. K7-11 ① Throttle valve cutaway

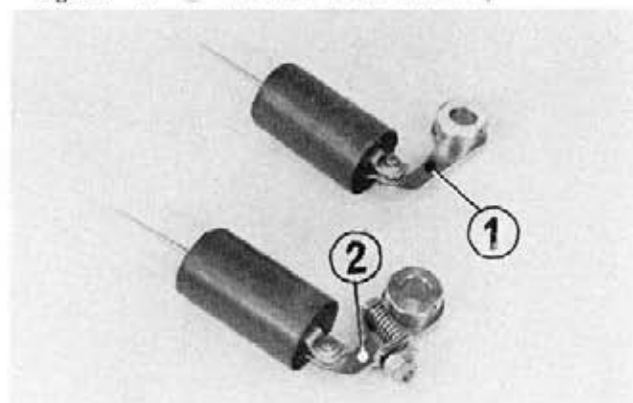
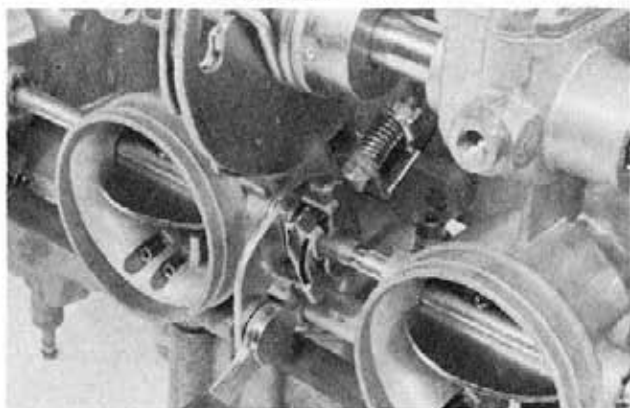
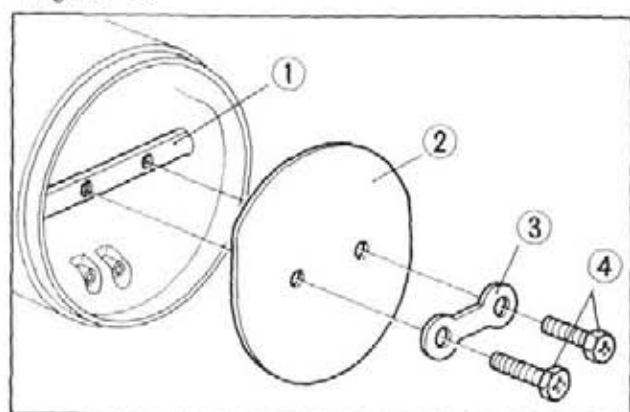
Fig. K7-12 ① Link arm for No. 2 carburetor  
② Link arm for No. 1, 3 and 4 carburetor

Fig. K7-13

Fig. K7-14 ① Choke shaft  
② Choke valve  
③ Lock washer  
④ Hex. head screw

### C. Assembly

To assemble the carburetor, reverse the disassembly procedure. Observe the following notes:

1. Install the throttle valve to the link arm so that the throttle valve cutaway is toward the choke valve when it is installed in the carburetor body.
2. The link arm which is not equipped with the adjusting screw should be installed in the No. 2 carburetor.
3. Install the choke shaft levers and springs properly as shown in Fig. K7-13.
4. Install the choke valve to the choke shaft by using the lock washer and hex. head screws and bend the lock washer to lock the screws.

**NOTE:** The choke valve securing screws are peened when assembling the carburetor at the factory. Discard the used screws.



### D. Carburetor setting table

Item	
Main jet No.	#115
Air jet No.	#150
Slow jet No.	#35
Slow air jet No.	#150
Jet needle setting	F2D51E-1
Float height	12.5 mm (0.492 in.)

### E. Adjustment

#### Idle speed:

Make the adjustment after warming up the engine.

1. Adjust the idle stop screw to allow the engine to run at the idle speed of 950 to 1,050 rpm.
2. Turn the pilot screw either in or out to obtain the highest idle speed. Usually the correct setting will be found to be  $1\frac{1}{2}$  turns open from a fully closed position.
3. If idle speed changes after adjusting the pilot screw, readjust the idle stop screw.

#### Synchronizing carburetors:

1. Remove the fuel tank. Position the fuel tank higher than the carburetors and reconnect with a longer fuel tube.
2. Connect the vacuum gauge set to the carburetors.
3. Run the engine at the specified idle speed and read the vacuum. The vacuum gauge readings should be the same on all four gauges.
4. To adjust, proceed as follows:
  - a. Remove the carburetor tops from the No. 1, 3 and 4 carburetors.
  - b. Loosen the lock nut and turn the adjusting screw until the vacuum reading becomes the same as the No. 2 carburetor reading.

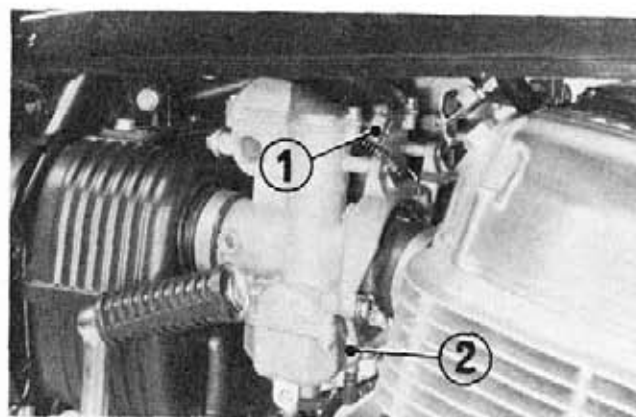


Fig. K7-15 ① Idle stop screw  
② Pilot screw

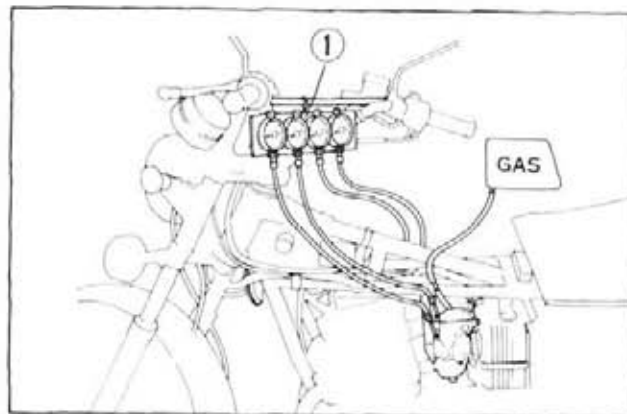


Fig. K7-16 ① Vacuum gauge set

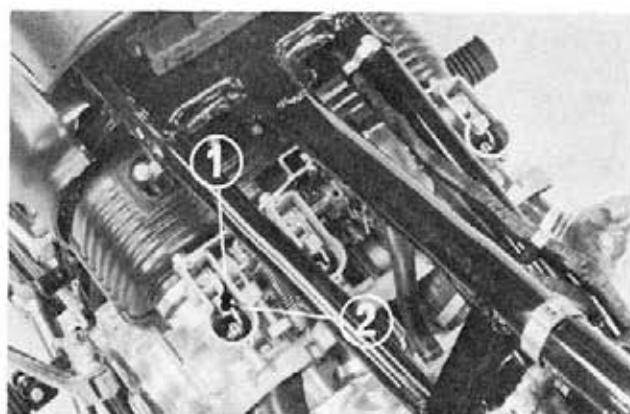


Fig. K7-17 ① Lock nut  
② Adjusting screw

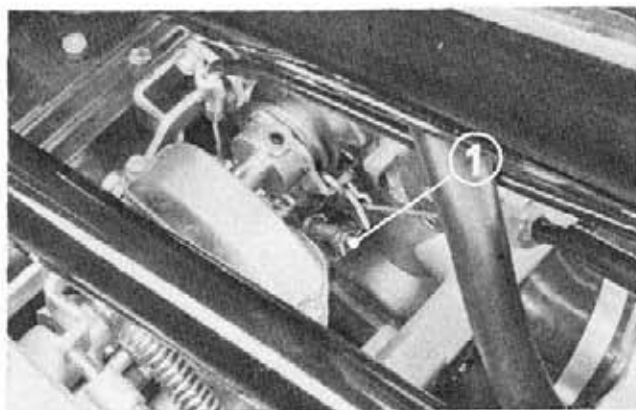


Fig. K7-19 ① Adjusting screw

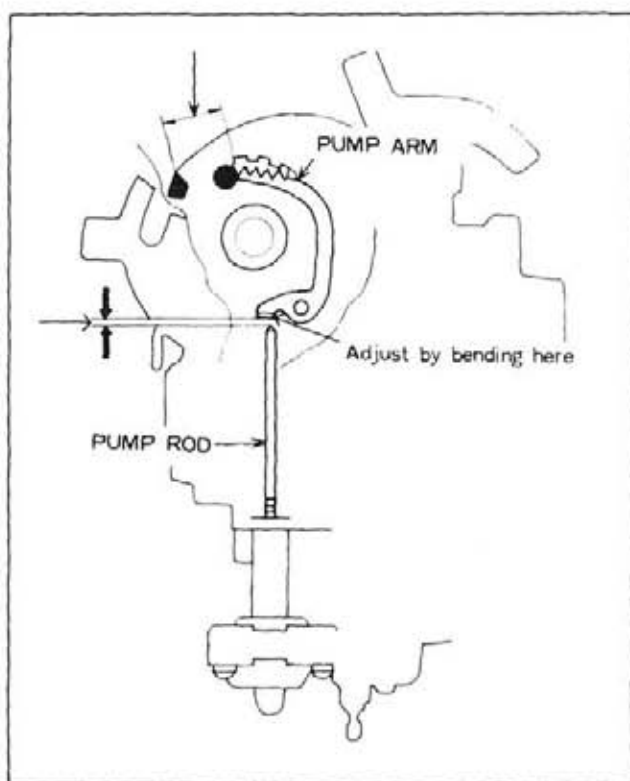


Fig. K7-20

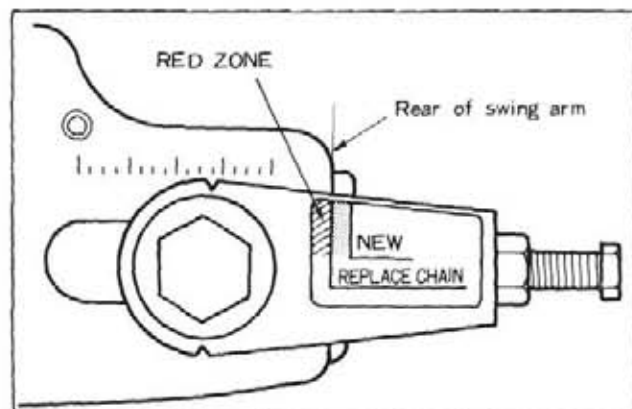


Fig. K7-21

**Fast idle:**

1. Remove the fuel tank.
  2. Pull the choke knob out fully and turn the adjusting screw until it touches the stopper.
  3. Push the choke knob in and turn the adjusting screw in 2-1/2 turns.
- Fast idle speed: 3,000~4,000 rpm

**Accelerator pump:**

1. Remove the carburetor assembly from the engine.
2. Measure the pump rod-to-pump arm clearance with the throttle valve closed. The clearance should be 0 to 0.2 mm (0 to 0.008 in.). To adjust, bend the pump arm tang.
3. Measure the pump arm-to-carburetor stay clearance with the throttle valve closed. The clearance should be 9.5 to 10.5 mm (0.374 to 0.413 in.). To adjust, bend the pump arm.

