

'77

HONDA
MODEL
CB750K

OWNER'S MANUAL



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IMPORTANT NOTICE

- OPERATOR AND PASSENGER.

This motorcycle is designed and constructed to carry the operator and one passenger. However, do not exceed the vehicle capacity load limit shown on the tire information label.

- ON-ROAD USE.

This motorcycle is not equipped with a spark arrestor and is designed and constructed to be used only on the road. Operation in forest covered, brush covered, or grass covered areas may not be legal. Check local laws and regulations before riding in these areas.

- READ OWNER'S MANUAL CAREFULLY.

All information, illustrations, directions and specifications included in this publication are based on the latest product information available at the time of approval for printing. HONDA MOTOR CO., LTD. reserves the right to make changes at any time without notice and without incurring any obligation whatever. No part of this publication may be reproduced without written permission.

CONSUMER INFORMATION

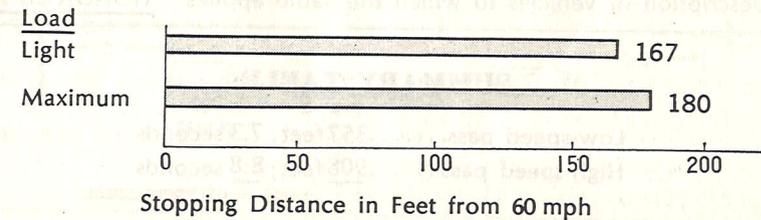
VEHICLE STOPPING DISTANCE

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

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

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

Fully Operational Service Brake



ACCELERATION AND PASSING ABILITY

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

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

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

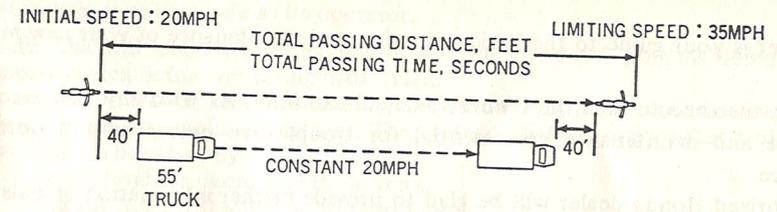
Description of vehicles to which this table applies: HONDA CB 750 K

SUMMARY TABLE:

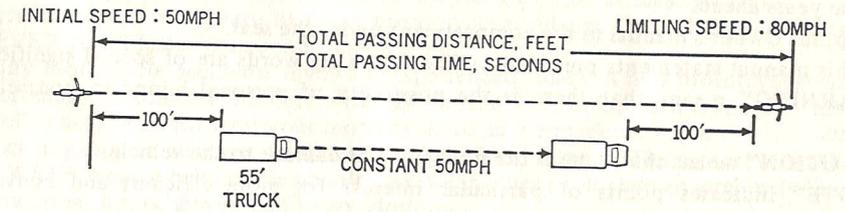
Low-speed pass 357 feet; 7.3 seconds

High-speed pass 908 feet; 8.8 seconds

LOW-SPEED



HIGH-SPEED



PREFACE

This booklet is your guide to the basic operation and maintenance of your new motorcycle.

Please take the time to read the Owner's Manual carefully. As with any fine machine, proper care and maintenance are essential for trouble-free operation and optimum performance.

Your authorized Honda dealer will be glad to provide further information or assistance and is fully equipped to handle your future service needs.

Thank you for selecting a Honda. We wish you many miles of continued riding pleasure in the years ahead.

Keep this Owner's manual in the compartment under the seat.

In this manual statements preceded by the following words are of special significance: "WARNING" means that there is the possibility of personal injury to yourself and others.

"CAUTION" means that there is the possibility of damage to the vehicle.

"NOTE" indicates points of particular interest for more efficient and convenient operation.

We recommend that you take particular notice of these items when reading this manual.

MOTORCYCLE TRAFFIC SAFETY

A motorcycle is only as safe as its operator.

The safe rider will spend much time learning to ride and developing his riding skills in an uncongested area before venturing into traffic.

1. In many motorcycle traffic accidents, the automobile driver does not see the motorcyclist in time to avoid an accident. The motorcyclist can make other motorists more aware of his presence by:
 - * Wearing brighter, more visible clothing.
 - * Using the headlight anytime while riding.
 - * Avoiding the "blind spot" of other vehicles and driving defensively.
2. Many motorcycle accidents occur at intersections, parking lot entrances and exits, and driveways. The motorcyclist must show extra caution at these locations.
3. Excessive speed is a factor in many motorcycle accidents. Obey the speed limits and NEVER travel faster than conditions warrant.
4. Many motorcycle accidents involve inexperienced riders. A new motorcyclist should thoroughly familiarize himself with his motorcycle before attempting to ride on public roads. NEVER lend your motorcycle to an inexperienced rider.
5. Most motorcycle accident fatalities are due to head injuries. The motorcyclist should ALWAYS wear a helmet. He should also wear other protective apparel including eye protection, boots, gloves, and heavy clothing.

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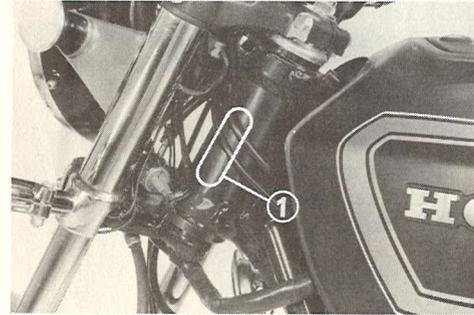
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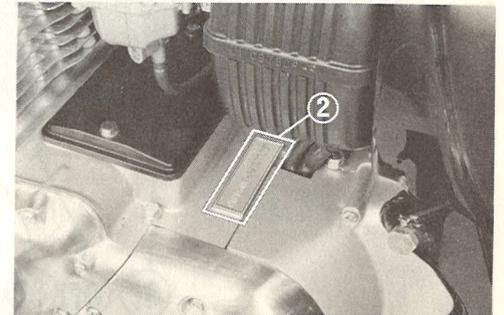
SERIAL NUMBER LOCATION

The frame serial number (1) is stamped on the left side of the steering head. The engine serial number (2) is stamped on top of the left side of the crankcase. These serial numbers are required when registering the motorcycle.

Refer to frame and engine serial numbers when ordering replacement parts to ensure that you will obtain the correct parts for your model series.



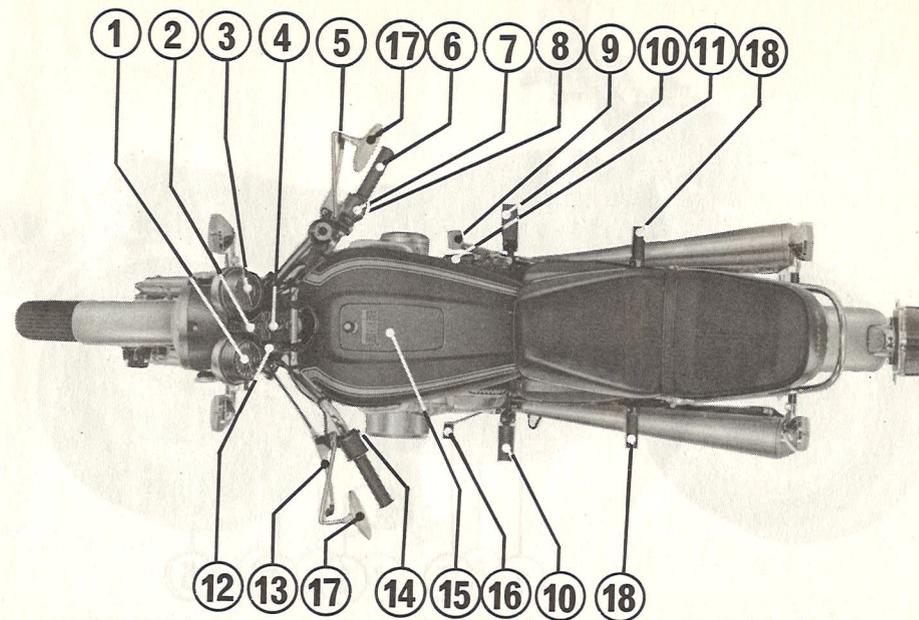
(1) Frame serial number



(2) Engine serial number

CONTROL LOCATION

- (1) Speedometer
- (2) Indicator panel
- (3) Tachometer
- (4) Ignition switch and steering lock
- (5) Front brake lever
- (6) Throttle grip
- (7) Engine stop switch
- (8) Starter button
- (9) Rear brake pedal
- (10) Foot pegs
- (11) Kick starter pedal
- (12) Choke knob
- (13) Clutch lever
- (14) Turn signal switch (above)
Headlight dimmer switch (below)
Horn button (below)
- (15) Fuel filler door
- (16) Gear change pedal
- (17) Right rear view mirror (STD.)
Left rear view mirror (STD.)
- (18) Passenger foot pegs

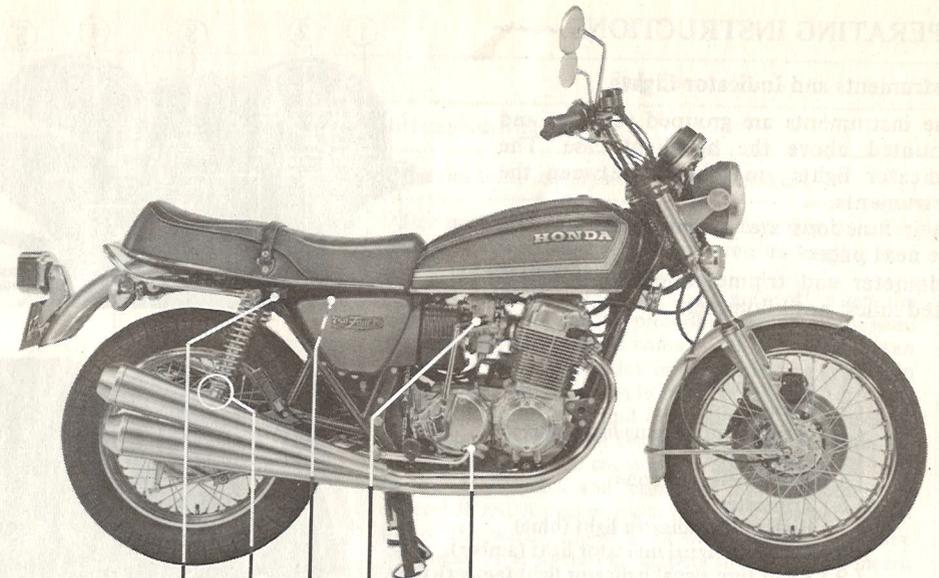




- (1) Fuel valve
(2) Gear change pedal

- (3) Main stand
(4) Side stand

- (5) Rear shock absorber adjuster



- (1) Seat lock
(2) Rear shock absorber adjuster

- (3) Oil tank filler cap
(4) Kick starter pedal

- (5) Rear brake pedal

OPERATING INSTRUCTIONS

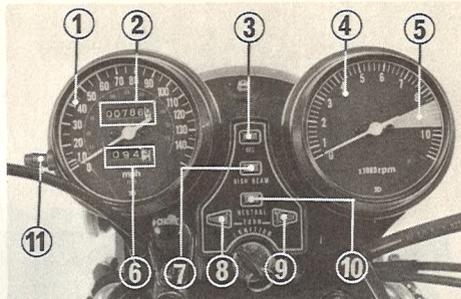
Instruments and Indicator Lights

The instruments are grouped together and mounted above the headlight case. The indicator lights are located between the instruments.

Their functions are shown in the table on the next pages.

Odometer and tripmeter read in accumulated miles, not kilometers.

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

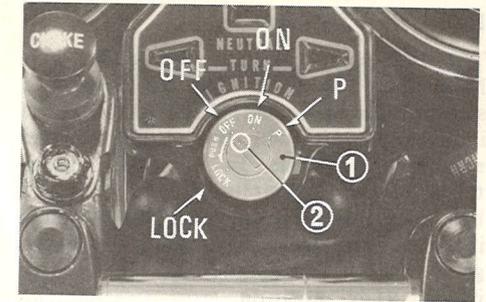


Ref. No.	Description	Function
1	Speedometer	Indicates driving speed.
2	Odometer	Indicates total accumulated distance traveled.
3	Oil pressure warning light (red)	<p>After turning on the ignition switch but before starting engine, check to make sure the oil pressure warning light is functioning (light comes on). The oil pressure warning light; it goes off when the engine is started and the prescribed engine oil pressure reached. Should the light come on while driving, it is an indication of a malfunction in the lubricating system, in which case, the motorcycle must be stopped at once, the engine turned off, and the engine oil level checked. If the check reveals that the engine oil level is within the prescribed limits, the cause of the malfunction will have to be determined and corrected by contacting the nearest HONDA dealer. However, an occasional flickering of the warning light at or near idling speeds when the engine is at operating temperature, is of no concern since low oil pressure is normal at low-speed.</p>

Ref. No.	Description	Function
4	Tachometer	Indicates engine rpm.
5	Tachometer red zone	During acceleration, engine RPM indicator needle may be allowed to briefly enter the red zone. However, the motorcycle must not be operated in the red zone for any length of time and must NEVER be operated beyond it.
6	Tripmeter	Indicates distance traveled per trip. (meter can be reset for each trip)
7	High beam indicator light (blue)	Light will be on when headlight is on high beam.
8	Left turn signal indicator light (amber)	Left light will flash when left turn signal light is operating.
9	Right turn signal indicator light (amber)	Right light will flash when right turn signal light is operating.
10	Neutral indicator light (green).	Light will be on when the transmission is in neutral.
11	Tripmeter reset knob	Reset the trip-meter to zero (0) by turning the tripmeter reset knob in the direction of the arrow.

Ignition Switch

The ignition switch (1) is located directly below the indicator panel. Functions of the respective switch positions are shown in the chart below.



- (1) Ignition switch
(2) Index mark

Switch Position	Function	Key Removal
OFF	All electric circuits are open, engine cannot be started.	Key can be removed.
ON	Electric circuits are closed, headlight, taillight, position lights and meter lights will be on and other lights can operate, and engine can be started.	Key cannot be removed.
P (PARKING)	The taillight will be on but all other circuits are open. The key should be removed when parking the motorcycle.	Key can be removed.
LOCK (STEERING LOCK)	The steering can be locked. All electric circuits are open, engine cannot be started. Refer to the section "STEERING LOCK" for operation (page 16).	Key can be removed.

Engine Stop Switch

The three position engine stop switch (1) is located on top of the right handlebar grip switch housing. In the "RUN" position the ignition circuit will be completed and engine will operate. In the "OFF" positions the ignition circuit will be open and the engine will not operate. This switch is intended primarily as a safety or emergency switch and should normally remain in the "RUN" position.

NOTE:

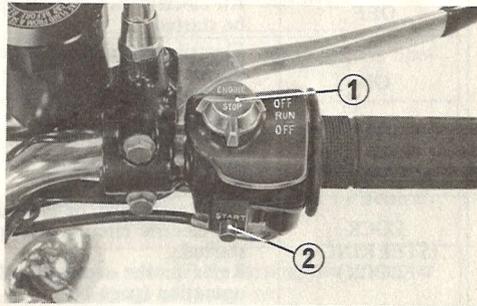
If your motorcycle is stopped with the ignition switch on and the engine stop switch off, the headlight and taillight will be still on, resulting in battery discharge.

Starter Button

The starter button (2) is located directly below the engine stop switch (1). When the starter button is pressed the starter motor will crank the engine.

As long as the starter button is pressed for cranking the engine, the headlight will automatically go out, but the taillight stays on.

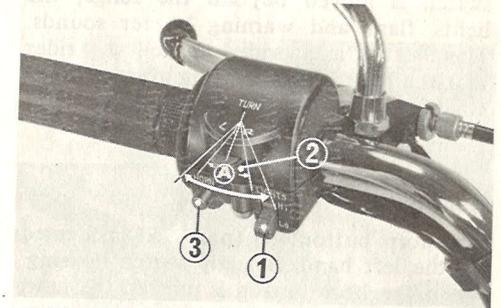
Refer to pages 25–27 for the correct starting procedure.



(1) Engine stop switch (2) Starter button

Headlight Dimmer Switch

The headlight, taillight, two running lights (combining the front turn signal lights) and instrument lights will be on when the ignition switch is turned to the "ON" position. The headlight dimmer switch (1) is located on the left handlebar grip switch housing. When the headlight dimmer switch is moved to the "Hi" position, the high beam is on. When the headlight dimmer switch is moved to the "Lo" position, the low beam will be illuminated.



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

Turn Signal Switch

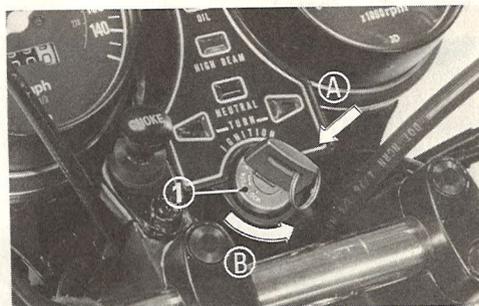
The turn signal switch (2) (page 15) is located on the left handlebar grip switch housing. It can be operated without taking the hand off the handle grip. To signal a left turn move the switch to the "L" position. To signal a right turn move the switch to the "R" position. When the switch is moved within range (A) in the figure, turn signal lights flash. When the switch is moved beyond the range, the lights flash and warning buzzer sounds. This buzzer is provided to tell the rider that the light is still flashing after a turn is made.

Horn Button

The horn button (3) (page 15) is located on the left handlebar grip switch housing. When the horn button is pressed the horn will sound.

Steering Lock

The steering is locked when the ignition switch (1) is in "LOCK" position. Turn the handlebar all the way to the steering stop, either left or right. With the key at the "OFF" position, turn it counterclockwise to "LOCK" position while pushing in and remove the key. This locks the steering to help prevent theft. To unlock, only turn the key clockwise.



(1) Ignition switch
(A) Push in (B) Turn off

WARNING:

Do not attempt to turn the key to the "LOCK" position while the motorcycle is in motion.

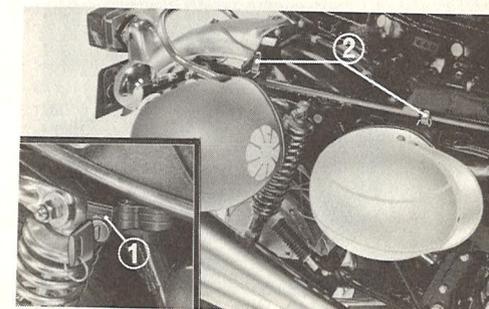
WARNING:

- * The seat is a double lock type. Make sure that the seat is locked by pushing it down.
- * The helmet holder is designed for helmet security while parking. Do not operate the motorcycle with a helmet attached to the holder as the helmet may interfere with the rear wheel causing damage to the helmet and possible stoppage of the wheel.

Seat Lock and Helmet Holder

The seat lock (1) is located on the lower right side of the seat. Insert the ignition switch key and turn it counterclockwise 90° to unlock and open the seat.

The helmet holders (2) are located under the seat. Open the seat, hang the helmet "D" ring on a hook and lock the seat.

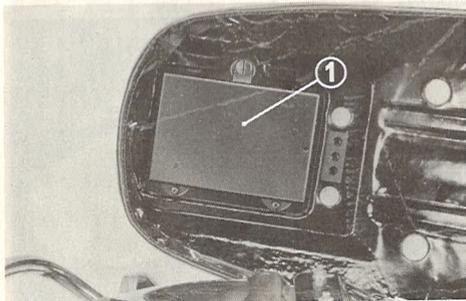


(1) Seat lock (2) Helmet holders

Document Compartment

The document compartment (1) is located under the seat.

Put this owner's manual and other documents in the vinyl sack and place them in the document compartment. When washing your motorcycle, be careful not to direct a stream of water at the bottom of the seat.



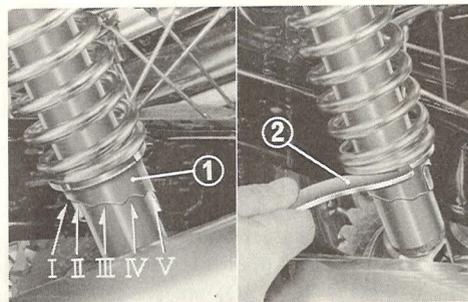
(1) Document compartment

Rear Shock Absorbers

Each rear shock absorber (1) has five adjustment positions for different types of road or riding conditions.

Position III is the standard setting.

Position I is for light loads and smooth road conditions. Positions II to V progressively increase spring tension for a stiffer rear suspension, and are used when the motorcycle is more heavily laden or operated on rough roads.



(1) Rear shock absorber
(2) Pin spanner

FUEL AND OIL

Fuel Valve

The fuel valve (1) is mounted under the left side of the fuel tank.

“OFF” position:

When the fuel valve is turned to the “OFF” position, fuel cannot flow from the fuel tank to the carburetors. Set the valve in this position whenever the motorcycle is not in use.

“ON” position:

When the fuel valve is turned to the “ON” position, fuel will flow from the main fuel supply to the carburetors.

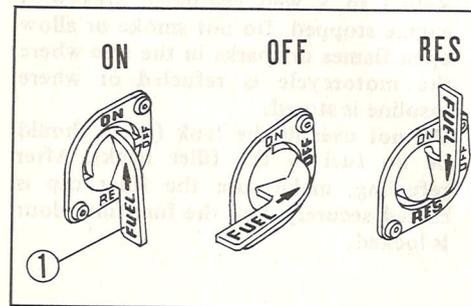
Set the valve in this position when the engine is to be operated from the main fuel supply.

“RES” position:

When the fuel valve is turned to the “RES” position, fuel will flow from the reserve fuel supply to the carburetor.

The fuel valve should be set in this position only after the main fuel supply has been consumed. The reserve fuel supply is approximately 4ℓ (1.1 U.S. gal.).

Switching to the reserve fuel supply serves as a warning to the rider that it is time to refill the fuel tank.



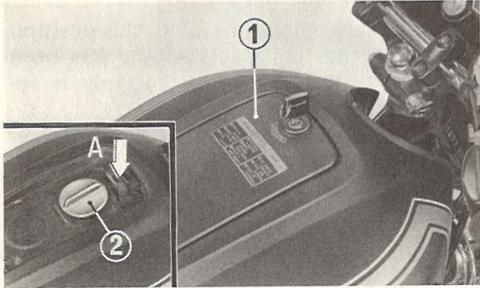
(1) Fuel valve

NOTE: Do not operate the machine with the fuel valve in the reserve position after refuelling, or you will defeat the purpose of the reserve fuel supply.

Fuel Tank

Fuel tank capacity is 19.0ℓ (5.0 U.S. gal.) including 4ℓ (1.1 U.S. gal.) in the reserve supply. Open the fuel filler door (1) with the ignition switch key and then turn the cap (2) counterclockwise to remove.

After refueling replace the filler cap securely otherwise fuel will spill from the tank. The fuel filler door locks automatically when closed. The fuel tank filler cap is connected to the tank by means of a chain.



(1) Fuel filler door (2) Fuel filler cap

(A) Place cap on here

Use low-lead or regular gasoline with a Research Octane number of 91 or higher or a Pump Octane number of 86 or higher. Non-lead gasoline is not recommended.

NOTE:

Pump Octane is the octane formula specified by the Cost of Living Council. When refueling take care to exclude dirt, water, or other contaminants from the fuel tank.

WARNING:

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

- * Gasoline is harmful or fatal if swallowed. Avoid repeated or prolonged contact with skin or breathing of vapor. Keep out of reach of children. If gasoline is swallowed, do not induce vomiting. Call a physician immediately.
- * If the filler cap is replaced, use only a genuine Honda replacement part or its equivalent. Failure to use the proper part may cause a serious malfunction.

Engine Oil Recommendation

USE HONDA 4-STROKE OIL OR EQUIVALENT.

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

Motor oils intended for Service SE will show this designation on the container.

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

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 37.

CAUTION:

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

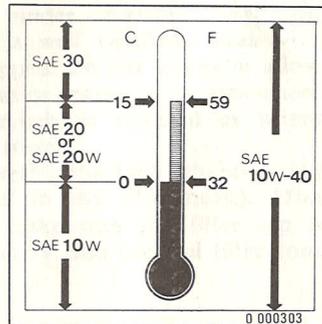
Viscosity:

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

Recommended oil viscosity:

General, all temperatures
SAE 10W-40

Alternate:



PRE-RIDING INSPECTION

WARNING:

When washing your motorcycle, take care not to let water enter the muffler or the brake system. Water in the muffler may cause poor starting and wet brakes may reduce brake efficiency.

Prior to starting your motorcycle, perform a general inspection as a matter of habit to make sure that the motorcycle is in good, safe riding condition. This inspection will only require a few minutes and can save you much time and expense in the long run.

Check the following items and if adjustment or servicing is necessary, refer to the appropriate section in the manual.

1. Engine oil level—add engine oil if the level is below the lower mark on the dipstick (pages 39–42).
2. Fuel level—fill fuel tank when necessary (page 20).
3. Front and rear brakes—check the brake

system lines for leaks and check the fluid level. Adjust free play if incorrect (pages 66–72).

4. Tire—adjust to correct pressure and check tire damage (page 24).
5. Drive chain—check condition of drive chain and measure chain tension. Adjust drive chain if chain tension is incorrect. Lubricate the drive chain if it appears dry. Replace the drive chain if it is badly worn or damaged (pages 60–65).
6. Throttle operation—check throttle operation in all steering positions. Adjust if free play is incorrect. Replace or correct cable routing if throttle does not operate freely in all steering positions (pages 54–55).
7. Battery electrolyte—fill with distilled water if the level is low. (pages 80–83).
8. Turn signal lights, tail/stoplight and headlight—replace blown bulbs (pages 89–90).

TIRE INFORMATION

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

Be sure to follow the tire specification.

Cold tire pressures kg/cm ² (psi)	Up to 200 lb load	Front: 2.0 (28) Rear: 2.25 (32)
	Up to vehicle capacity load	Front: 2.0 (28) Rear: 2.8 (40)
Vehicle capacity load limit	163 kg (360 lbs)	
Tire size	Front: 3.50 H19 Rear: 4.50 H17A	
Tire brand	Front: Bridgestone S21F2 Dunlop F6 Rear: Bridgestone S21R2 Dunlop K87 Mark II	

WARNING:

* The use of tires other than those recommended may result in decreased stability and handling.

* **Improper inflation of the tires will cause abnormal tread wear or other damage and create a safety hazard. Riding with underinflated tires will cause the tires to slip on the rims damaging the inner tube valves. Severe underinflation may result in loss of the tire from the rim.**

* **Check tire pressures frequently and adjust if necessary.**

* **It is recommended that the tires be replaced when the tread depth at the center of the tire is less than the following limit.**

Minimum recommend
tire center tread depth

Front: 1.5 mm (1/16 in.)
Rear: 2.0 mm (3/32 in.)

* **Operation with excessively worn tires is very hazardous and will adversely affect traction, steering and handling.**

STARTING THE ENGINE

NOTE:

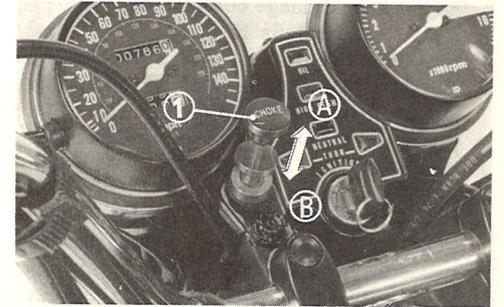
The electrical system of the CB750K is designed to prevent electric starting if the transmission is in gear, unless the clutch is disengaged. However, it is recommended that the transmission be placed in neutral before attempting to start the engine.