**2. DRIVE CHAIN****A. Inspection**

1. Check for damaged rollers, loose pins, or missing O-rings. Replace if necessary.
2. Check for kinked, binding, dry, or rusted links. Lubricate only with SAE 80 or 90 gear oil, if necessary.

**B. Adjustment**

To adjust the drive chain, perform in the same manner described on page 186. Observe the following notes:

1. Drive chain tension: 20 mm (3/4 in.)
2. Check the chain wear label when adjusting the chain. If the red zone on the label aligns with the rear of the swing arm after the chain has been adjusted to 20 mm (3/4 in.) slack, the chain is excessively worn and must be replaced.



### C. Lubricating and cleaning

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

### D. Replacement

The drive chain cannot be replaced by using a drive chain joint tool. Replace using the following procedure.

1. Remove the drive chain case and rear wheel.
2. Loosen the two 10 mm bolts that secure the rear shock absorbers to the rear swing arm.
3. Unscrew the rear fork pivot nut and pull out the rear fork pivot bolt. Remove the rear fork from the frame.
4. Remove the gear change pedal, transmission cover and left crankcase rear cover.
5. Remove the drive sprocket by loosening the 8 mm bolt. Remove the drive chain.  
Replacement chain:  
DID630DL or designation of RK630SD chain.
6. To install the drive chain, reverse the removal procedure described above.

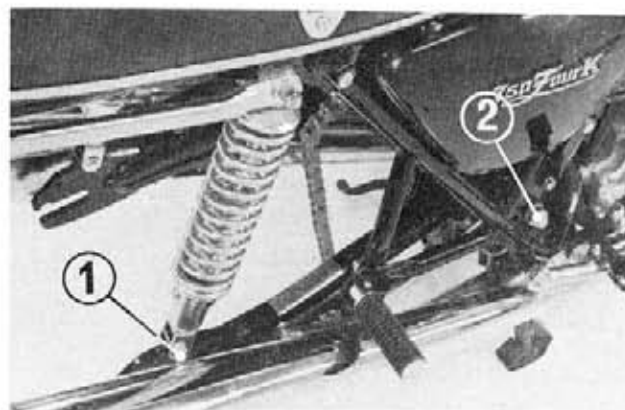


Fig. K7-22 ① 10 mm bolt  
② Rear fork pivot nut

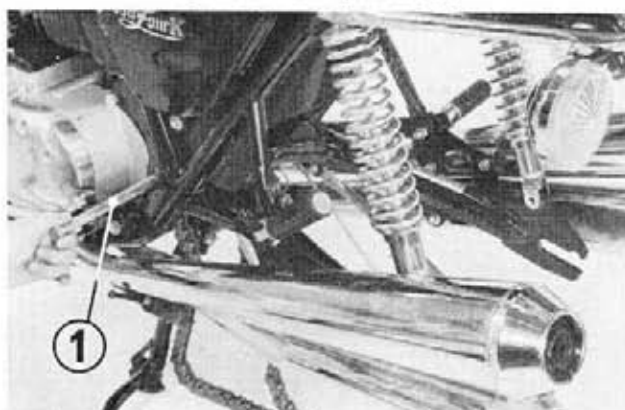


Fig. K7-23 ① Rear fork pivot bolt

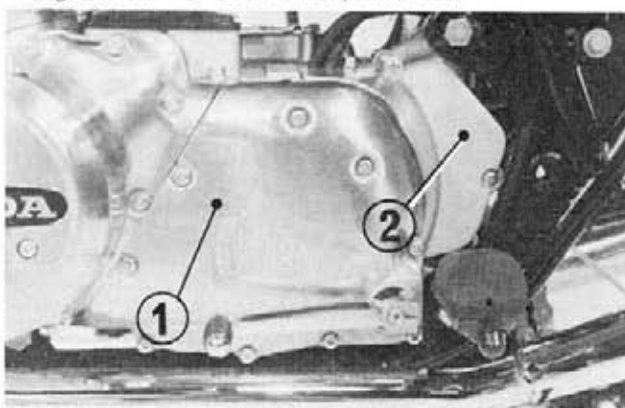


Fig. K7-24 ① Transmission cover  
② Left crankcase rear cover

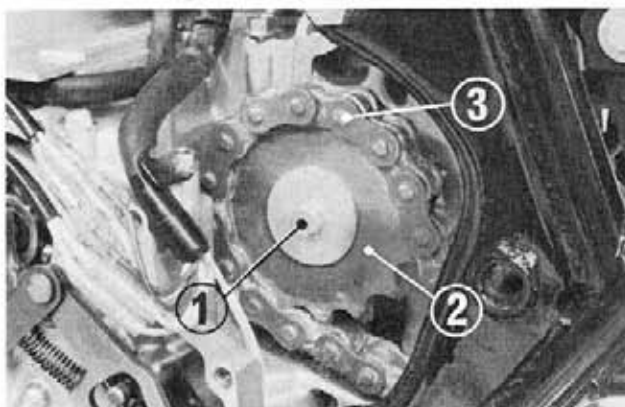


Fig. K7-25 ① 8 mm bolt  
② Drive sprocket  
③ Drive chain



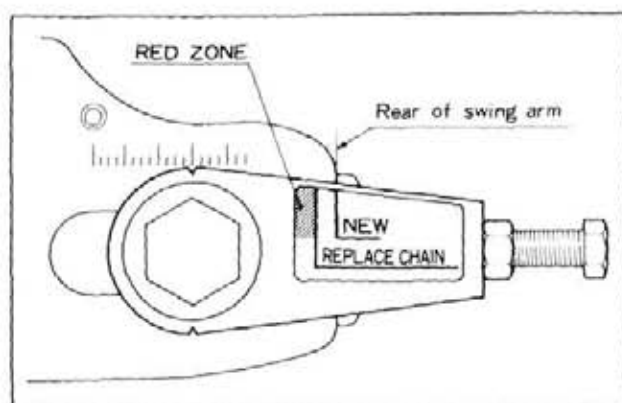


Fig. K7-26

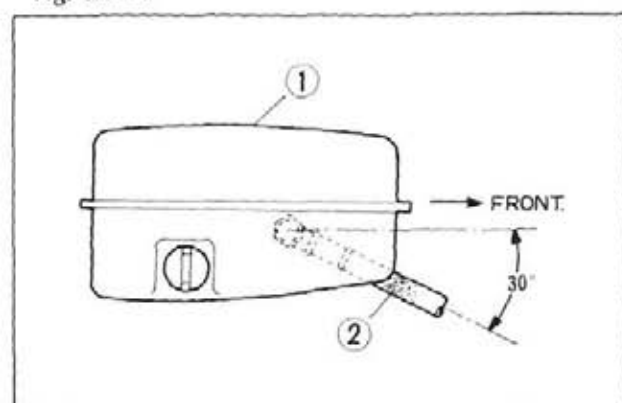
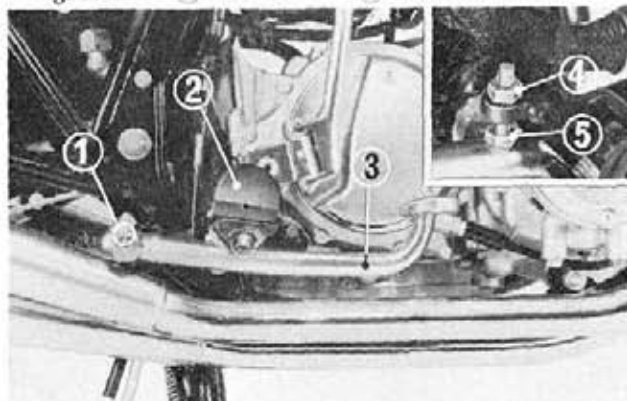
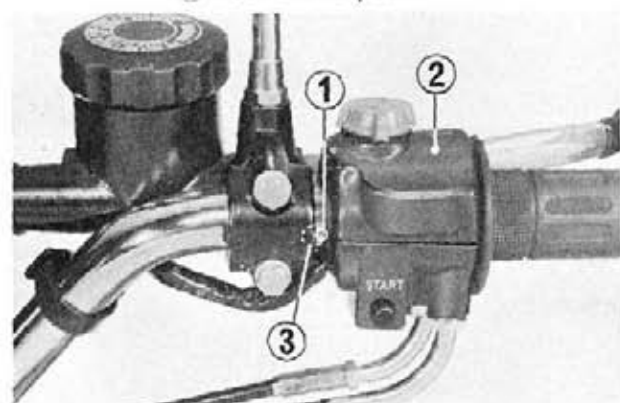


Fig. K7-27 ① Oil tank ② Suction hose

Fig. K7-28 ① Punch marks ④ Lock nut  
② Foot peg ⑤ Stopper bolt  
③ Rear brake pedalFig. K7-29 ① Punch mark  
② Switch housing  
③ Aligning mark on holder

7. Adjust the chain tension properly. Attach a new label to the left drive chain adjuster so that the right side end of the green zone aligns with the rear of the swing arm as shown in Fig. K7-26.

### 3. ENGINE OIL TANK

Connect the suction hose to the oil tank as shown in fig. K7-27 to prevent interference of the rear brake middle arm and the suction hose when the brake is applied.

### 4. REAR BRAKE PEDAL

#### A. Installation

Install the brake pedal so that the punch mark on the pedal is aligned with the punch mark on the rear brake spindle.

#### B. Adjustment

1. Adjust the brake pedal height so that the foot peg-to-pedal distance is 10 mm (0.4 in.). To adjust, loosen the lock nut and turn the stopper bolt in or out.
2. Adjust the pedal free play by turning the rear brake adjusting nut.  
Free play: 20-30 mm (0.8-1.2 in.)