Cold Engine Starting Procedure

1. Turn the fuel valve to the "ON" position (page 19).
2. Insert the key into the ignition switch and turn to the "ON" position. At this time, observe the green neutral indicator light (page 10). The light will be on when the transmission is in the neutral position.

Also at this time the red oil pressure warning light should be on. If the light fails to come on, the connection should be checked for an open circuit and the bulb checked and replaced if burned out.

3. Make sure that the engine stop switch (page 14) is in the "RUN" position.
4. Pull the choke knob out to the full closed position (A).
5. The carburetor is equipped with an accelerator pump. Do not open and close the throttle unnecessarily as this could cause the engine to become over-rich resulting in starting difficulties.



(1) Choke knob

6. Press the starter button. If the engine does not start within 5 seconds, release the starter button and allow the starting motor to rest for approximately 10 seconds before pressing the starter button again. If the engine does not start readily with the starting motor, use the kick starter pedal to start the engine.

CAUTION:

Do not allow the kick starter to snap back freely against the pedal stop as engine case damage could result.

If the engine fails to start after several repeated attempts, it may have become flooded with excess fuel. To clear the engine, turn off the ignition switch and push the choke knob in to the fully open position (B), open the throttle and crank the engine using the kick starter pedal. Turn the ignition switch to the "ON" position and follow the starting procedure outlined in steps 1 through 6; however, at this time use of the choke is not necessary.

7. After the engine starts, warm up the engine completely at 2000~3000 rpm until the engine responds to the throttle when the choke is open.

CAUTION:

The oil pressure warning light should go off within a few seconds after the engine is started. If the light remains on, turn off the engine immediately and check the oil level. If the level is adequate, do not operate the motorcycle until the lubrication system has been examined by a qualified mechanic.

NOTE:

When the engine is to be started in extremely cold weather (at ambient temperature of approximately -10°C (14°F) or below), prime the engine before starting by opening and closing throttle completely two or three times.

Then, follow the cold engine starting procedure.

Warm Engine Starting Procedure

When the engine is to be re-started while it is still warm, follow the cold engine starting procedure; however, the use of the choke is not necessary.

WARNING:

Exhaust contains poisonous carbon monoxide gas. Avoid inhalation of exhaust gases. Never run the engine in a closed garage or confined area.

BREAK-IN PROCEDURE

A careful break-in procedure during the initial mileage will measurably extend the service life of the engine. During this crucial period the motorcycle must not be driven at full power over extended distances nor should it be driven too slowly. The general rules are as follows:

1. Maximum continuous engine speed during the first 1,000 km (600 miles) must not exceed 5,000 rpm (60% speed in the respective gears).
2. Increase the maximum continuous engine speed by 2,000 rpm between odometer readings of 1,000 km (600 miles) and 1,600 km (1,000 miles). Drive briskly, vary speeds frequently and use full throttle for short spurts only. Do not exceed 7,000 rpm.
3. Bear in mind never to lug the engine with heavy throttle at low engine speeds. This rule is applicable not only during break-in but at all times.

4. Upon reaching an odometer reading of 1,600 km (1,000 miles), you can subject the motorcycle to full throttle operation; however, do not exceed 8,500 rpm at any time (observe RED ZONE limit on tachometer).

CAUTION:

Do not exceed 7,000 rpm when running the engine in neutral.

RIDING THE MOTORCYCLE

WARNING:

Exhaust pipes and muffler become very hot during operation and remain sufficiently hot to inflict burns if touched, even after shutting off the engine. Wear clothing which will completely cover the legs while riding and avoid any contact with unshielded portions of the exhaust system.

NOTE:

- * Be sure that all required equipments as specified by local laws and regulations is installed on the motorcycle and operable, before riding on public streets and highways.
 - * Do not wear loose clothing which may catch on control levers, kick starter, foot pegs, drive chain, wheels and tires.
1. After the engine has been warmed up, the motorcycle is ready for riding.
 2. While the engine is idling, pull in the clutch lever and press the gear change pedal to shift into low (1 st) gear.

WARNING:

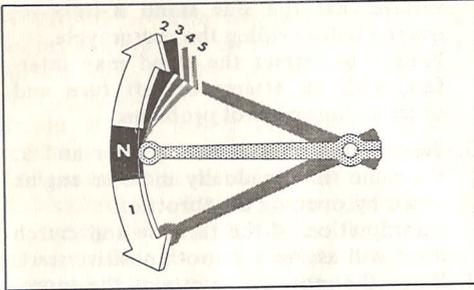
Ensure that the side stand is fully retracted before riding the motorcycle. Failure to retract the stand may interfere with an attempted left turn and cause serious control problems.

3. Slowly release the clutch lever and at the same time gradually increase engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth positive start.
4. When the motorcycle attains the appropriate speed, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal. Release the clutch lever smoothly.

CAUTION:

- * When changing gears, the clutch must be disengaged and the throttle momentarily closed to avoid over-revving the engine and over-stressing the drive train components.

* To avoid battery discharge do not coast for a long distance with transmission in neutral.



Shifting pattern

5. This sequence is repeated to progressively shift to 3rd, 4th and top (5th) gear.
6. When decelerating the motorcycle, coordination of the throttle and the front and rear brakes is most important.
7. The smooth gradual application of both the front and rear brakes together with the required throttle coordination will,

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under most conditions, assure positive speed reduction and stability. As the motorcycle speed is reduced, it is common practice to downshift the transmission progressively into the appropriate gear. This assures maximum control through better braking effectiveness and acceleration when necessary.

8. For maximum deceleration and braking, close the throttle, apply both the front and rear brakes simultaneously, and prior to the motorcycle coming to a stop, disengage the clutch.

This maneuver requires smooth coordination of the controls and to maintain skill it should be practiced frequently.

Both front and rear brakes should be applied. Independent use of only the front or rear brake reduces stopping performance. Excessive brake application may cause either wheel to lock, reducing control of the motorcycle.

CAUTION:

Do not coast with the engine off, and do not tow the motorcycle unless the

drive chain has first been removed. Even with the gears in neutral, the transmission is only properly lubricated when the engine is running. Inadequate lubrication may damage the transmission.

WARNING:

- * When riding on a wet surface or when riding under rainy conditions, braking efficiency is greatly reduced and extra care should be taken when applying the brakes.
- * When descending a long, steep grade, downshift and use engine compression together with intermittent applications of both brakes to slow the motorcycle down. Avoid continuous use of the brakes which may result in overheating and reduction of braking efficiency.

CAUTION:

The battery will charge when the engine speed is over 2,000 rpm.

Do not allow the engine to idle for long periods.

When the battery is low, operate the

motorcycle at engine speeds of above 2,000 rpm for a while.

SAFE RIDING SUGGESTIONS

1. Always make a pre-riding inspection prior to riding your motorcycle (See page 23).
2. Never ride a motorcycle unless you are wearing a helmet and it is recommended that the motorcyclist wear boots, gloves, eye protection, and bright clothing to further improve rider safety.
3. Handlebar fairings and luggage racks or saddle bags may adversely affect the handling characteristics of the motorcycle. Extra care must be taken in loading and riding motorcycles with this equipment.
Do not exceed the vehicle load limit shown on the tire information label.
4. Place both hands on the handlebars and both feet on the foot rests while riding. Insist that a passenger holds onto the motorcycle or the operator with both hands and that both feet are on the passenger foot rests.
5. Obey all federal and local regulations.

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Use the headlight anytime while riding to make the motorcycle more visible to other motorists.

6. It is recommended that you become familiar with your new motorcycle by riding in an uncongested area before riding on the public roadways.
7. Be sure to signal when making a turn or changing lanes.
8. Do not ride on the roadway shoulder. Remember a motorcyclist should always preserve nature and respect property.

LOADING AND ACCESSORIES

WARNING:

The addition of accessories and cargo to this motorcycle can create an unsafe condition by changing the motorcycle's stability, handling characteristics, and decreasing the safe operating speed. The factory cannot test each accessory and all possible combinations to make specific recommendations. The operator must be personally responsible for his safety and the safety of others involved. Be aware that extreme care must be taken when selecting and installing accessories, adding cargo, and riding a motorcycle equipped with accessories and cargo. These general guidelines are given to aid the operator in deciding whether or how to equip his motorcycle.

1. Keep cargo weight concentrated low and close to the motorcycle to minimize the change in the motorcycle's center of gravity. Distribute weight equally on both sides of the machine.
Total cargo weight should not exceed

60 pounds.

2. Luggage racks are primarily for light-weight items. Overloading the rack will adversely affect the handling. Bulky items located too far behind the rider will cause aerodynamic disturbance affecting stability. Luggage racks must not be mounted to the rear fender.
3. Visually check to determine that the accessory does not reduce the ground clearance or decrease the banking angle.
4. Make sure cargo is secure and will not shift while riding. Re-check security periodically.
5. Additional weight should not be attached to the handlebars or front forks because it increases the steering moment of inertia and can adversely affect the handling characteristics.
6. Accessories which modify the operator's riding position may increase reaction time and affect handling.

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7. Additional electrical equipment may overload the motorcycle's electrical system causing an unsafe condition.
8. Large surfaces such as fairing, windshields, backrests, and luggage are subject to aerodynamic forces which can adversely affect the handling. An improperly designed or improperly mounted fairing or windshield can create aerodynamic lift on the front of the machine. For the same size and shape, frame mounted fairings have less affect on the handling than do handlebar or fork mounted fairings. Handlebar and fork mounted fairings are not recommended.

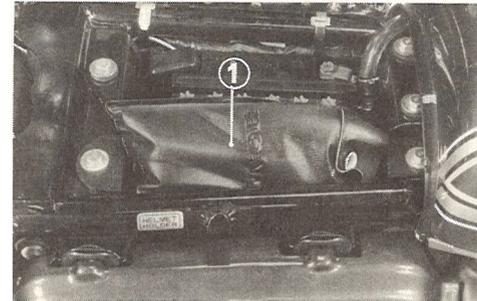
PARKING

CAUTION:

Park the motorcycle on firm level ground. When parking the motorcycle, turn the handlebar all the way to the right or left stop, then turn the ignition switch to the "LOCK" position and remove the key. Turn the fuel valve to the "OFF" position. When parking for short periods at night near traffic, turn the ignition switch key to the "P (PARKING)" position and remove it (page 16). This will turn on the taillight and make the motorcycle more visible to traffic.

TOOL KIT

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



(1) Tool kit

Listed below are the items included in the tool kit.

- * 10 x 12mm open end wrench
- * 14 x 17mm open end wrench
- * Pliers
- * No. 2 screw driver
- * No. 2 cross point screw driver
- * 6 mm hex wrench
- * Screw driver grip
- * 22 mm wrench
- * 24 mm wrench
- * Spark plug wrench
- * Handle bar : for 22, 24 mm wrench
- * Pin spanner
- * Tool bag

MAINTENANCE SCHEDULE

The mileage intervals shown in the MAINTENANCE SCHEDULE are intended as a guide for establishing regular maintenance and lubrication periods for your Honda. Sustained severe or high speed operation under adverse conditions will necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized Honda dealer. If your motorcycle is ever overturned or involved in a collision, have your Honda dealer carefully inspect the major components, e.g. frame, suspension, brake system and steering parts, for misalignment or damage to ensure further safe operation.

CAUTION:

To maintain the safety and reliability of your HONDA motorcycle do not modify the motorcycle and use only genuine HONDA parts or their equivalent when servicing or repairing.

The use of other replacement parts which are not of equivalent quality may impair the operation of your motorcycle.

WARNING:

To prevent personal injury, always make certain the engine is stopped and the motorcycle is supported securely on a level surface prior to performing any maintenance.

MAINTENANCE SCHEDULE	INITIAL SERVICE PERIOD		REGULAR SERVICE PERIOD			
			Perform at every indicated month or mileage interval, whichever occurs first.			
	Month	—	1	3	6	12
	Mile	500	500	1,500	3,000	6,000
	Km	1,000	1,000	2,500	5,000	10,000
ENGINE OIL	R		R			
OIL FILTER ELEMENT	R			R		
OIL FILTER SCREEN						C
SPARK PLUG				I		
*CONTACT BREAKER POINTS	I			I		
*IGNITION TIMING	I			I		
*VALVE TAPPET CLEARANCE	I			I		
*CAM CHAIN TENSION	I			I		
AIR FILTER ELEMENT	(service more frequently if operated in dusty areas.)			C		R
AIR FILTER BREATHER ELEMENT				I		
*CARBURETORS	I			I		
THROTTLE OPERATION	I			I		
*FUEL FILTER SCREEN				C		
FUEL LINES				I		
*CLUTCH	I			I		
DRIVE CHAIN	I & L	I & L				

I—Inspect, clean, adjust or replace if necessary R—Replace C—Clean L—Lubricate

MAINTENANCE SCHEDULE	INITIAL SERVICE PERIOD		REGULAR SERVICE PERIOD			
			Perform at every indicated month or mileage interval, whichever occurs first.			
	Month	—	1	3	6	12
	Mile	500	500	1,500	3,000	6,000
	Km	1,000	1,000	2,500	5,000	10,000
BRAKE FLUID LEVEL		I			I	
*BRAKE FLUID			R (24 months or 20,000 km/12,000 miles)			
*BRAKE SHOES/PADS					I	
BRAKE CONTROL LINKAGE		I			I	
*WHEEL RIMS AND SPOKES		I			I	
TIRES		I			I	
FRONT FORK OIL		**R				R
FRONT AND REAR SUSPENSIONS		I			I	
REAR FORK BUSHING					I & L	
*STEERING HEAD BEARINGS						I
BATTERY		I		I		
LIGHTING EQUIPMENT		I			I	
*SIDE STAND					I	
NUTS, BOLTS (TIGHTEN)		I			I	

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

** Initial service period 2,500 km (1,500 miles).

MAINTENANCE OPERATIONS

Engine Oil Level Check

Because of the CB750K's dry sump lubrication system, a specific procedure must be followed for accurate oil level checks.