### 5. SWITCH HOUSING

When installing the right or left switch housing, align the mating edges of the housing with the punch mark on the handlebar and tighten the two screws securely.

The aligning mark on the brake lever bracket holder should be also lined up with the punch mark.

## 5. SERVICE DATA

### A. Service data

	Standard value	Service limit
Front shock absorber spring free length	504.3 mm	480 mm
Rear shock absorber spring free length	232.9 mm	220 mm
Front brake: Caliper cylinder I.D.	42.85–42.90 mm	42.91 mm
Caliper piston O.D.	42.82 mm	42.81 mm

### B. Torque specifications

Connecting rod cap	7 mm	1.8– 2.2 kg-m	(13.0–15.9 lb-ft)
Cylinder head	8 mm	2.0– 2.5 kg-m	(14.5–18.1 lb-ft)
Flywheel	12 mm	10.0–12.0 kg-m	(72.3–86.7 lb-ft)
Drive sprocket	8 mm	1.8– 2.2 kg-m	(13.0–15.9 lb-ft)
Clutch center	16 mm	4.0– 4.2 kg-m	(28.9–30.4 lb-ft)
Upper crankcase	8 mm	2.0– 2.5 kg-m	(14.5–18.1 lb-ft)
Lower Crankcase	8 mm	2.0– 2.5 kg-m	(14.5–18.1 lb-ft)
Cam sprocket	7 mm	1.8– 2.2 kg-m	(13.0–15.9 lb-ft)

## 6. SPECIFICATION (CB750K '77)

Item	
<b>DIMENSION</b>	
Overall Length	2,280 mm (89.8 in.)
Overall Width	880 mm (34.6 in.)
Overall Height	1,185 mm (46.7 in.)
Wheel Base	1,495 mm (58.9 in.)
Seat Height	810 mm (31.9 in.)
Foot Peg Height	330 mm (13.0 in.)
Ground Clearance	150 mm (5.9 in.)
Dry Weight	231 kg (508 lb.)
<b>FRAME</b>	
Type	Double Cradle
F. Suspension, Travel	Telescopic fork, travel 141.5 mm (5.6 in.)
R. Suspension, Travel	Swing arm, travel 101.6 mm (4.0 in.)
F. Tire Size, Type	3.50 H-19-4 PR Rib, tire air pressure 2.0/2.0 kg/cm <sup>2</sup> (28/28 psi)
R. Tire Size, Type	4.50 H-17A-4 PR Block, tire air pressure 2.25/2.8 kg/cm <sup>2</sup> (32/40 psi)
F. Brake	Disk Brake
R. Brake	Internal expanding shoe
Fuel Capacity	19 lit. (5.0 U.S. gal. 4.2 Imp. gal.)
Fuel Reserve Capacity	4 lit. (1.1 U.S. gal. 0.9 Imp. gal.)
Caster Angle	62°
Trail Length	115 mm (4.5 in.)
Front Fork Oil Capacity	145~155 cc (5.3~5.4 ozs.)
<b>ENGINE</b>	
Type	Air cooled 4 stroke O.H.C. engine
Cylinder Arrangement	4 cylinder in line
Bore and Stroke	61.0×63.0 mm (2.402×2.480 in.)
Displacement	736 cc (44.9 cu in.)
Compression Ratio	9.2 : 1
Carburetor, Venturi Dia.	Four piston valve type, venturi dia. 28 mm (1.102 in.)
Valve Train	Chain driven over head cam shaft
Oil Capacity	3.5 lit. (3.7 U.S. qt 3.1 Imp. qt)
Lubrication System	Forced pressure and dry sump
Fuel Required	Low-lead gasoline with 91 octane number or higher
Air Filtration	Paper filter
Intake Valve: Opens	0° BTDC
Closes	40° ATDC
Exhaust Valve: Opens	40° BBDC
Closes	0° ATDC
Valve Tappet Clearance	IN: 0.05 EX: 0.08 mm (IN: 0.002, EX: 0.003 in.)
Pilot Screw Opening	Fixed by idle limiter (1.1/2±1/2)
Idle Speed	1,000 rpm



Item	
<b>DRIVE TRAIN</b>	
Clutch	Wet multi plate type
Transmission	5-speed constant mesh
Primary Reduction	1.708
Gear Ratio I	2.500
II	1.708
III	1.333
IV	1.133
V	0.969
Final Reduction	2.733, drive sprocket 15 T, driven sprocket 41 T
Gear Shift Pattern	Left foot operated return system
<b>ELECTRICAL</b>	
Ignition	Battery and ignition coil
Ignition Advance:	
"F" mark	10° BTDC
Max. advance	35°
RPM from "F" to max. advance	1,200–2,500 rpm
Dwell Angle	190° ± 5°
Starting System	Starting motor or kick starter
Alternator	Three phase AC Generator 0.21 kW/5,000 rpm
Battery Capacity	12 V–14 AH
Fuse Capacity	Main: 15 amp. Head: 7 A Tail: 5 A
Spark plug	NGK D8ES–L ND X24ES (U.S.A. model) NGK DR8ES–L ND X24ESR (Canadian model)
Condenser Capacity	0.20–0.24 $\mu$ F



# SUPPLEMENT TO CB750F2 ('77)

Engine No. CB750E—2600004 and  
subsequent  
Frame No. CB750F—2100001 and  
subsequent

## GROUP 25

### 1. FRONT BRAKE

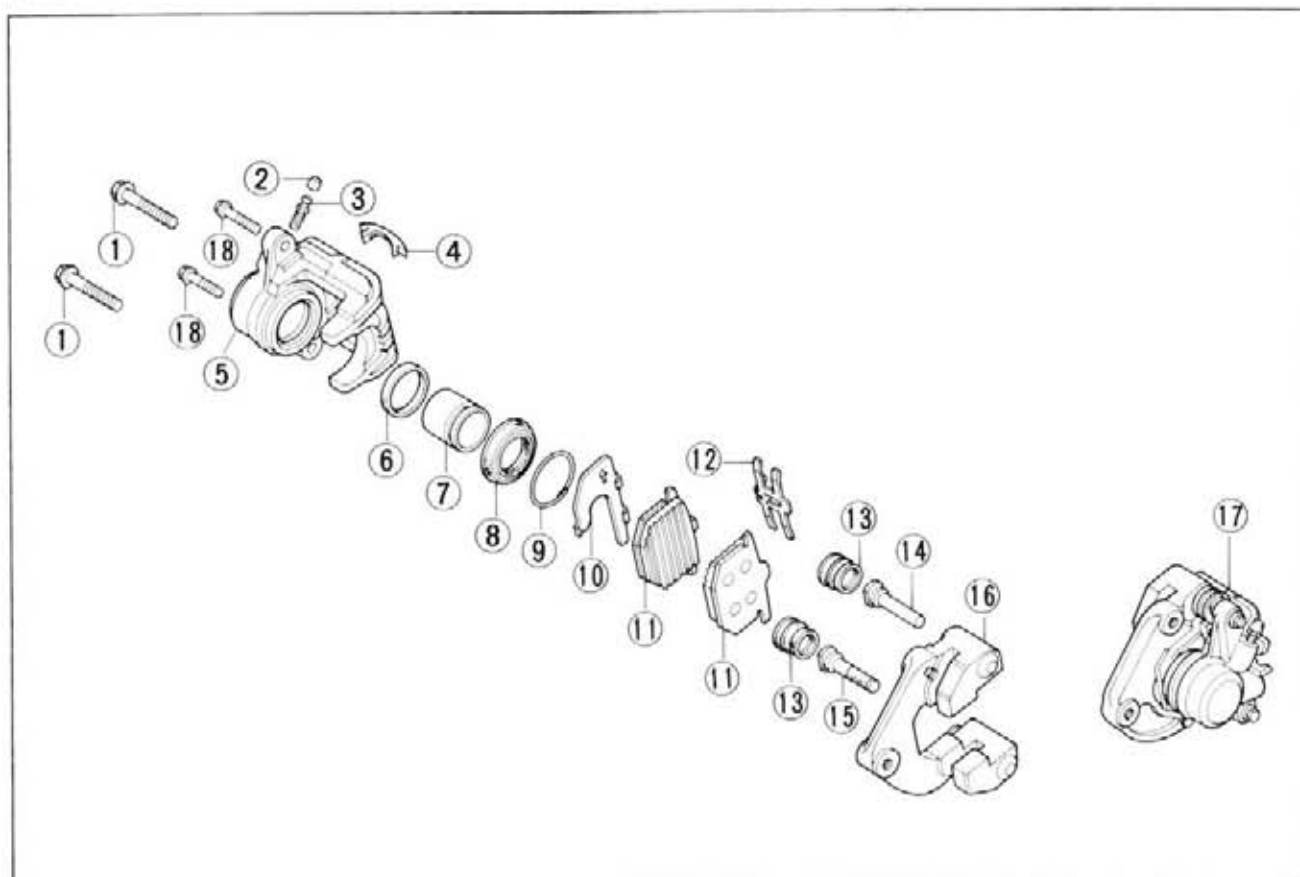


Fig. F2-1

① Flange bolt (10×32)	⑥ Piston seal	⑪ Brake pad	⑫ Right bracket
② Bleed valve cap	⑦ Piston	⑫ Pad spring	⑬ Left caliper assembly
③ Bleed valve	⑧ Piston boot	⑬ Dust cover	⑭ 8mm flange bolt
④ Indicator cap	⑨ Piston boot clip	⑭ Pin A	
⑤ Right caliper	⑩ Pad shim	⑮ Pin B	

#### A. Disassembly

1. Remove the oil bolt and disconnect the front brake hose from the caliper.
2. Remove the two 8mm flange bolts and caliper from the bracket.