1. Start engine. If the oil pressure light does not go out, stop engine immediately as severe engine damage may result.
2. Operate engine for approximately 10 minutes to stabilize level. Before the engine is warm, the level will appear too low.

If the engine has just been operated at high PRMs, idle the engine at least 30 seconds before stopping the engine to prevent a low reading.

3. Stop the engine, place the motorcycle on the center stand, and check the level with the dipstick.

Oil level must be maintained between the upper (6) and lower (7) (page 41) oil level marks on the dipstick.

Engine Oil

Oil and oil filter element change:

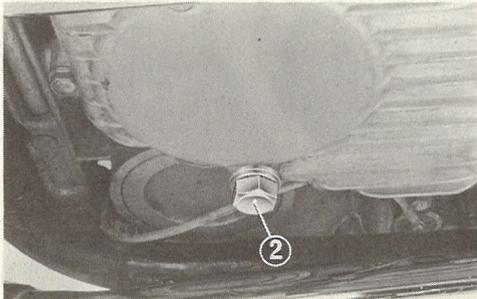
The engine oil is the chief factor affecting the performance and the service life of the engine. Therefore, the oil recommended on page 22 should be used and the oil should always be maintained at the proper level.



(1) Oil tank drain plug

Further, the oil should be changed and the oil filter element replaced at the maintenance intervals shown on page 37. Perform the engine oil change in the following manner.

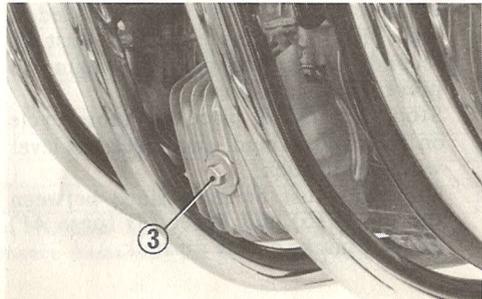
Drain the oil while the engine is still warm to assure complete and rapid draining.



(2) Crankcase drain plug

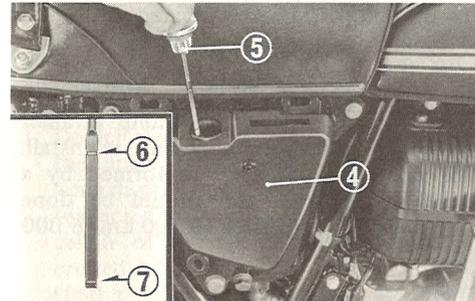
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1. Remove the right side cover.
2. Place an oil drain pan (1 gal.) under the oil tank to catch the oil. Remove the drain plug (1) (page 39) with a 17mm wrench and drain the oil. Place another oil drain pan under the crankcase, remove the crankcase drain plug (2) with a 17mm box wrench and drain the oil. Also remove the oil filter bolt (3) and the filter element.



(3) Oil filter bolt

3. After draining the oil tank and the crankcase, operate the kick starter pedal several times to force out all residual oil remaining in the oil system passages.
4. When the oil has been completely drained, reinstall the crankcase and oil tank drain plugs, making sure that the drain plug seals are in good condition.
5. Install the oil filter element and tighten



- (4) Oil tank (6) Upper level mark
(5) Filler cap dipstick (7) Lower level mark

the filter cover making sure the cover seal is in good condition.

At the 1000 km (500 miles) service remove and discard the original oil filter element and install a new filter element. Thereafter, it is recommended that a new filter element be installed at every 5000 km (3,000 miles) or 6 months.

6. Fill the oil tank with approximately 2.0ℓ (2.1 U.S. quarts) of premium quality, SE, SAE 10W-40 oil. Start the engine and operate for a few minutes. Stop the engine, refill the oil tank with oil while checking the oil level with the filler cap dipstick.

Run the engine for a few minutes, then stop the engine and check the oil level refer to engine oil level checking instructions (page 39).

CAUTION:

- * Do not overfill. Overfilling the tank will cause oil to be discharged out of the breather system.
- * When operating the motorcycle in unusually dusty conditions, oil changes must be performed at more frequent

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intervals than specified in the maintenance schedule.

- * If the motorcycle is going to be stored for an extended period, the oil should be changed prior to storage.

The oil change interval for your Honda engine is based on the use of oils that meet the requirements indicated in the section Engine Oil Recommendation on page 22. Oil change intervals longer than those listed in the MAINTENANCE SCHEDULE will result in serious reductions in engine life and may affect Honda obligation under the provisions of the new motorcycle guarantee.

Oil Pressure Check:

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

Cleaning Oil Pump Strainer

The oil pump strainer is located under the oil pump inside the crankcase oil pan. Remove the crankcase oil pan by removing ten retaining bolts to dismantle the oil pump strainer. Clean the pump strainer and sump pan thoroughly and re-install. This operation must be performed by a qualified mechanic and should be done during the 12 months or 10,000 km (6,000 miles) service.

Spark Plug Replacement and Adjustment

Standard spark plugs:

American model:

D8ES-L (NGK) or X24ES (ND)

Canadian model:

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

For most riding conditions this spark plug heat range is satisfactory. However, if the motorcycle is going to be operated for extended periods at high speeds and near maximum power in hot climates, the spark plugs should be changed to a colder heat range.

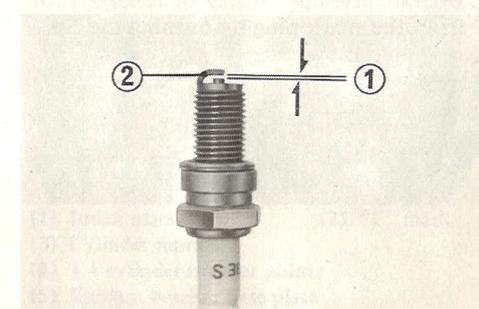
Spark plug cleaning and adjustment is done in the following manner.

1. Detach the spark plug lead and remove the spark plugs with the spark plug wrench provided in the tool kit.
2. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded excessively, replace the spark plug with a new one. If the spark plug is

carbon or wet fouled, the plug can sometimes be cleaned with a stiff wire brush.

3. Adjust the spark plug gap (1) to 0.6–0.7 mm (0.024–0.028 in.)

The gap can be measured with a feeler gauge. The adjustment is made by bending the negative (grounded) electrode (2).



(1) Spark plug gap (2) Negative electrode

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

CAUTION:

- * Spark plugs must be securely tightened. An improperly tightened plug can become very hot and possibly cause damage to the engine.
- * Never use a spark plug with a heat range that is not recommended for this motor-cycle.
- * Do not attempt to dry or remove soot from the spark plug by burning the tip.

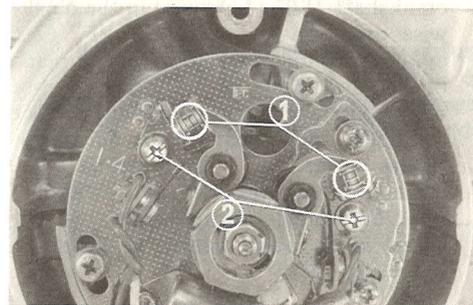
Ignition Timing Adjustment

Contact breaker point gap must be adjusted before the ignition timing adjustment is performed. Any change in gap will affect ignition timing.

Contact Breaker Point Gap Adjustment:

- Remove the point cover.
- Open contact points (1) with finger or small screw driver blade and examine for pitting. If pitted or burned, the points should be replaced and the condensers checked. A gray discoloration is normal and can be removed with a point file. Filing should be done carefully. Clean the point contacts after filing with a clean piece of unwaxed paper such as a business card, or with chemical point cleaner.
- Rotate the crankshaft in the clockwise direction to find the position where each breaker point gap is at maximum and check using a feeler gauge.

- The standard gap is 0.3–0.4 mm (0.012–0.017 in.)
- When adjustment is necessary, loosen the contact breaker plate locking screws (2) and move the contact breaker plate to achieve correct gap. When properly adjusted, retighten locking screws (2).

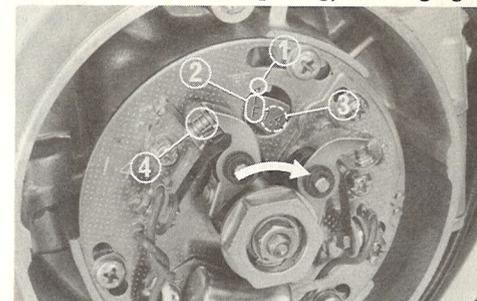


(1) Contact breaker points
(2) Contact breaker plate locking screw

Ignition Timing Adjustment;

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

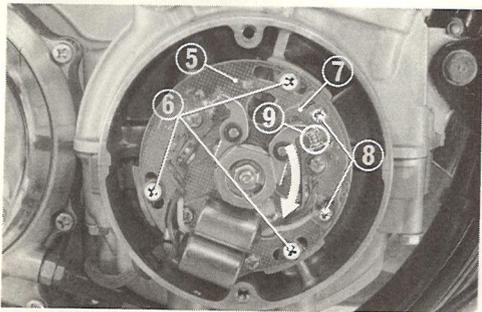
- Rotate the crankshaft in the clockwise direction and align the “F” timing mark (2) (1.4 cylinder (3)) to the timing index mark (1). At this time the contact breaker points (4) should just start to open. To determine accurately the exact moment of point opening, a timing light



(1) Index mark (2) “F” mark
(3) Cylinder number
(4) 1.4 cylinder breaker points
(5) Contact breaker base plate

should be connected across the 1.4 cylinder breaker points (4).

2. If the timing of the breaker point opening is incorrect (too early or too late), adjustment is made by loosening the three base plate locking screws (6) and carefully rotating the base plate (5) until the timing light flickers. Tighten base plate locking screws.



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

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NOTE:

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

3. Next, connect the timing light to 2.3 cylinder breaker points (9). Rotate the crankshaft 180° (1/2 turn) in the clockwise direction and align the "F" (2.3 cylinder) timing mark to the index mark (1). If the timing light flickers or goes off when these marks come into perfect alignment, no adjustment is necessary. If the moment of point opening is incorrect, loosen the two (2.3 cylinder) right base plate locking screws (8) and adjust in the same manner as described in section "2".

4. Recheck the contact breaker point gaps and the ignition timing. This static timing procedure is relatively accurate if done with care, however, for best results a stroboscopic timing light should be used to check both retarded and advanced engine ignition timing. Your Honda dealer has this equipment and can perform this operation for you.

CAUTION:

This ignition timing adjustment procedure must be made with care as advanced or retarded timing may cause engine damage. For best results, consult your Honda Dealer.

Valve Tappet Clearance Adjustment

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

NOTE:

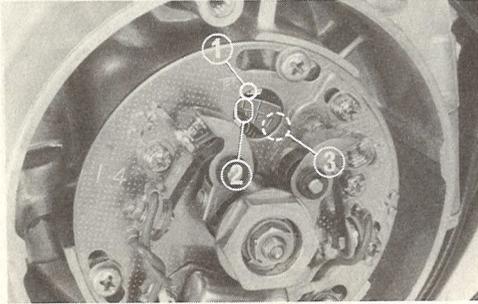
- * The check or adjustment of the tappet clearance should be performed while the engine is cold. The clearance may tend to increase as the temperature rises.
- * The cylinders are numbered 1-4 from the left side of the rider's position.

1. Turn fuel valve to the "OFF" position, remove both fuel lines from the fuel valve body, raise the seat and pull the rear fuel tank rubber mounting away from the rear tank mount. Raise the back of the fuel tank slightly and pull the tank back until it clears the forward tank mounts. Remove and set tank

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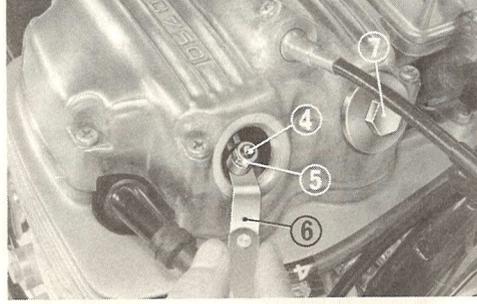
aside.

2. Remove the contact breaker point cover and the eight tappet adjusting hole caps (7).
3. While slowly rotating the crankshaft clockwise with the kick pedal, watch the #1 cylinder inlet valve tappet.



(1) Index mark (2) "T" mark
(3) 1.4 cylinder mark

When this tappet goes down all the way and the starts to lift, you must then watch for the alignment of the index mark (1) and the "T" mark (2). Check the 1.4 cylinder mark (3). In this position, the piston in #1 cylinder will be at T.D.C. (top-dead-center) of the compression stroke and the inlet and exhaust valves in the cylinder should be fully closed.



(4) Tappet adjusting screw (6) Feeler gauge
(5) Lock nut (7) Hole cap

4. Check the clearance of both valves by inserting the feeler gauge (6) between the tappet adjusting screw (4) and the valve stem. If clearance is correct there will be slight drag or resistance as the gauge is inserted. Adjustment is necessary if the clearance is too small or excessive.

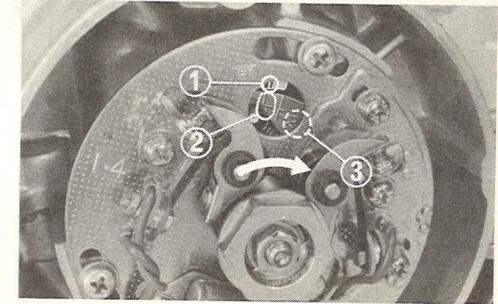
The standard tappet clearance is:

In: 0.05 mm (0.002 in.)