**NOTE:** It is not necessary to remove the oil bolt to replace the brake pads.

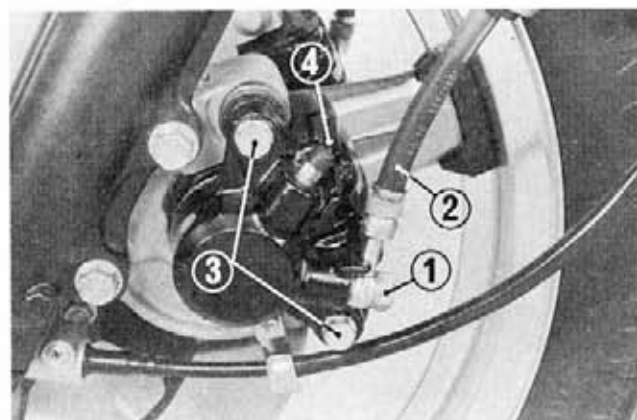


Fig. F2-2

① Oil bolt	③ 8mm flange bolt
② Brake hose	④ Caliper



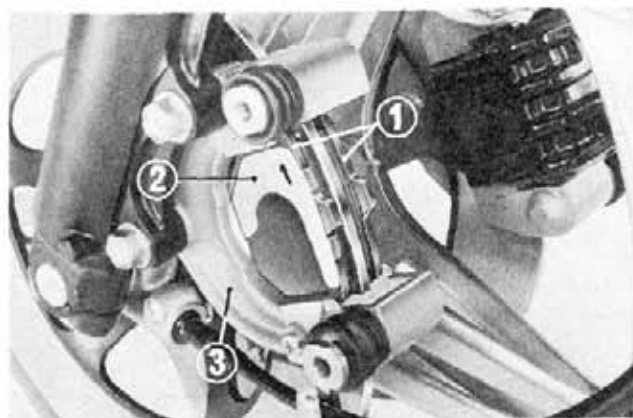


Fig. F2-3 ① Brake pad ② Shim ③ Caliper holder

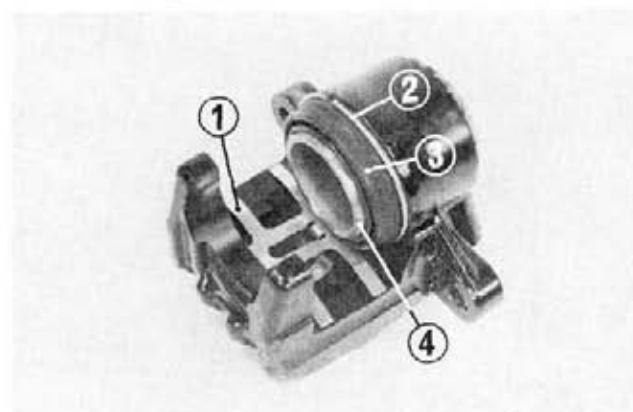


Fig. F2-4 ① Pad spring ② Boot clip ③ Piston boot ④ Piston

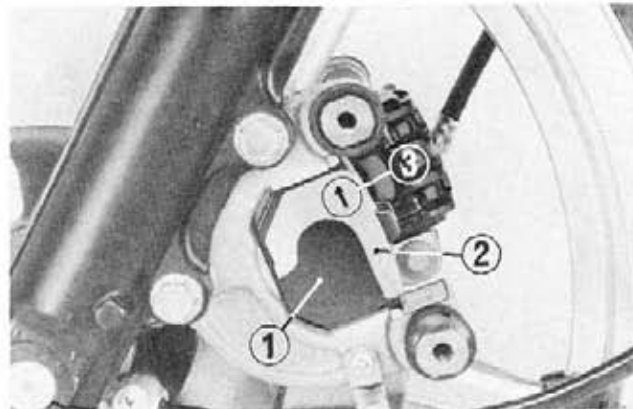


Fig. F2-5 ① Brake pad ② Shim ③ Arrow

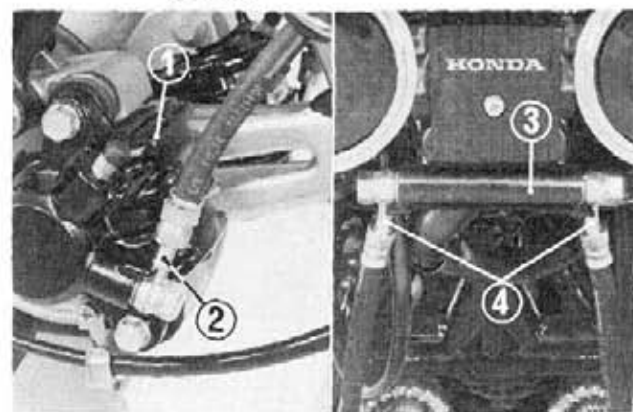


Fig. F2-6 ① Caliper ② Straight side ③ Three way joint ④ Bent side

3. Remove the brake pads and shim from the caliper holder.
4. Remove the pad spring from the caliper.
5. Remove the boot clip and piston boot. Apply compressed air in the caliper fluid inlet and remove the piston.

## B. Assembly

To assemble, reverse the disassembly procedure. Observe the following notes.

1. Install the shim on the outside pad so that its arrow is in the normal rotating direction.
2. Install the brake hose so that the straight side of the hose ends is at the caliper and bent side is at the three way joint as shown in Fig. F2-6.

### C. Brake pad inspection

Remove the wear indicator cap and check the brake pads for wear. If the pad is worn to the red line, replace all front pads as a set.

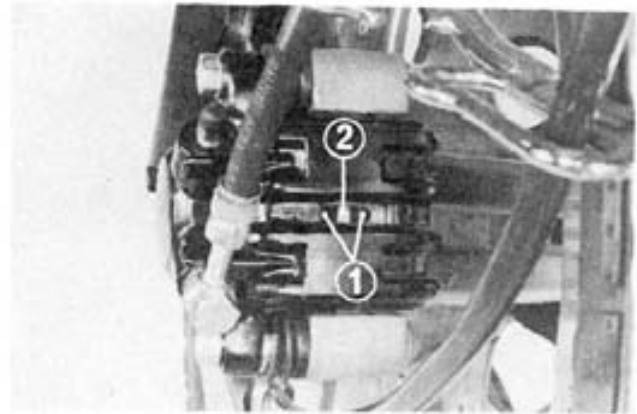


Fig. F2-7 ① Red line ② Brake disc

## 2. FRONT BRAKE SWITCH

The front brake switch has been modified from the hydraulic switch to the mechanical switch.



Fig. F2-8 ① front brake switch

## 3. REAR BRAKE

### A. Pedal free height adjustment

To adjust the brake pedal free height, remove the rubber cap by inserting a screw driver in the groove, loosen the lock nut and turn the adjuster as necessary. Turning the adjuster clockwise will decrease the pedal height, and turning it counterclockwise will result in an increase. After adjustment, tighten the lock nut securely and install the rubber cap.

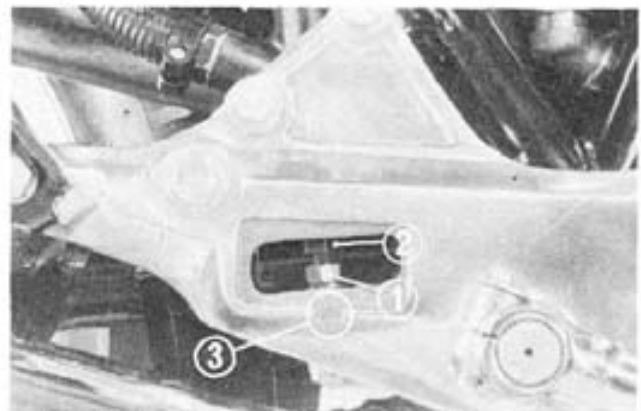


Fig. F2-9 ① Lock nut ② Adjuster ③ Groove

### B. Rear brake hose

The brake hose is installed so that the bent side of the hose ends is at the caliper as shown in Fig. F2-10.

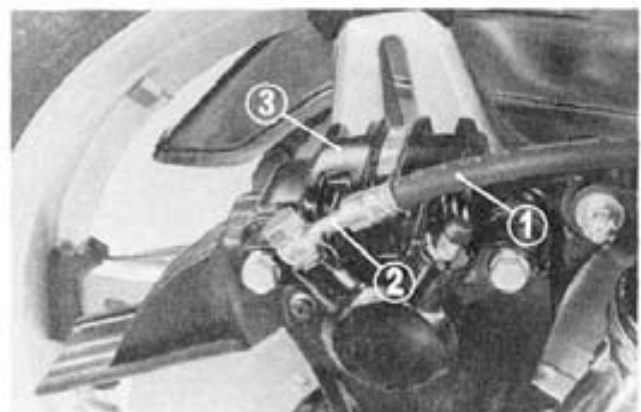
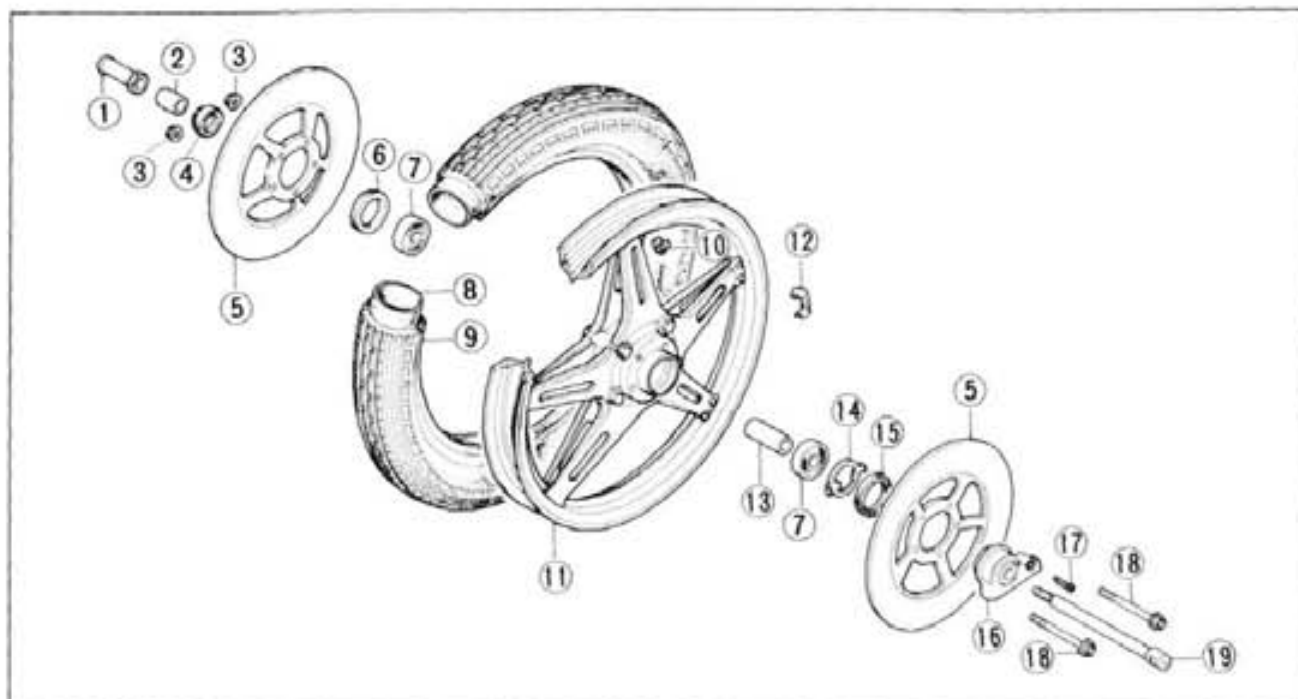


Fig. F2-10 ① Brake hose ② Bent side ③ Caliper

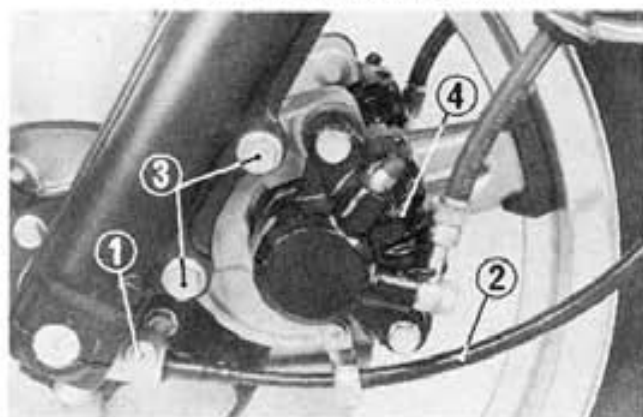


## 4. FRONT WHEEL



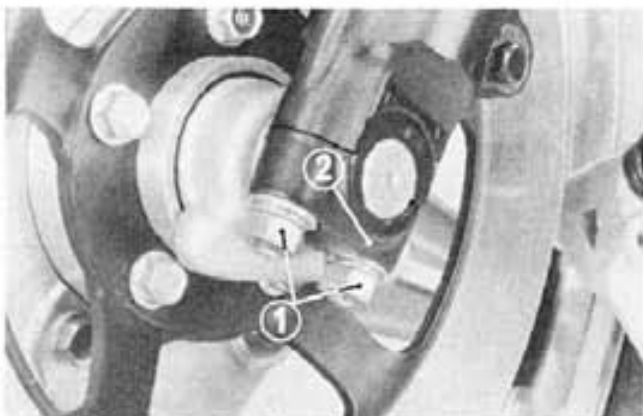
**Fig. F2-11**

① Axle nut (12mm)	⑧ Tire tube	⑭ Gear box retainer
② Front wheel side collar	⑨ Front wheel tire	⑮ Dust seal (40×50×5)
③ Hex. nut (8mm)	⑩ Wheel balance weight	⑯ Speedometer gear box
④ Dust seal (40×50×5)	⑪ Front wheel rim assembly	⑰ Screw (5×16)
⑤ Front brake disc	⑫ Spoke plate mark	⑱ Flange bolt (8×100)
⑥ Front wheel bearing retainer	⑬ Distance collar	⑲ Front wheel axle
⑦ Radial ball bearing (6302U)		



**Fig. F2-12**

① Screw	③ 10mm bolt
② Speedometer cable	④ Caliper



**Fig. F2-13**

① Axle holder nut	② Axle holder
-------------------	---------------

### A. Disassembly

1. Place a support block under the engine to raise the front wheel off the ground.
  2. Remove the screw and remove the speedometer cable from the gear box.
  3. Remove the four 10mm bolts and caliper assemblies from the front forks.
- NOTE:** Do not depress the brake lever when the wheel is off the motorcycle.

4. Remove the front axle holder nuts and remove the front axle holders.
5. Remove the front wheel.
6. Remove the front brake discs by loosening the five 8mm nuts and bolts.
7. Remove the wheel bearing retainer with special tool (Bearing Retainer Wrench; Tool No. HC 37592). Then remove the gear box retainer, retaining bearings and distance collar.
8. Remove the dust seals if replacement is required.

**NOTE:** Do not disassemble the front wheel rim assembly.



## B. Assembly

To assemble, reverse the disassembly procedure. However, install the front wheel assembly as follows.

1. Position the wheel assembly between the fork legs, making sure that the speedometer gear box is properly positioned. Lower the fork lightly so that the hollows in the fork legs rest on top of the axle.
2. Install the axle holders with the "F" mark forward and tighten the forward axle holder nuts lightly.
3. Fit the caliper over the discs taking care not to damage the brake pads. Install the caliper mounting bolts and tighten to the specified torque.  
Specified torque: 3.0–4.0 kg-m (22–29 lbs-ft.)
4. Tighten the nuts on the right axle holder to the specified torque starting with the forward nuts.  
Specified torque: 1.8–2.5 kg-m (13–18 lbs-ft.)

5. Measure the clearance between the outside surface of the left brake disc and the rear of the left caliper holder with a 0.7 mm (0.028 in.) feeler gauge. If the gauge inserts easily, first tighten the forward axle holder nut to the specified torque, then the rear nut. If the feeler gauge cannot be inserted easily, pull the left fork outward until the gauge can be inserted and tighten the holder nuts with the gauge inserted. After tightening, remove the gauge.
6. Check that the other three corners of the left caliper holder have a clearance of at least 0.7 mm (0.028 in.) between caliper holder and disc.
7. After installing the wheel, apply brakes several times and recheck both discs for caliper holder to disc clearance.

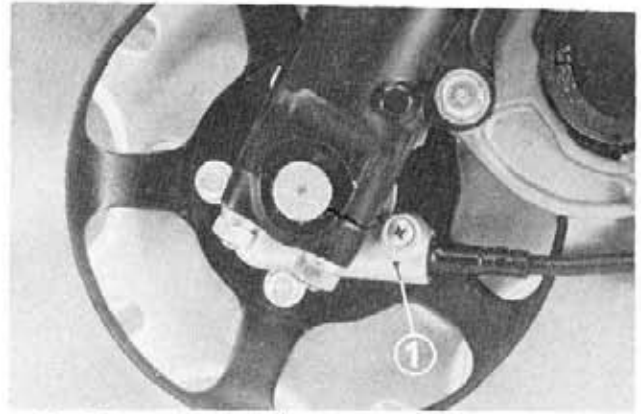


Fig. F2-14 ① Speedometer gear box

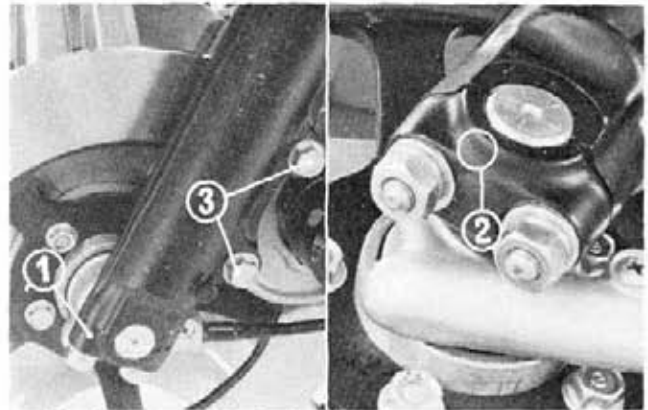


Fig. F2-15 ① Axle holder  
② "F" mark  
③ Caliper mounting bolt

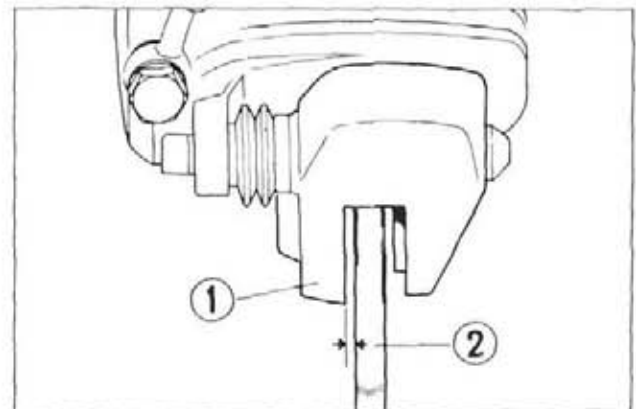


Fig. F2-16 ① Caliper holder ② Disc

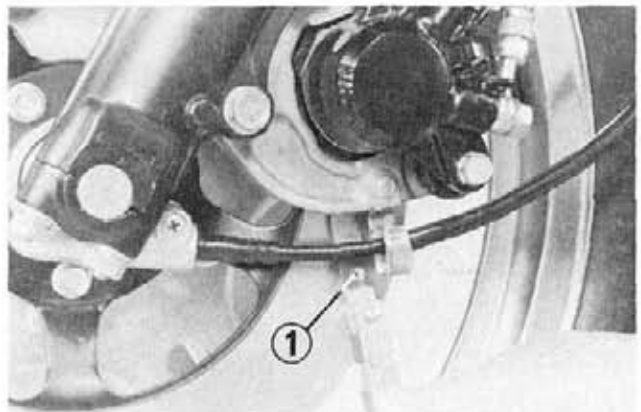


Fig. F2-17 ① Feeler gauge



Fig. F2-18 ① Balance weight

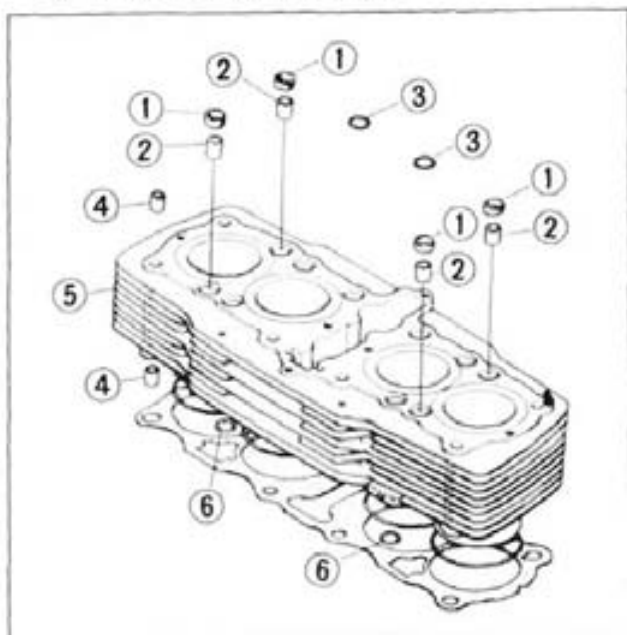


Fig. F2-19 ① Stud bolt packing  
 ② Special knock pin (12mm)  
 ③ O-ring (11×2.5)  
 ④ Dowel pin (12×18)  
 ⑤ Cylinder  
 ⑥ O-ring

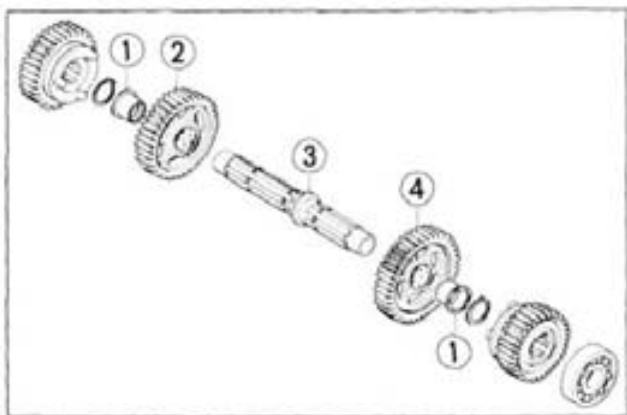


Fig. F2-20 ① 28mm bushing  
 ② Countershaft 3rd gear  
 ③ Countershaft  
 ④ Countershaft 2nd gear

### C. Wheel balance

(Refer to page 228.)