Ex: 0.08 mm (0.003 in.)

5. Adjustment is made by loosening the tappet screw lock nut (5) and turning screw (4) until there is slight drag on the feeler gauge (6). Hold the tappet adjusting screw in this position and tighten the lock nut (5). Recheck the clearance with the gauge.
6. To check or adjust clearance of #4 cylinder valves, rotate the crankshaft clockwise one full turn (360°) and align the marks as in step "3" above, then follow steps "4" and "5".

7. Valve tappet adjustment for 2.3 cylinder can be performed as in steps "3" through "5" however, the 2.3 cylinder mark (3) must show (not 1.4 mark) when the index mark (1) and "T" mark (2) are aligned. The #2 cylinder inlet tappet should be watched (not #1).



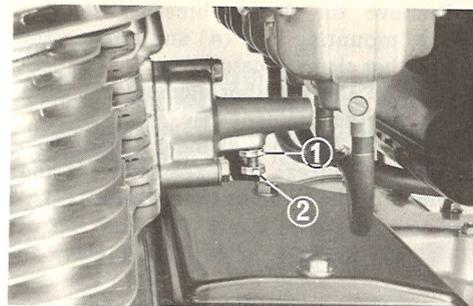
(1) Index mark (2) "T" mark
(3) 2.3 cylinder mark

8. To check or adjust #3 cylinder tappets, rotate the crankshaft one full turn (360°) and align the marks (2) as in step "7" above then follow steps "4" and "5".
9. Install all tappet adjusting hole caps. Do not overtighten.

Cam Chain Adjustment

A loose cam chain will cause the valve timing to change, resulting in poor engine performance. It will cause a drop in power output and also produce excessive noise.

1. Start the engine and set the idling speed to 900–1,100 rpm.
2. Loosen the tensioner lock nut (1) and the tensioner bolt (2).
When these are loosened, the cam chain tensioner will automatically position itself to provide the correct cam chain tension.
3. Retighten the tensioner bolt and lock nut.

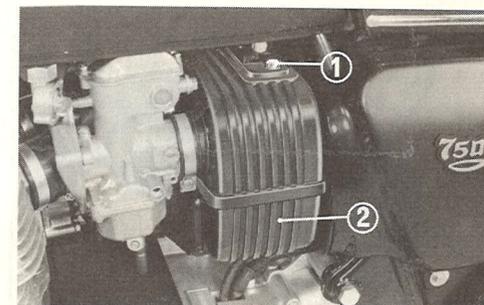


(1) Tensioner lock nut
(2) Tensioner bolt

Air Cleaner Maintenance

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

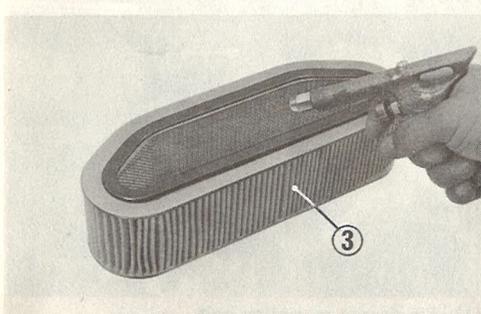
A device is built under the battery box to separate oil or water from the crankcase breather tube vapors. Clean the breather



(1) Air cleaner mounting bolt
(2) Air cleaner lower case

element when cleaning the air cleaner element.

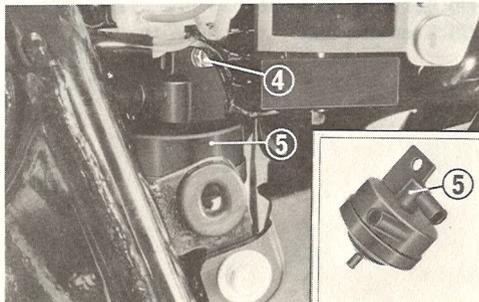
1. Remove the two air cleaner mounting bolts (1) and remove the air cleaner lower case (2).
2. Clean the air cleaner element by tapping it lightly to loosen dust. The remaining dust can be brushed from the outer element surface or blown away by applying compressed air from the inside of the element.



(3) Air cleaner element

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3. Remove the 6 mm breather element case mounting bolt (4) and remove the breather element case (5).
4. Remove 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.



(4) Breather element case mounting bolt

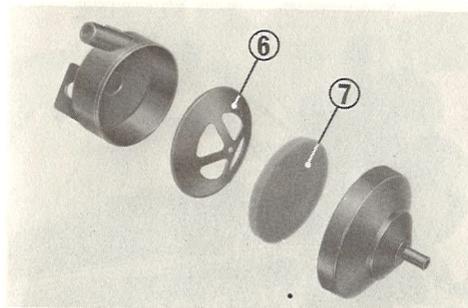
(5) Breather element case

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.

CAUTION:

Do not use acid, alkali or organic solvent for washing the breather element (7).



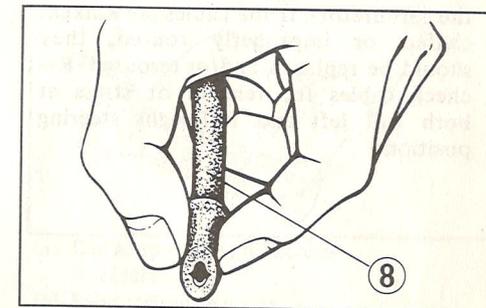
(6) Element retaining plate

(7) Breather element

6. Squeeze to open lower end of the drain tubes (8), and remove any oil or water which may have accumulated.
7. To reinstall the air cleaner, reverse the removal procedure.

CAUTION:

Check the drain tube for clogging and routing.



(8) Drain tube

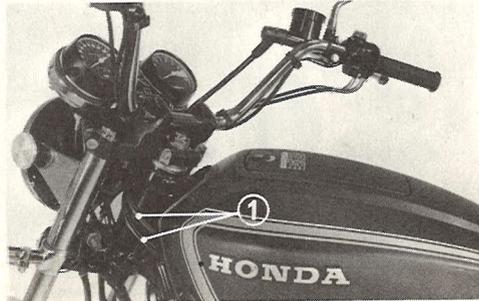
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Throttle Cable Inspection

WARNING:

For safe operation and positive engine response, the throttle cable must be properly adjusted.

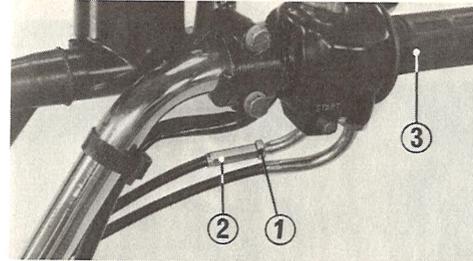
1. Check for smooth rotation of the throttle grip from the fully open to the fully closed positions. Check at full left and full right steering positions.
2. Inspect the condition of throttle cables from the throttle grip down to each of the carburetors. If the cables are kinked, chafed or improperly routed, they should be replaced and/or rerouted. Re-check cables for tension or stress at both full left and full right steering positions.



(1) Throttle cable

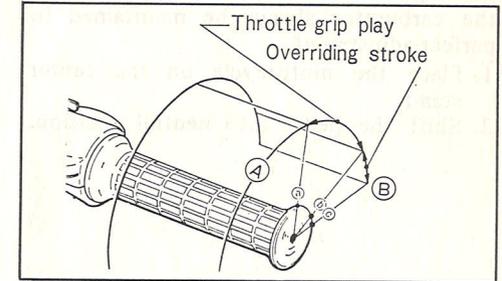
Throttle Grip Play Adjustment

1. The standard throttle grip play is 2–4 mm (0.08–0.16 in.) measured at the throttle grip flange. This measurement is made from the throttle grip in the closed position to the point the engine rpm starts to increase as the throttle grip is twisted (A). If adjustment is necessary, loosen the throttle grip adjuster lock nut (1) and turn the throttle grip adjuster (2). Tighten the lock nut after adjustment.



- (1) Throttle grip adjuster lock nut
- (2) Throttle grip adjuster
- (3) Throttle grip

2. Next, twist the throttle grip outward (B) until a resistance is felt and then measure the travel of the grip from the point of resistance to the full stop position. This travel is called the “overriding stroke” and should be 3.2–6.4 mm (1/8–1/4 in.). If the overriding stroke is less than the standard specified, have the adjustment performed by an authorized Honda dealer.



- (a) Engine rpm starts to increase from idling rpm
- (b) Point resistance is felt
- (c) Throttle full closed position

Carburetor Adjustment

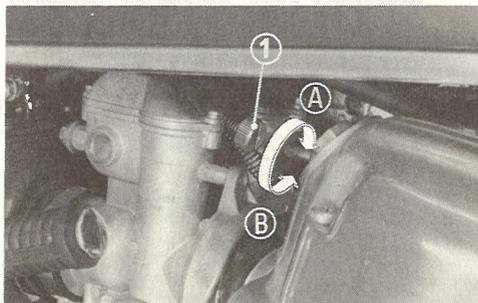
NOTE:

Before making adjustments to the carburetor, be sure the ignition system is functioning properly and the engine has good compression. Do not attempt to compensate for other faults by carburetor adjustment.

A carburetor which is out of adjustment will adversely affect the performance of the engine; therefore, it is important that the carburetor always be maintained in perfect adjustment.

1. Place the motorcycle on the center stand.
2. Shift the pedal into neutral position.

3. Start and warm up the engine for several minutes.
4. Set the engine idle speed to 950–1,050 rpm by adjusting the stop screw (1). Turning the stop screw in the (A) direction will increase the rpm, and turning in the (B) direction will result in a decrease.



(1) Stop screw

5. After performing the adjustment in section 1 through 4 above, if the proper idle speed cannot be obtained, have the carburetors readjusted by your authorized Honda dealer.

NOTE:

Carburetor synchronization requires the use of special instruments and should be performed by an authorized Honda dealer.

Fuel Filter Maintenance

The fuel filter is incorporated in the fuel valve which is mounted on the bottom of the fuel tank at the left side. Accumulation of dirt in the filter will restrict the flow of fuel; therefore, the fuel filter should be serviced periodically by your authorized Honda dealer.

Clutch Adjustment

The clutch should be adjusted so that pulling in the clutch lever will completely disengage the transmission from the engine. If the clutch does not completely disengage, the engine will stall when shifting into gear or else the motorcycle will have a tendency to creep.

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

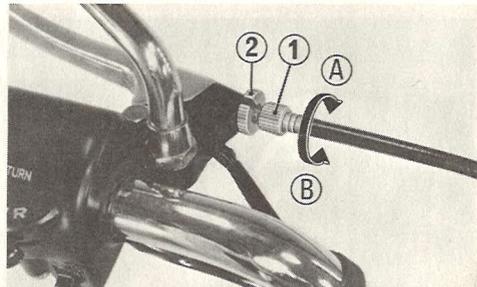
The normal clutch lever free play is **10–20 mm (0.4–0.8 in.)** measured at lever end before the clutch starts to disengage.

To adjust, perform the following steps.

1. Screw the clutch cable adjusting bolt (1), located at the clutch lever, all the way into (A) the clutch lever bracket.
2. Turn the clutch cable adjusting bolt (3), located at the clutch housing, in

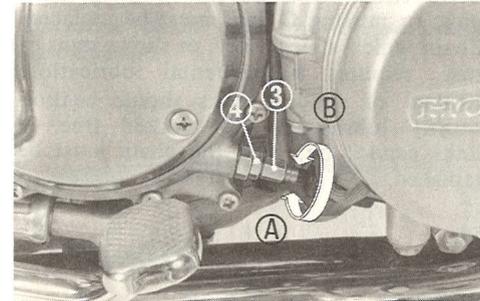
the direction (B) to loosen the clutch cable. (refer to page 59).

3. Remove the clutch cover. Loosen the clutch lifter adjusting screw lock nut (6) (refer to page 59), turn the clutch adjusting screw (5) in the clockwise direction (A) until a slight resistance is felt. From this position, turn the adjusting screw (5) in the counterclockwise direction (B) 1/4–1/2 turn. Tighten the lock nut (6).



(1) Clutch cable adjusting bolt
(2) Lock nut

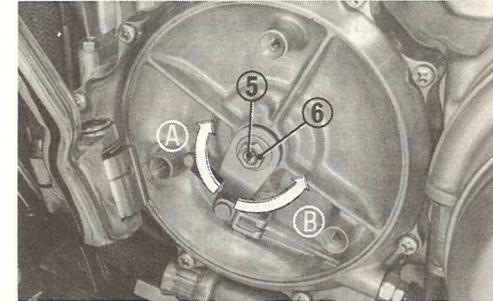
4. Turn the clutch cable adjusting bolt, located at the clutch housing side of engine, in the (A) direction so that there is approximately 20 mm (0.8 in.) of free play at the end of the clutch lever, then tighten lock nut (4).
5. The remaining clutch lever free play is obtained by the clutch cable adjusting bolt (1) (refer to page 58).
6. After the adjustment has been made, check to see that the clutch is not slip-



(3) Clutch cable adjusting bolt
(4) Lock nut

ping and that the clutch is properly disengaging.

After the engine starts, pull in the clutch lever and shift into gear, and make sure that the engine does not stall, and the motorcycle does not creep. Gradually release the clutch lever and open the throttle, the motorcycle should start smoothly and gradually accelerate.



(5) Clutch adjusting screws
(6) Adjusting screw lock nut

Drive Chain Maintenance

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

The drive chain must be checked, and serviced as necessary, every 1,000 km (500 miles). If your CB750K is operated at sustained high speeds, or under conditions of frequent rapid acceleration, the drive chain must be serviced more often.