Install the balance weight on the rim flange as shown in Fig. F2-18.

Balance weight: 20g (0.7 oz.)  
 30g (1.0 oz.)

## 5. CYLINDER

The 12mm special knock pins and cylinder stud bolt packings have been decreased from eight to four.

## 6. TRANSMISSION

The countershaft thrust washers have been integrated into the gear bushings.

## 7. CARBURETOR

Refer to page 253.

Carburetor setting table

Item	
Main jet No.	≒105
Air jet No.	≒120
Slow jet No.	≒35
Slow air jet No.	≒150
Jet needle setting	F2051F-2
Float height	14.5mm (0.571in.)

## 8. DRIVE CHAIN

Refer to page 258.

## 9. SWITCH HOUSING

Refer to page 260.

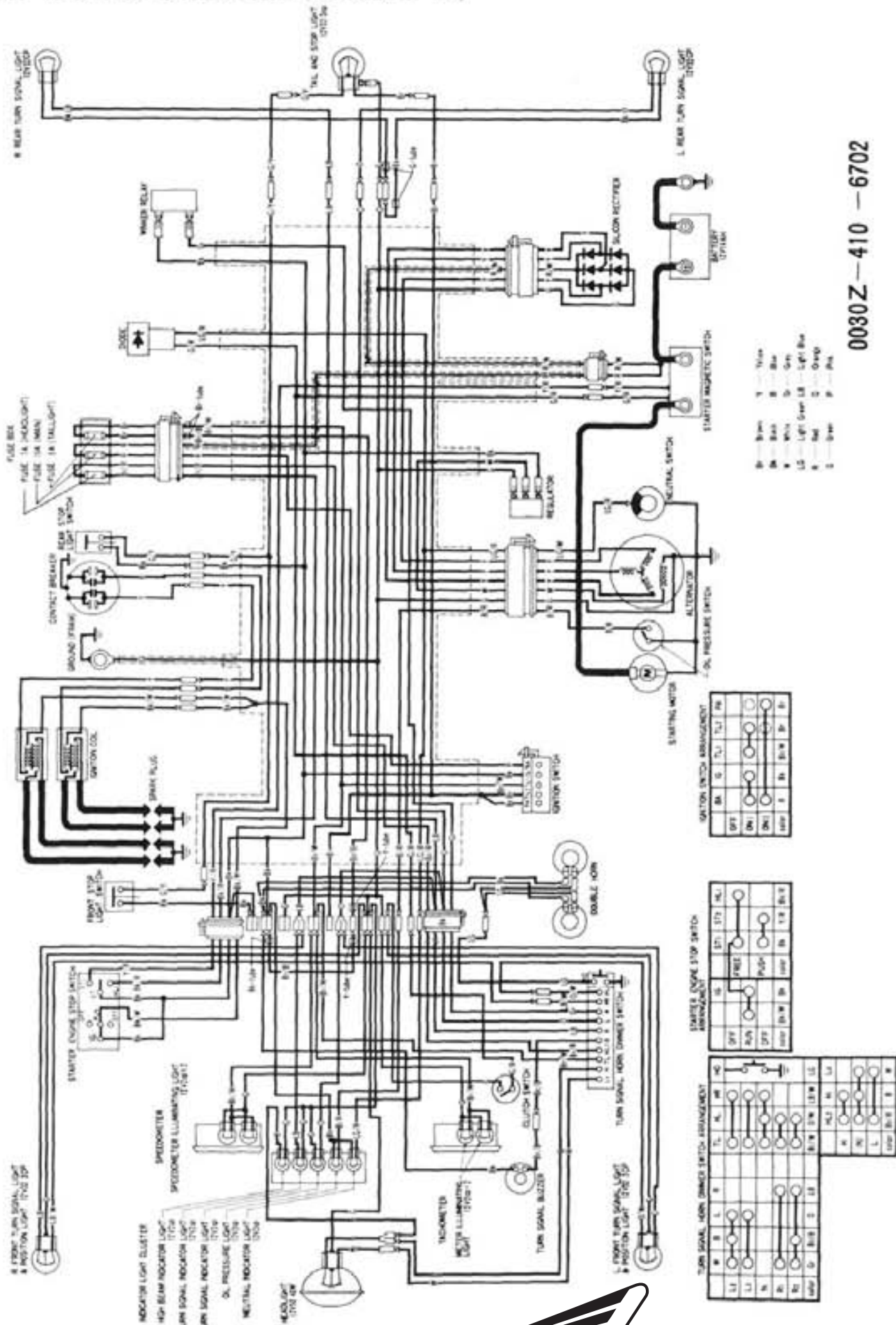
## 10. SPECIFICATIONS (CB750F2 '77)

Item	
<b>DIMENSION</b>	
Overall length	2,210 mm (87.0 in.)
Overall width	860 mm (33.9 in.)
Overall height	1,185 mm (46.7 in.)
Wheelbase	1,480 mm (58.3 in.)
Seat height	830 mm (32.7 in.)
Foot peg height	325 mm (12.8 in.)
Ground clearance	135 mm ( 5.3 in.)
Dry weight	232.5 kg (512.6 lb.)
<b>FRAME</b>	
Type	Double cradle
Front suspension, travel	Telescopic fork, travel 141.5 mm (5.6 in.)
Rear suspension, travel	Swing arm, travel 86.3 mm (4.0 in.)
Front tire size, type	3.25H-19-4PR, Rib
air pressure	Up to 90 kg (200 lb) load: 2.0 kg/cm <sup>2</sup> (28 psi)
	Up to vehicle capacity load: 2.25 kg/cm <sup>2</sup> (32 psi)
Rear tire size, type	4.00H-18-4PR Block
air pressure	Up to 90 kg (200 lb) load: 2.0 kg/cm <sup>2</sup> (28 psi)
	Up to vehicle capacity load: 2.8 kg/cm <sup>2</sup> (40 psi)
Front brake	Disc brake
Rear brake	Disc brake
Fuel capacity	18 lit. (4.8 U.S. gal., 4.0 Imp. gal.)
Fuel reserve capacity	4.5 lit. (1.2 U.S. gal., 1.0 Imp. gal.)
Caster angle	62.5°
Trail length	113.5 mm (4.47 in.)
Front fork oil capacity	145-155 cc (5.3-5.4 ounces.)
<b>ENGINE</b>	
Type	Air cooled 4 stroke O.H.C. engine
Cylinder arrangement	4 cylinder in line
Bore and stroke	61.0×63.0 mm (2.402×2.480 in.)
Displacement	736 cc (44.9 cu in.)
Compression ratio	9.0 : 1
Carburetor, venturi dia.	Four piston valve type, venturi dia. 28 mm (1.102 in.)
Valve train	Chain driven over head camshaft
Oil capacity	3.5 lit. (3.7 U.S. qt., 3.1 Imp. qt.)
Lubrication system	Forced pressure and dry sump
Fuel required	Low-lead gasoline with 91 octane rating or higher
Air cleaner	Paper filter
Intake valve: opens	5° BTDC
closes	40° ATDC
Exhaust valve: opens	40° BBDC
closes	5° ATDC
Valve tappet clearance	IN: 0.05 mm (0.002 in.), EX: 0.08 mm (0.003 in.)
Pilot screw opening	Fixed by idle limiter (1.1/2±1/2)
Idle speed	1,000 rpm



Item	
<b>DRIVE TRAIN</b>	
Clutch	Wet multi plate type
Transmission	5-speed constant mesh
Primary reduction	1.708
Gear ratio: 1st	2.500
"    2nd	1.708
"    3rd	1.333
"    4th	1.133
"    5th	0.969
Final reduction	3.071
Gearshift pattern	Left foot operated return system
<b>ELECTRICAL</b>	
Ignition	Battery and ignition coil
Ignition advance:	
"F" mark	10° BTDC
Max. advance	35°
RPM from "F" to max. advance	1,200-2,500 rpm
Dwell angle	190° ± 5°
Starting system	Starting motor or kick starter
Alternator	Three phase AC generator 0.21 kw/5,000 rpm
Battery capacity	12 V-14 AH
Fuse capacity	Main: 15 A, Head: 7 A, Tail: 5 A
Spark plug	U.S.A. model: NGK D8ES-L or ND X24ES Canadian model: NGK DR8ES-L or ND X24ESR-U
Condenser capacity	0.22-0.26 $\mu$ F

## 11. WIRING DIAGRAM (CB750F2 '77)



0030Z-410-6702

# SUPPLEMENT TO CB750 K8 '78)

Engine No. CB750 E—3000001 and  
subsequent

Frame No. CB750 K—2800001 and  
subsequent

GROUP  
26

## 1. AIR CLEANER

### Breather Element Cleaning

1. Remove the left side cover, chain protector and diode rectifier. Remove the 6 mm breather element case mounting bolt, disconnect the breather tubes and remove the breather element case.
2. Loosen the four screws and remove the case cover.
3. Remove the retaining plate and breather element from the case.

#### CAUTION

Be careful not to damage the retaining plate.

4. Wash the breather element in clean solvent and dry the element thoroughly.

#### WARNING

Gasoline or low flash point solvents are explosive and highly flammable and must not be used to clean the breather element. Fire or explosion could result.

NOTE: When installing the case cover, position it as shown in Fig. K8-3.

## 2. CARBURETOR

Carburetor Setting Table

Setting number	PD 42 B
Main jet	No. 110
Slow jet	No. 35
Pilot screw opening	1-1/2
Float height	14.5 mm (0.571 in.)