Inspection:

Place the motorcycle on its center stand, with transmission in neutral and ignition switch off.

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

DRIVE CHAIN

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

SPROCKETS

- * Excessively Worn Teeth
- * Broken or Damaged Teeth

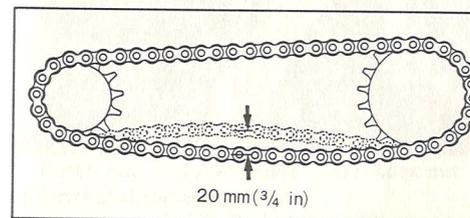
Drive chain with damaged rollers, loose pins, or missing O-rings must be replaced. Chain which appears dry, or shows signs of rust, requires supplemental lubrication. Kinked or binding links should be thoroughly lubricated and worked free. If links cannot be freed the chain must be replaced.

Measuring drive chain tension:

Check drive chain tension at a point midway between the drive sprocket and the rear wheel sprocket. Move the chain up and down with your fingers, and measure the amount of slack. Drive chain tension should be adjusted to 20mm (3/4 in.) and never be allowed to exceed 50mm (2 in.). Slack becomes greater as the chain wears. If chain slack is found to exceed the above limit, the drive chain must be re-adjusted.

CAUTION:

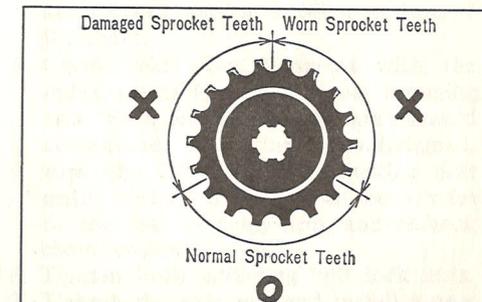
Excessive chain slack may cause crankcase damage.



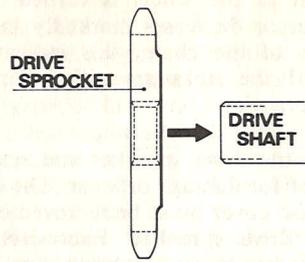
Drive chain tension should remain fairly constant as the wheel is turned. If slack increases or decreases markedly in certain sections of the chain, this indicates that some of the links are either kinked or have worn pins.

Inspecting the sprocket:

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



Install the drive sprocket as shown below.



Recommended Sprocket Sizes

Drive sprocket (engine)	Driven Sprocket (rear wheel)
15-Tooth	41-Tooth

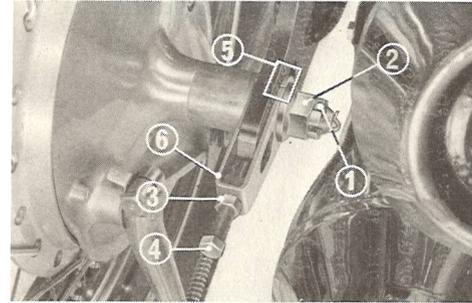
CAUTION:

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

Adjustment:

Drive chain slack should be checked and adjusted as necessary, every 1,000 km (500 miles). CB750K motorcycle operated at sustained high speeds, or under conditions of frequent rapid acceleration, may require more frequent adjustment. The procedure for drive chain adjustment is as follows.

1. Place the motorcycle on its center stand, with the transmission in neutral and the ignition switch off.



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

2. Remove the cotter pin (1) from the rear axle nut (2), and loosen the nut.
3. Loosen lock nuts (3) on both adjusting bolts (4).

4. Turn both adjusting bolts an equal number of turns until the correct drive chain tension is obtained. Turn adjusting bolts clockwise to tighten the chain, or counterclockwise to provide more slack.

Adjust to provide 20mm (3/4 in.) of chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel and recheck tension at other sections of the chain.

5. Check rear axle alignment with the index marks (5) on the rear swinging arm. Both left and right marks should correspond. If the axle is misaligned, turn the left or right adjusting bolt until marks correspond on both sides of the rear swinging arm, and recheck chain tension.

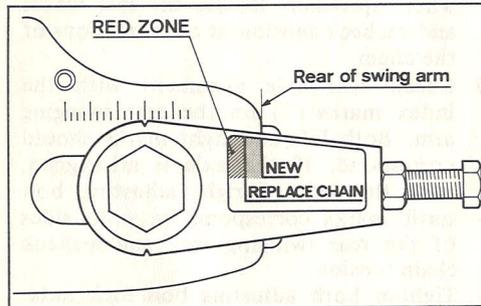
6. Tighten both adjusting bolt lock nuts.
7. Tighten the axle nut and install a new cotter pin.

CAUTION:

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

* **WEAR INSPECTION**

Check the chain wear label when adjusting the chain. If the red zone on the



label aligns with the rear of swing arm after the chain has been adjusted to 20mm (3/4 in.) slack, the chain is excessively worn and must be replaced.

* **CHAIN REPLACEMENT**

When a new drive chain is installed, a new wear label must be attached according to the directions provided with the replacement chain. Since new chain lengths vary slightly, proper label placement is necessary to provide an accurate wear and replacement indication.

Lubrication and cleaning:

Lubricate every 1,000 km (500 miles) or sooner if chain appears dry.

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

Replacement chain:

DID630DL or RK630SO

Front Brake

The CB750K front brake is a hydraulic disc type.

When pressure is applied to the brake lever, brake fluid transmits the pressure to the brake piston in the caliper, pressing the friction pads against the disc.

Brake fluid is a medium for transmitting pressure and plays a vital role in the brake system. Therefore, when scheduled brake maintenance is performed, it is imperative that the front brake system is inspected to ensure that there is no fluid leakage. As the friction pads wear, additional fluid is taken into the system from the fluid reservoir to compensate for the friction pad wear. Because of this feature, the disc brake is self-adjusting and the brake control lever free travel will remain constant once it has been established, providing the hydraulic system is free of air.

If the control lever free travel becomes excessive and the friction pads are not worn beyond the recommended limit (page 70), there is probably air in the brake

system and it must be bled.

Brake Fluid:

WARNING:

Brake fluid may be harmful if swallowed. It may cause irritation. Avoid contact with skin or eyes. If swallowed induce vomiting by giving an emetic such as two table-spoonfuls of table salt in a glass of warm water and call a physician. In case of contact with skin or eyes, flush with plenty of water. Get medical attention for eyes. KEEP OUT OF REACH OF CHILDREN.

CAUTION:

* Before removing the reservoir cap always clean around it.

The brake fluid level in the reservoir should be checked at regular intervals. Clean around the reservoir cap. Remove the cap, washer and diaphragm. Whenever the level is lower than the level mark (1) engraved inside the reservoir, fill the reservoir with **DOT 3 BRAKE FLUID** from a sealed container, up to the level mark. Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

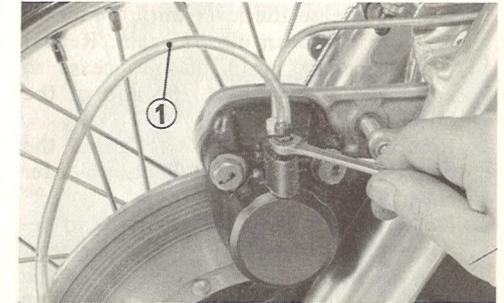


(1) Level mark

Bleeding the brake system:

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

a. Remove the dust cap from the bleeder valve and attach bleeder hose (1).



(1) Bleeder hose

- b. Place the free end of the bleeder hose into a glass container which has some hydraulic brake fluid in it so that the end of the hose can be submerged.
- c. Fill the reservoir using only the recommended brake fluid. Screw the cap partially on the reservoir to prevent entry of dust.
- d. Pump the brake lever several times until pressure can be felt. Hold the lever tight, open the bleeder valve about one-half turn and squeeze the lever all the way down.
Do not release the lever until the bleeder valve has been closed again. Repeat this procedure until bubbles cease to appear in the fluid at the end of the hose.
- e. Remove the bleeder hose, tighten the bleeder valve and install the bleeder valve dust cap.
- f. Do not allow the fluid reservoir to become empty during the bleeding operation as this will allow air to enter the system again. Fill the reservoir as often as necessary while bleeding.

- g. Check for absence of leaks in the front brake lines while holding pressure against the brake lever. Fill the reservoir when bleeding is completed. Reinstall the diaphragm, washer and reservoir cap and tighten.

When the hydraulic brake system has been drained, fill as outlined below:

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

CAUTION:

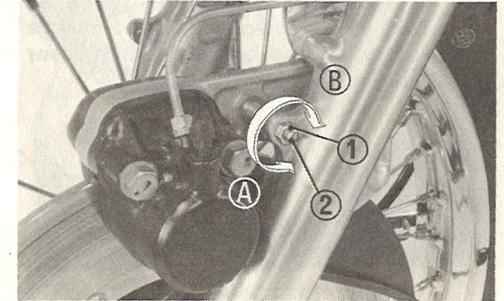
- * Use only DOT 3 brake fluid from a sealed container.
- * Do not mix brake fluid brands and never re-use the contaminated fluid which has been pumped out during brake bleeding, because this will impair the efficiency of the brake system.
- * Brake fluid must be handled with care because it will damage paint and instrument lenses.

Brake caliper adjustment:

Whenever the brake pads are replaced, the brake caliper must be adjusted. This adjustment is made in the following manner:

- a. Raise the front wheel off the ground by placing a support block under the engine.
- b. Loosen the caliper stopper bolt lock nut (1).

- c. Using a suitable screw driver, turn the stopper bolt (2) in direction (A) until the friction pad contacts the brake disc. When the wheel is rotated, slight drag should be noticed.
- d. While rotating the front wheel, turn the stopper bolt in direction (B) until the front wheel rotates freely.
- e. Turn the stopper bolt in direction (B) 1/2 turn further and tighten the lock nut.



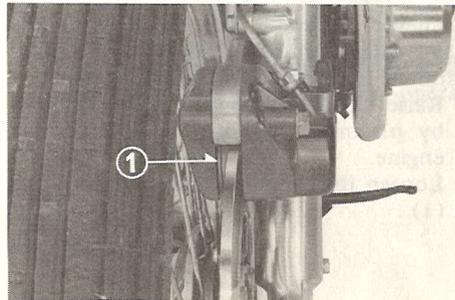
(1) Stopper bolt lock nut (2) Stopper bolt

Brake pads:

Brake pad wear will depend upon the severity of usage, type of driving, and condition of the roads. It may be expected that the pads will wear faster on dirty and wet roads. Inspect the pads visually during all regular service intervals to determine the pad wear. If the pad wears to the red line (1), replace both pads with a new set.

NOTE:

Use only genuine Honda replacement friction pads or their equivalent offered by authorized Honda dealers. When service is necessary on the brakes, consult your Honda dealer.

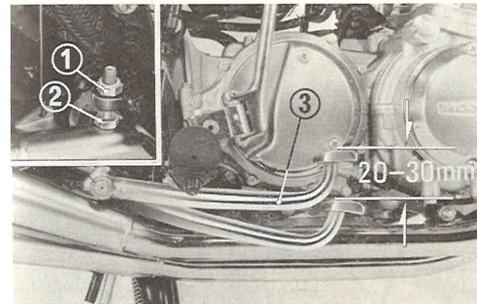


(1) Red line

Rear Brake

Rear brake adjustment (Engine off):

1. Raise the rear wheel off the ground by placing the motorcycle on its center stand.
2. The stopper bolt (2) is provided to allow adjustment of the pedal height. To adjust the rear brake, loosen the lock nut (1), and turn the stopper bolt.

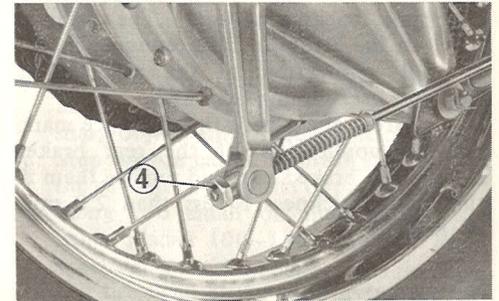


(1) Lock nut (2) Pedal stopper bolt (3) Rear brake pedal

3. Free play is 20–30 mm (0.8–1.2 in.). If adjustment is necessary, make the adjustment by turning the rear brake adjusting nut (4). Turn clockwise for less free play, counterclockwise for more free play.

NOTES:

- * Make sure that the cutout on the adjusting nut is seated on the brake arm pin after the final adjustment has been made. If the rear wheel assembly has



(4) Rear brake adjusting nut

been moved forward or rearward, as in drive chain adjustment, the rear brake may require adjustment.

- * Inspect the mounting of the rear brake arm to the brake shoe actuating cam to make sure that the locking bolt is tight and the splines undamaged.

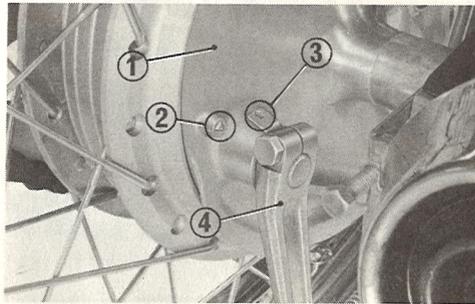
Wear indicator:

When the rear brake is applied, an arrow (3), adjacent to the rear brake arm (4), moves toward a reference mark (2) on the rear brake backing plate (1). The distance between the arrow and the reference mark, on full application of the rear brake, indicates brake lining thickness.

If the arrow aligns with the reference mark on full application of the rear brake, inspect the brake shoes and replace them if the lining thickness is less than 2.0 mm (0.08 in.).

NOTE:

- * When brake service is necessary, see your authorized Honda dealer, who has been properly trained to perform such service. Use only high quality genuine Honda parts or their equivalent.



(1) Rear brake backing plate (3) Arrow
(2) Reference mark (4) Rear brake arm

Tire Servicing

Tire tread wear:

Tires should be replaced when center tread depth is worn to the following limits:

Min. Recommend Tire Center Tread Depth	
Front:	1.5 mm (1/16 in.)
Rear:	2.0 mm (3/32 in.)

WARNING:

Operation with excessively worn tires is very hazardous and will adversely affect traction, stability, and handling.

Tire damage:

Replace damaged tires. Do not patch or vulcanize a tire casing.

We recommend that punctured inner tubes be replaced. Inner tubes should be patched only in emergency situations when replacement tubes are not available.

If replacing an inner tube, be certain to select the correct size for the tire casing. Be

certain to locate and eliminate the cause of damage before reassembling the tire and tube on the wheel.

WARNING:

Patching may adversely affect wheel balance. Also, a poorly bonded patch may cause subsequent tire deflation.

Tire removal and installation:

- Remove the wheel assembly as described in Front or Rear Wheel Removal (pages 84–86).
- Lay wheel assembly on a rag or cardboard to prevent damage to disc.
- Remove valve core and valve stem retaining nuts. Locate and remove any sharp objects imbedded in the tire.
- Step on tire casing to break it free from the rim. Repeat on the opposite side.
- Using two small or medium size tire irons, placed 100–150 mm (4–6 in.) apart and inserted between the rim edge and tire bead at the valve stem location, pry in and downward with both tire irons while depressing the tire bead

- opposite the tire irons with your foot. When tire bead is above the rim edge, remove one tire iron and move it 76–100 mm (3–4 in.) further away from the tire iron supporting the tire bead and insert and pry the tire bead further off of the rim. Proceed in this manner until the entire side of the tire casing is above and clear of the rim edge.
- f. The deflated inner tube can now be pulled from the tire casing and the inner tire casing inspected for damage or protruding sharp object, etc. Locate and eliminate cause of flat or puncture.
 - g. If the tire is to be replaced, pry the other tire bead from the wheel rim as described in step “e”, and remove the tire from the rim (this step is not necessary if only the inner tube is to be replaced). Install one bead of the new tire in the wheel rim and proceed with installation of the inner tube.
 - h. Inspect the wheel rim inner tube protector strip to see that it is in good condition and centered over the spoke nipples.

- i. Align the tire balance mark with the valve stem hole in the rim and insert a new inner tube of the correct size by inflating very slightly. Leave the valve core in the valve stem.
- j. Work the inner tube into proper position in the tire casing and insert the valve stem through the valve stem hole in the rim. Install a valve stem retaining nut partially, but not tightly onto the valve stem. Remove valve core.
- k. Apply a light coating of tire mounting solution (liquid detergent can be used in an emergency) to each of the tire bead surfaces, and between the free tire bead and rim edge.
- l. The tire can now be stepped into place using your heels. Place both heels on the tire bead opposite the valve core and press the tire bead into place progressively with each step in opposite directions around the wheel.
- m. When 80–90% of the tire bead is in place, use a tire mounting mallet (heavy rubber, leather or plastic hammer) to force the remaining section into position. Avoid using tire irons or screw drivers for this operation as inner tube punctures will result.
- n. Insert the valve core and overinflate the standard pressure by approximately 0.7 kg/cm² (10 psi). This will help to properly seat the tire beads onto the rim. Inspect for proper tire bead seating and deflate the tire. Reinflate to the specified pressure (see page 24) and tighten the valve stem retaining nut.
- o. Recheck the tire pressure and install the valve stem cap.
- p. Install wheel assembly as per instructions on pages 84–86.

WARNING:

Remember when repairing a flat or installing a new tire:

- 1) Always locate and eliminate the cause of the tire failure to avoid subsequent failure.

- 2) Never attempt to patch or vulcanize a tire casing as this weakens the casing and may result in a blowout.
- 3) An innertube should be patched only in emergency situations. A patched innertube is not as reliable as a new tube.
- 4) The innertube size must correspond with the tire casing size or it will cause the tube to wrinkle or to be stretched beyond its designed capacity. In either case the innertube will be weakened increasing the possibility of failure.
- 5) The use of tires other than those listed on the tire information label may adversely affect handling.
- 6) Tire servicing and replacement require skill and special tools. In as much as the safety of the rider is dependent upon the good condition of the tires and wheel assemblies, we urge you to have this service performed by your authorized Honda Dealer.

Wheel Balance :

During high speed riding, the balance of the wheel will have considerable effect on the steering stability, therefore, the balance should be checked periodically.

WARNING:

- * Wheel balance can affect the safety, stability, and handling of this motorcycle. When wheel balancing is necessary, see your authorized Honda motorcycle dealer.
- * When removing the tire from the rim for repair or tire change, the tire balance mark (yellow) and the valve stem should be in alignment.
- * Removing the balance weight or relocating it to a different spoke nipple will affect the wheel balance.
- * Maintenance of spoke tension and wheel trueness are critical to safe motorcycle operation. During the first 500 miles, spokes will loosen more rapidly due to initial seating of parts. Excessively loose spokes may result in high speed instability and possible loss of control.

Front Suspension Inspection

Check the front fork assembly by locking the front brake and pumping the fork up and down vigorously.

Suspension action should be smooth and there must be no oil seepage.

Carefully inspect all front suspension fasteners for tightness. This includes the attachment points of the fork tubes, brake components and handlebar.

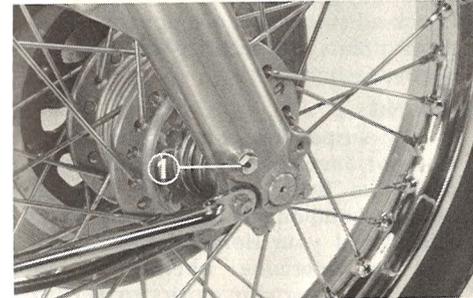
WARNING:

If any suspension components appear worn or damaged, consult your Honda dealer for further inspection. The suspension components are directly safety related and your Honda dealer is qualified to determine whether or not replacement parts or repairs are needed.

Front Fork Oil Change

To maintain good riding characteristics and increase fork service life, the oil in the front fork should be changed periodically.

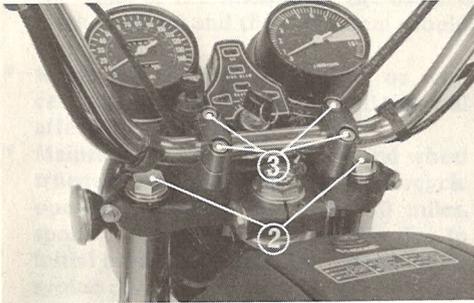
1. Unscrew the front fork drain plug (1) at the bottom of fork cylinder. Drain the oil by pumping the fork while plug is out. Replace the plug securely after draining.



(1) Front fork drain plug

2. Set the motorcycle on the center stand.
3. Place a jack under the crankcase to control lowering of the front end.
4. Remove the handlebar by removing the four handlebar bolt caps and removing the bolts (3).
5. Unscrew the fork filler plugs (2) until free.
6. Lower the jack under the engine to extend the fork springs with the attached filler plugs.

7. Move the fork springs to one side and pour 145 cc (4.9 ozs.) of premium quality ATF (automatic transmission fluid) into each fork leg.
8. Raise the jack under the engine to allow the fork springs and filler plugs to return into the fork legs.
9. Securely tighten the fork filler plugs (2).
10. Reinstall handlebar, tightening the two front bolts first, then securely tighten the two rear bolts.
11. Remove the jack from under the engine.



(2) Fork filler plugs (3) Handlebar bolts

Rear Suspension Inspection

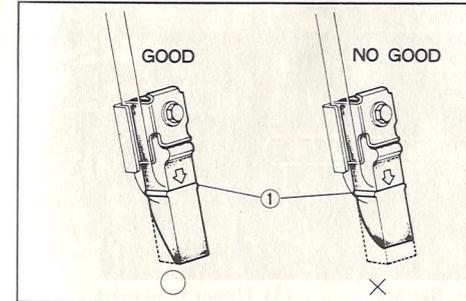
Check the rear suspension periodically by careful visual examination. Note the following items.

1. Rear fork bushing—this can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the center stand and feeling for looseness of the fork bushings.
2. Check side stand installation for ease of operation and damage, side stand spring for damage and loss of tension, and side stand rubber for wear.
3. Check all suspension component attachment points for security of their respective fasteners.

WARNING:

* If any suspension components appear worn or damaged, consult your Honda dealer for further inspection. The suspension components are directly safety related and your Honda dealer is qualified to determine whether or not replacement parts or repairs are needed.

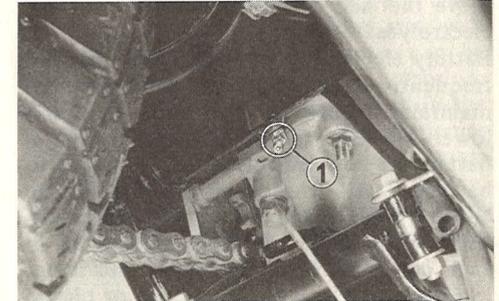
* The rear suspension units on the CB750K are sealed at the factory and do not require servicing. Never attempt to destroy the seal or disassemble the rear suspension damper units.



(1) Wear line

Rear Fork Bushing Lubrication

There is a lubrication point (1) as shown in the figure. It is recommended that lubrication be performed every 6 months or 3,000 miles whichever occurs first. Use multipurpose grease, Type NLGI No. 2.



(1) Grease nipple

Battery Maintenance

If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage will occur. Inspecting and maintaining the electrolyte level is a simple, quick operation, therefore, it should be performed frequently as indicated in the MAINTENANCE SCHEDULE (page 38) and PRE-RIDING INSPECTION (page 23).

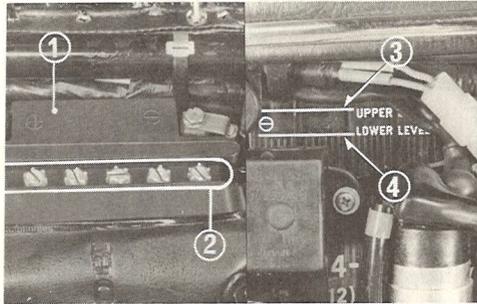
Battery electrolyte:

The battery is mounted under the seat. Remove the side cover to check the battery electrolyte.

Battery electrolyte should be checked frequently. The electrolyte level must be maintained between the upper (3) and lower (4) level marks on the side of the battery. If the electrolyte level is found to be low, raise the seat and remove the battery filler caps, and carefully add distilled water until the electrolyte level in each cell is between the upper and lower level marks. Use a small syringe or plastic funnel to add water.

WARNING:

Charge the battery in a well-ventilated area. Remove the filler caps and make sure the charger is connected properly to the battery before charging.



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

CAUTION:

Use only distilled water in the battery. Tap water will shorten the service life of the battery. Consult your Honda dealer if you are experiencing an excessively high rate of battery electrolyte loss.

Battery removal and installation:

The battery should be removed for prolonged storage, or for recharging if electrolyte specific gravity falls below 1.200 @ 68°F (20°C).

WARNING:

The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately. Eyes: Flush with water and get prompt medical attention. Batteries produce explosive gases. Keep sparks,

flame, cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries. KEEP OUT OF REACH OF CHILDREN.

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

WARNING:

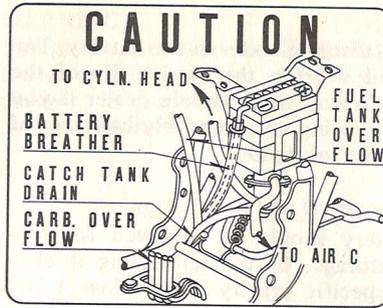
Check the fuel tank over flow tube for clogging, bending and cracking.

CAUTION:

- * Do not overtighten these terminal connections as damage to the battery terminals may result.
- * When installing the battery, route the battery breather tube as shown in the figure and be careful not to bend or twist the breather tube. A bent or kinked breather tube may pressurize the battery and damage its case.

NOTE:

Apply petroleum jelly to the battery terminals to retard corrosion.



Battery charging:

Should the battery electrolyte specific gravity reading (measured with a hydrometer) drop below 1.200 @ 68°F (20°C), the battery should be charged at a rate not to exceed 1.2 amps until the specific gravity reading is between 1.260 and 1.280 @ 68°F (20°C).

WARNING:

Charge the battery in a well-ventilated area. Remove the filler caps and make sure the charger is connected properly to the battery before charging.

Frequent discharging or a partially discharged battery condition is sometimes the result of improper starting procedure, poor engine condition and/or electrical system problems. To locate and correct the cause of this condition, we suggest you contact your Honda dealer.

When storing the motorcycle the battery negative (-) cable should be disconnected or the battery removed and stored in a cool place. The battery should be charged at least once a month during the storage period to preserve battery life.

Fuse replacement:

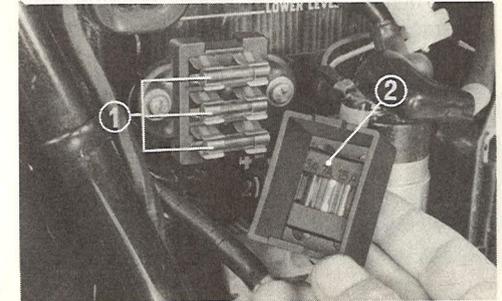
The fuse box is located inside the left side cover.

The recommended fuses for this model are 15A, 7A and 5A. When frequent failure of a fuse occurs, it usually indicates a short circuit or on overload in the electrical system. In this case the electrical system should be checked visually for damaged insulation or other possible malfunctions. If the problem cannot be located visually,

the motorcycle should be examined by an authorized Honda dealer.

WARNING:

- * Never use a fuse with a different rating from that specified on the fuse box or specified in the Owner's Manual.
- * Never use conductive material to replace a recommended fuse or serious damage to the electrical system of your motorcycle will result.