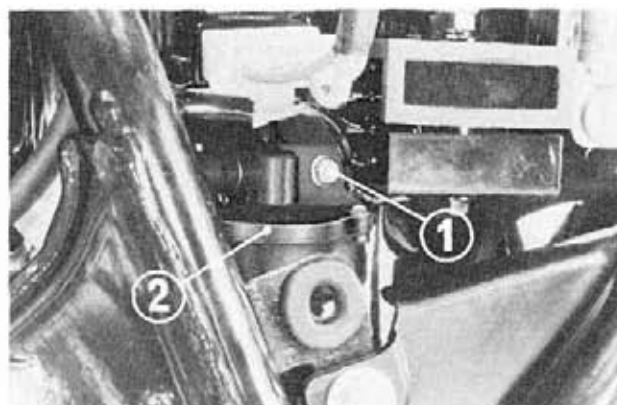


Fig. K8-1 ① Mounting bolt  
② Breather element case

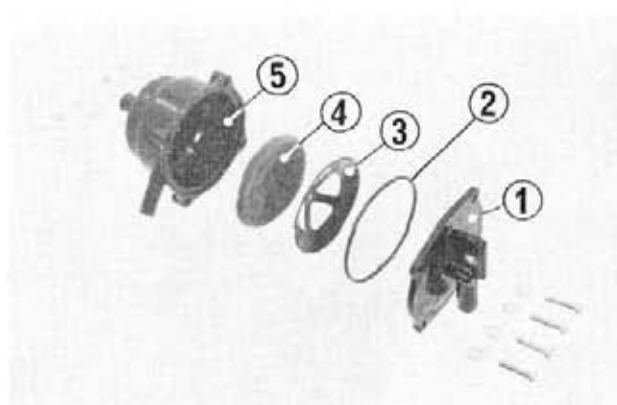


Fig. K8-2 ① Case cover  
② O-ring  
③ Retaining plate  
④ Breather element  
⑤ Element case

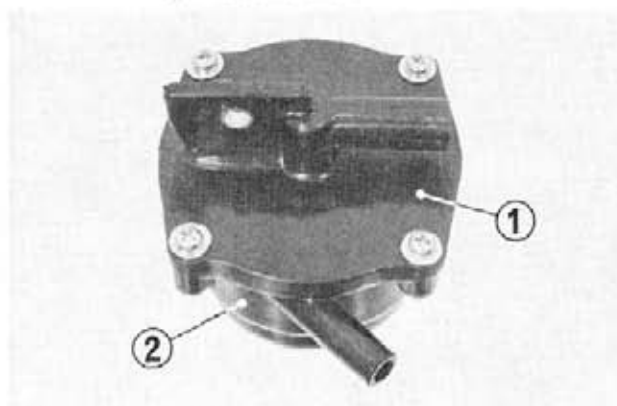


Fig. K8-3 ① Case cover  
② Element case



### 3. MAINTENANCE

Perform the Pre-Ride Inspection described in the Owner's Manual at each maintenance period.

I: INSPECT, CLEAN, ADJUST, OR REPLACE IF NECESSARY.

C: CLEAN

R: REPLACE

A: ADJUST

ITEM		FREQUENCY	WHICHEVER COMES FIRST ↓ EVERY	ODOMETER READING [NOTE (3)]						REFER TO
				600 mi (1,000 km)	3,600 mi (6,000 km)	7,200 mi (12,000 km)	10,800 mi (18,000 km)	14,400 mi (24,000 km)	18,000 mi (30,000 km)	
	ENGINE OIL	YEAR	R	REPLACE EVERY 1,800 mi (3,000 km)						Page 178
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	Page 178	
*	ENGINE OIL SCREEN					C			Page 179	
	CRANKCASE BREATHER	NOTE (1)		C	C	C	C	C	Page 274	
	AIR CLEANER	NOTE (2)		C	R	C	R	C	Page 226	
*	FUEL LINES			I	I	I	I	I	Pages 181, 221	
	SPARK PLUGS			I	R	I	R	I	Pages 89, 179	
*	VALVE CLEARANCE		I	I	I	I	I	I	Page 181	
*	CONTACT BREAKER POINTS		I	I	I	I	I	I	Page 180	
*	IGNITION TIMING		I	I	I	I	I	I	Page 180	
*	CAMCHAIN TENSION		A	A	A	A	A	A	Page 181	
*	THROTTLE OPERATION		I	I	I	I	I	I	Page 196	
*	CARBURETOR IDLE SPEED		I	I	I	I	I	I	Pages 257, 274	
*	CARBURETOR CHOKE/ (FAST IDLE)			I	I	I	I	I	Page 258	
*	CARBURETOR SYNCHRONIZE			I	I	I	I	I	Page 257	
	DRIVE CHAIN			INSPECT EVERY 600 mi (1,000 km)						Page 258
	BATTERY ELECTROLYTE	MONTH	I	I	I	I	I	I	Page 184	
	BRAKE FLUID LEVEL	MONTH	I	I	I	I	I	I		
*	BRAKE FLUID	2 YEARS				R			Pages 146~147	
	BRAKE SHOE/PAD WEAR			I	I	I	I	I	Page 217	
	BRAKE FREE PLAY		I	I	I	I	I	I	Pages 149, 217	
*	BRAKE LIGHT SWITCH		I	I	I	I	I	I	Page 188	
*	HEADLIGHT AIM		I	I	I	I	I	I	Page 187	
	CLUTCH FREE PLAY		I	I	I	I	I	I	Page 183	
	SIDE STAND			I	I	I	I	I	Page 222	
*	SUSPENSION		I	I	I	I	I	I	Pages 184~185, 250	
*	NUTS, BOLTS, FASTENERS		I	I	I	I	I	I		
**	WHEELS/SPOKES		I	I	I	I	I	I	Pages 133, 135, 138	
**	STEERING HEAD BEARING		I		I		I		Page 118	

\*\* IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

\* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA, AND IS MECHANICALLY QUALIFIED.

NOTES: (1) More frequent service may be required when riding in rain, or at full throttle.

(2) More frequent service may be required when riding in dusty areas.

(3) For higher odometer readings, repeat at the frequency interval established here.

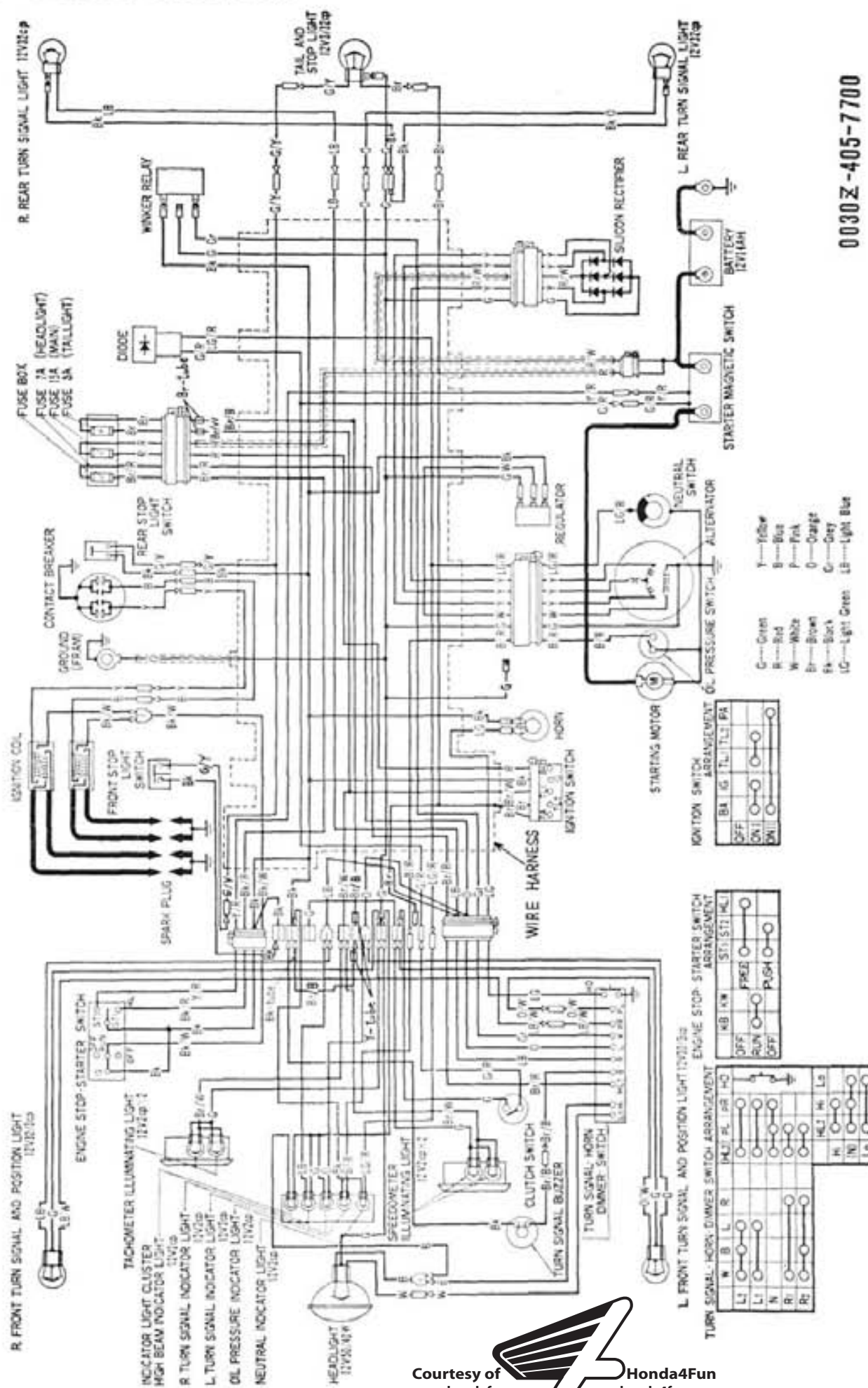
## 4. SPECIFICATIONS

Item	
<b>DIMENSION</b>	
Overall Length	2,280mm (89.8in.)
Overall Width	880mm (34.6in.)
Overall Height	1,185mm (46.7in.)
Wheel Base	1,495mm (58.9in.)
Seat Height	810mm (31.9in.)
Foot Peg Height	330mm (13.0in.)
Ground Clearance	150mm ( 5.9in.)
Dry Weight	231kg (508lb.)
<b>FRAME</b>	
Type	Double Cradle
F. Suspension, Travel	Telescopic fork, travel 141.5mm (5.6in.)
R. Suspension, Travel	Swing arm, travel 101.6mm (4.0in.)
F. Tire Size, Type	3.50H-19-4PR Rib, tire air pressure 2.0/2.0kg/cm <sup>2</sup> (28/28psi)
R. Tire Size, Type	4.50H-17A-4PR Block, tire air pressure 2.25/2.8kg/cm <sup>2</sup> (32/40psi)
F. Brake	Disk Brake
R. Brake	Internal expanding shoe
Fuel Capacity	19.5lit. (5.1U.S.gal., 4.3Imp.gal.)
Fuel Reserve Capacity	4.0lit. (1.1U.S.gal., 0.9Imp.gal.)
Caster Angle	62°
Trail Length	115mm (4.5in.)
Front Fork Oil Capacity	145~155cc (5.3~5.4ozs.)
<b>ENGINE</b>	
Type	Air cooled 4 stroke O.H.C. engine
Cylinder Arrangement	4 cylinder in line
Bore and Stroke	61.0×63.0mm (2.402×2.480in.)
Displacement	736cc (44.9cu in.)
Compression Ratio	9.2 : 1
Carburetor, Venturi Dia.	Four piston valve type, venturi dia 28mm (1.102in.)
Valve Train	Chain driven over head cam shaft
Oil Capacity	3.5lit. (3.7U.S.qt., 3.1Imp.qt.)
Lubrication System	Forced pressure and dry sump
Fuel Required	Low-lead gasoline with 91 octane number or higher
Air Filtration	Paper filter
Intake Valve: Opens	0° BTDC
Closes	40° ATDC
Exhaust Valve: Opens	40° BBDC
Closes	0° ATDC
Valve Clearance	IN: 0.05 EX: 0.08mm (IN: 0.002, EX: 0.003in.)
Pilot Screw Opening	Fixed by idle limiter (1-1/2±1/2)
Idle Speed	1,000rpm

Item	
<b>DRIVE TRAIN</b>	
Clutch	Wet multi plate type
Transmission	5-speed constant mesh
Primary Reduction	1.986
Gear Ratio I	2.500
II	1.708
III	1.333
IV	1.133
V	0.969
Final Reduction	2.733, drive sprocket 15T, driven sprocket 41T
Gear Shift Pattern	Left foot operated return system
<b>ELECTRICAL</b>	
Ignition	Battery and ignition coil
Ignition Advance:	
"F" mark	10° BTDC
Max. advance	35°
RPM from "F" to max. advance	1,200-2,500rpm
Dwell Angle	190° ± 5°
Starting System	Starting motor or kick starter
Alternator	Three phase AC Generator 0.21kW/5,000rpm
Battery Capacity	12V-14AH
Fuse Capacity	Main: 15amp. Head: 7A Tail: 5A
Spark plug	NGK D8EA ND X24ES-U (U.S.A. model) NGK DR8ES-L ND X24ESR-U (Canadian model)
Condenser Capacity	0.20-0.24 $\mu$ F



## 5. WIRING DIAGRAM



0030Z-405-7700

# SUPPLEMENT TO CB750F3 ('78)

**Engine No. CB750E—2200001 and  
subsequent  
Frame No. CB750F—3100002 and  
subsequent**

**GROUP  
27**

## 1. MAINTENANCE SCHEDULE

Perform the Pre-Ride Inspection described in the Owner's Manual at each maintenance period.

I: INSPECT, CLEAN, ADJUST, OR REPLACE IF NECESSARY.

C: CLEAN

R: REPLACE

A: ADJUST

ITEM		FREQUENCY	WHICHEVER COMES FIRST ↓ EVERY	ODOMETER READING [NOTE (3)]						REFER TO
				600 mi (1,000 km)	3,600 mi (6,000 km)	7,200 mi (12,000 km)	10,800 mi (18,000 km)	14,400 mi (24,000 km)	18,000 mi (30,000 km)	
	ENGINE OIL	YEAR	R	PEPLACE EVERY 1,800 mi (3,000 km)						Page 178
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	Page 178	
*	ENGINE OIL SCREEN					C			Page 179	
	CRANKCASE BREATHER	NOTE (1)		C	C	C	C	C	Page 274	
	AIR CLEANER	NOTE (2)		C	R	C	R	C	Page 226	
*	FUEL LINES			I	I	I	I	I	Pages 181, 221	
	SPARK PLUGS			I	R	I	R	I	Page 179	
*	VALVE CLEARANCE		I	I	I	I	I	I	Page 181	
*	CONTACT BREAKER POINTS		I	I	I	I	I	I	Page 180	
*	IGNITION TIMING		I	I	I	I	I	I	Page 180	
*	CAMCHAIN TENSION		A	A	A	A	A	A	Page 181	
*	THROTTLE OPERATION		I	I	I	I	I	I	Page 196	
*	CARBURETOR IDLE SPEED		I	I	I	I	I	I	Pages 257, 280	
*	CARBURETOR CHOKE/ (FAST IDLE)			I	I	I	I	I	Page 258	
*	CARBURETOR SYNCHRONIZE		I	I	I	I	I	I	Page 257	
	DRIVE CHAIN		INSPECT EVERY 600 mi (1,000 km)						Page 258	
	BATTERY ELECTROLYTE	MONTH	I	I	I	I	I	I	Page 184	
	BRAKE FLUID LEVEL	MONTH	I	I	I	I	I	I		
*	BRAKE FLUID	2 YEARS				R			Page 239	
	BRAKE PAD WEAR			I	I	I	I	I	Page 267	
*	BRAKE LIGHT SWITCH		I	I	I	I	I	I	Page 188	
*	HEADLIGHT AIM		I	I	I	I	I	I	Page 222	
	CLUTCH FREE PLAY		I	I	I	I	I	I	Page 183	
	SIDE STAND			I	I	I	I	I	Page 222	
*	SUSPENSION		I	I	I	I	I	I	Pages 184~185	
*	NUTS, BOLTS, FASTENERS		I	I	I	I	I	I		
**	WHEELS/SPOKES		I	I	I	I	I	I	Pages 228, 241, 270	
**	STEERING HEAD BEARING		I		I		I		Page 118	

\*\* IN THE INTEREST OF SAFETY, WE RECOMMEND THESE ITEMS BE SERVICED ONLY BY AN AUTHORIZED HONDA DEALER.

\* SHOULD BE SERVICED BY AN AUTHORIZED HONDA DEALER, UNLESS THE OWNER HAS PROPER TOOLS AND SERVICE DATA, AND IS MECHANICALLY QUALIFIED

NOTES: (1) More frequent service may be required when riding in rain, or at full throttle.

(2) More frequent service may be required when riding in dusty areas.

(3) For higher odometer readings, repeat at the frequency interval established here.

## 2. CARBURETOR

Carburetor Setting Table

Setting number	PD42A
Main jet	No. 105
Slow jet	No. 35
Pilot screw opening	1-3/4
Float height	14.5 mm (0.571 in.)

## 3. CONNECTING ROD

The connecting rod cap tightening torque is changed from 2.0 kg-m (14.5 lbs-ft) to 2.6 kg-m (18.8 lbs-ft).

## 4. AIR CLEANER

See page 274.

## 5. SPECIFICATIONS

Item	
<b>DIMENSION</b>	
Overall length	2,210 mm (87.0 in.)
Overall width	860 mm (33.9 in.)
Overall height	1,185 mm (46.7 in.)
Wheelbase	1,480 mm (58.3 in.)
Seat height	830 mm (32.7 in.)
Foot peg height	325 mm (12.8 in.)
Ground clearance	135 mm (5.3 in.)
Dry weight	232.5 kg (512.6 lb.)
<b>FRAME</b>	
Type	Double cradle
Front suspension, travel	Telescopic fork, travel 141.5 mm (5.6 in.)
Rear suspension, travel	Swing arm, travel 86.3 mm (3.4 in.)
Front tire size, type	3.25H-19-4PR, Rib
air pressure	Up to 90 kg (200 lb.) load: 2.0 kg/cm <sup>2</sup> (28 psi)
	Up to vehicle capacity load: 2.25 kg/cm <sup>2</sup> (32 psi)
Rear tire size, type	4.00H-18-4PR Block
air pressure	Up to 90 kg (200 lb.) load: 2.0 kg/cm <sup>2</sup> (28 psi)
	Up to vehicle capacity load: 2.8 kg/cm <sup>2</sup> (40 psi)
Front brake	Disc brake
Rear brake	Disc brake
Fuel capacity	18 lit. (4.8 U.S. gal., 4.0 Imp. gal.)
Fuel reserve capacity	4.5 lit. (1.2 U.S. gal., 1.0 Imp. gal.)
Caster angle	62.5°
Trail length	113.5 mm (4.47 in.)
Front fork oil capacity	145-155 cc (5.3-5.4 ounces.)



Item	
<b>ENGINE</b>	
Type	Air cooled 4 stroke O.H.C. engine
Cylinder arrangement	4 cylinder in line
Bore and stroke	61.0×63.0mm (2.402×2.480in.)
Displacement	736cc (44.9cu in.)
Compression ratio	9.0 : 1
Carburetor, venturi dia.	Four piston valve type, venturi dia. 28mm (1.102in.)
Valve train	Chain driven over head camshaft
Oil capacity	3.5lit. (3.7 U.S. qt., 3.1 Imp. qt.)
Lubrication system	Forced pressure and dry sump
Fuel required	Low-lead gasoline with 91 reserch octane rating or 86 pump octane or higher
Air cleaner	Paper filter
Intake valve: opens	5° BTDC
closes	40° ATDC
Exhaust valve: opens	40° BBDC
closes	5° ATDC
Valve clearance	IN: 0.05 mm (0.002 in., EX: 0.08 mm (0.003 in.)
Pilot screw opening	Fixed by idle limiter (1-3/4)
Idle speed	1,000rpm
<b>DRIVE TRAIN</b>	
Clutch	Wet multi plate type
Transmission	5-speed constant mesh
Primary reduction	1.986
Gear ratio: 1st	2.500
" 2nd	1.708
" 3rd	1.333
" 4th	1.133
" 5th	0.969
Final reduction	3.071
Gearshift pattern	Left foot operated return system
<b>ELECTRICAL</b>	
Ignition	Battery and ignition coil
Ignition advance:	
"F" mark	10° BTDC
Max. advance	35°
RPM from "F" to max. advance	1,200-2,500rpm
Dwell angle	190°±5°
Starting system	Starting motor or kick starter
Alternator	Three phase AC generator 0.21kW/5,000rpm
Battery capacity	12V14AH
Fuse capacity	Main: 15A, Head: 7A, Tail: 5A
Spark plug	U.S.A. model: NGK D8EA or ND X24ES-U Canadian model: NGK DR8ES-L or ND X24ESR-U
Condenser capacity	0.22-0.26 µF