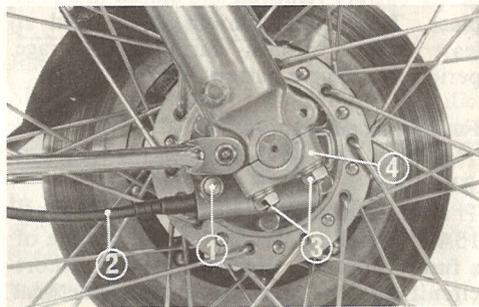
(1) Fuse (2) Spare fuses

Front Wheel Removal

1. Raise the front wheel off the ground by placing a support block under the engine.
2. Remove the speedometer cable set screw (1) and disconnect the speedometer cable (2).
3. Remove the front axle holder nuts (3) (two on each side), and remove the front axle holders (4) (one on each side). Remove the front wheel. Take care not to damage the brake hose.
4. To install the front wheel assembly, reverse the removal procedure.

NOTE:

Do not depress the brake lever when the wheel is off the motorcycle because the caliper piston will be forced out of the cylinder with subsequent loss of brake fluid. If this does occur, servicing of the brake system will be necessary.



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

WARNING:

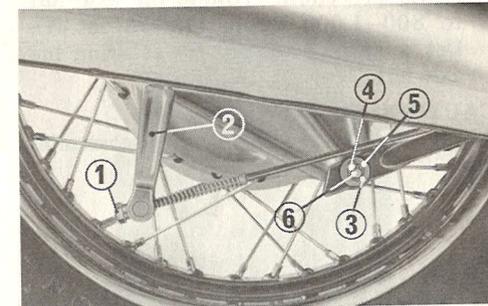
- * When installing the caliper, fit the brake disc between the brake pads carefully.
- * Install the axle holders with the "F" arrow forward and tighten the forward holder nuts first to the specified torque, then tighten the rear nuts to the same torque.
- * After installing the wheel, apply the brakes several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or wheel does not rotate freely.

Torque for axle holder:

180–250 kg-cm (13–18 lbs-ft.)

Rear Wheel Removal

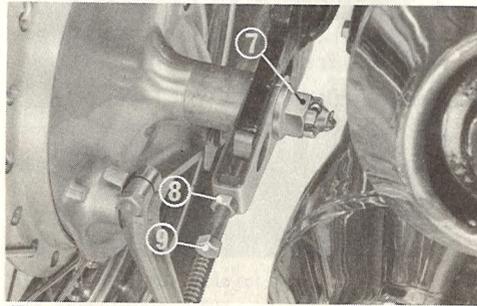
1. Place the motorcycle on its center stand.
2. Remove the rear brake adjusting nut (1).
3. Disconnect the rear brake rod from the rear brake arm (2).
4. Remove the cotter pin (3), nut (4) washer (5) and bolt (6).



- (1) Rear brake adjusting nut
- (2) Rear brake arm
- (3) Cotter pin
- (4) nut
- (5) Washer
- (6) Bolt

5. Remove the cotter pin from the right side of the rear axle and loosen the axle nut (7).
6. Loosen the drive chain adjusting bolt lock nuts (8), back out the adjusting bolts (9) and turn the chain adjusters downward.
7. Push the wheel forward, lift the chain off the sprocket, then pull the wheel forward, clear of the rear fork.
8. To install the rear wheel, reverse the removal procedure. Torque the axle nut to 800–1,000 kg-cm (58–73 lbs.-ft). Use a new cotter pin for securing the axle nut.

CAUTION:
Always use new cotter pin when reassembling.

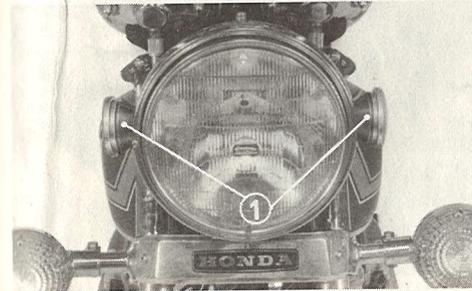


- (7) Axle nut
- (8) Lock nut
- (9) Adjusting bolt

Headlight Beam Adjustment

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

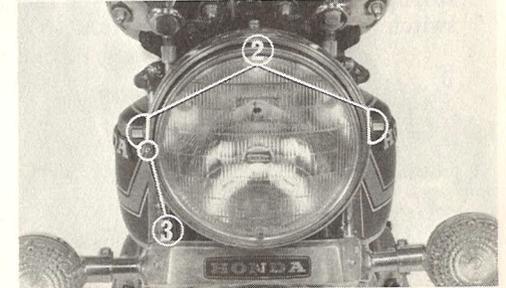
1. The vertical adjustment is made by removing the side marker reflectors (1) and loosening the bolts (2) which mount the headlight assembly, then tilting the headlight as required.



- (1) Side marker reflectors

2. The horizontal beam adjustment is made with the adjusting screw (3) located on the left side of the headlight when facing the motorcycle. Turning the screw clockwise will focus the beam toward the left side of the rider and turning the screw counter-clockwise will focus the beam toward the right side.

CAUTION:
Adjust the headlight beam as specified by local laws and regulations.

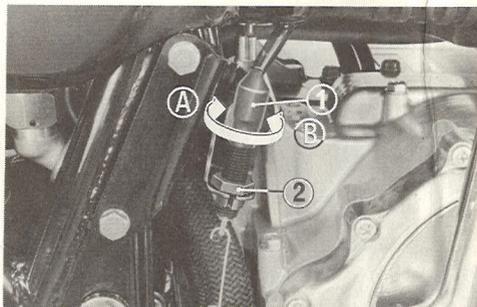


- (2) Headlight mounting bolts
- (3) Beam adjusting screw

Stoplight Switch Adjustment

The stoplight switch adjustment is made at the stoplight switch (1) located on the right side toward the rear of the engine.

1. Turn on the ignition switch.
2. Adjust the stoplight switch (1) so that the stoplight will come on when the brake pedal is depressed to the point where the brake just starts to engage. If the stoplight switch is late in switching on the stoplight, turn the switch adjusting nut (2) in direction (A) and if the stoplight comes on too early, turn the switch adjusting nut in direction (B).

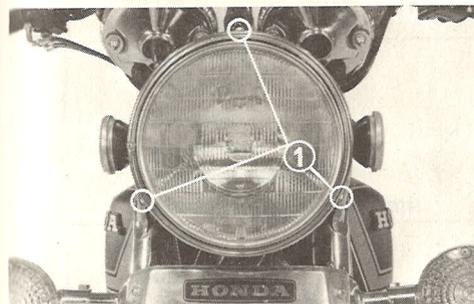


(1) Stoplight switch
(2) Adjusting nut

Headlight Bulb Replacement

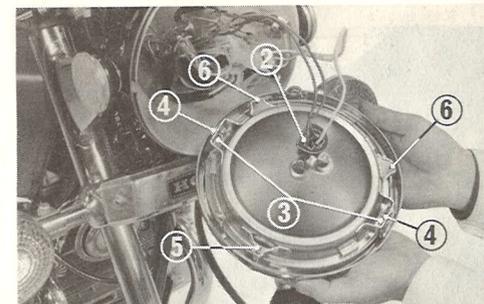
When exchanging the light bulbs, always replace the bulb with one of the specified type and rating. This is important to prevent the electrical lighting circuit from malfunctioning.

1. Remove holding screws (1) and remove the headlight unit from the case.
2. Disconnect the socket (2) from the unit.



(1) Holding screws

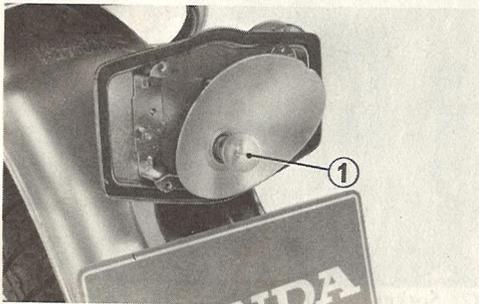
3. Remove the upper and lower retaining lock pins (3), screws (4) and horizontal adjusting screw (5) from the rim.
4. Remove the two sealed beam unit retaining screws (6).
5. Install a new sealed beam unit. Assemble by reversing the procedure described above.



(2) Socket (3) Lock pins (4) Lock screws
(5) Horizontal adjusting screw
(6) Sealed beam unit retaining screws

Tail/Stoplight Bulb Replacement

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



(1) Tail&stop light bulb

Turn Signal Light Bulb Replacement

The bulb replacement is made in the same manner as for the tail&stop light bulb.

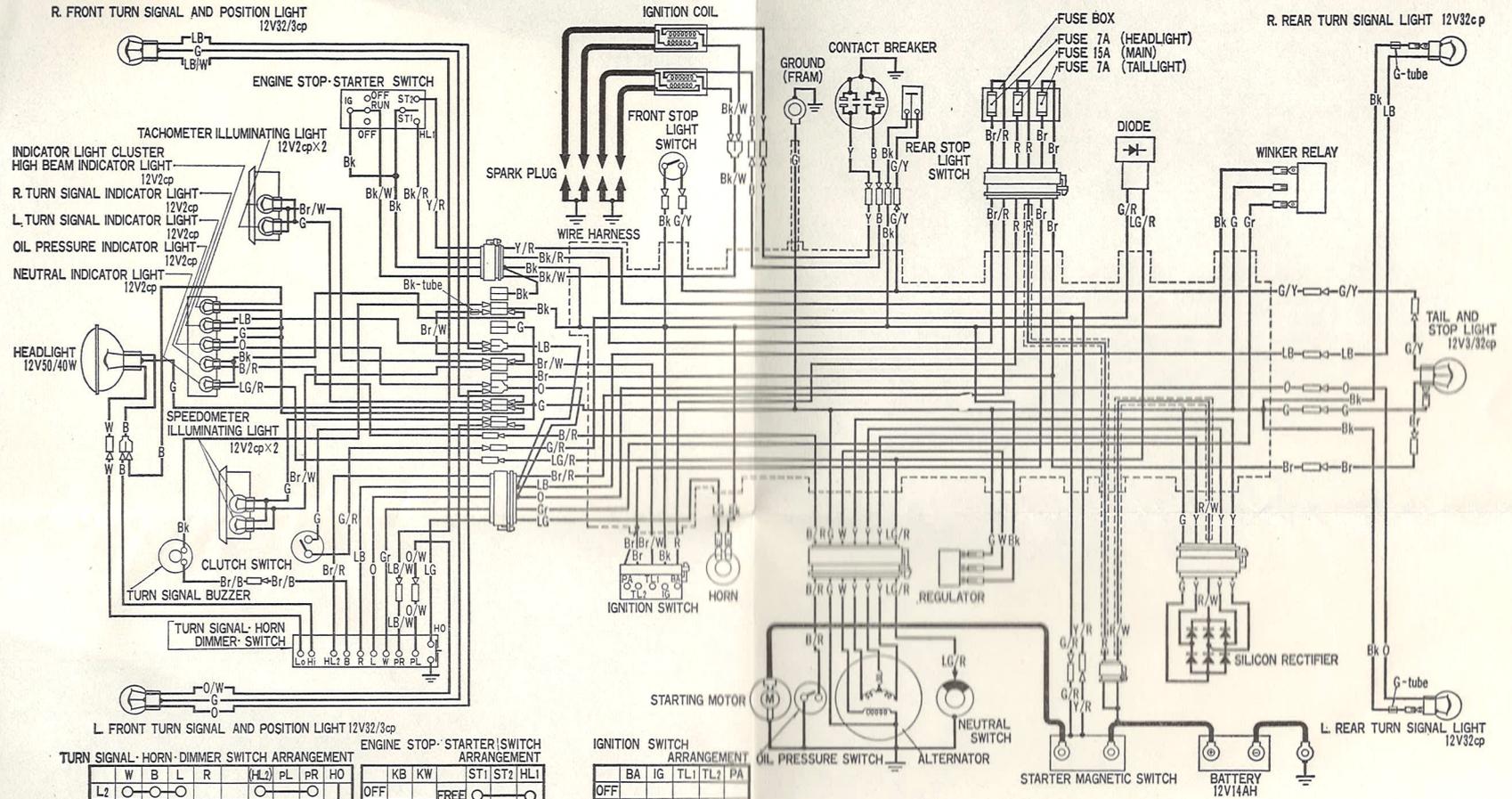
SPECIFICATIONS

Item	
DIMENSIONS	
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.)
WEIGHT	
Dry weight	231 kg (508 lbs)
CAPACITIES	
Engine oil	3.5 lit (3.7 U.S. qt., 3.1 Imp.qt.)
Fuel tank	19.0 lit (5.0 U.S. gal., 4.2 Imp. gal.)
Fuel reserve tank	4.0 lit (1.1 U.S. gal., 0.9 Imp gal.)
Passenger capacity	Operator and one passenger
Vehicle capacity load limit	163 kg (360 lbs)
ENGINE	
Bore and stroke	61.0 × 63.0 mm (2.402 × 2.480 in.)
Compression ratio	9.2 : 1
Displacement	736 cc (44.9 cu.in.)

Item	
Contact breaker point gap	0.3–0.4 mm (0.012–0.016 in.)
Spark plug gap	0.6–0.7 mm (0.024–0.028 in.)
Valve tappet clearance	INTAKE: 0.05 mm (0.002 in.) EXHAUST: 0.08 mm (0.003 in.)
CHASSIS AND SUSPENSION	
Caster	62°
Trail	115 mm (4.5 in.)
Tire size, front	3.50 H19 (4PR)
Tire size, rear	4.50 H17A (4PR)
POWER TRANSMISSION	
Primary reduction	1.708
Final reduction	2.733
Gear ratio, 1st	2.500
2nd	1.708
3rd	1.333
4th	1.133
5th	0.969

Item	
ELECTRICAL	
Battery	12V–14AH
Generator	Three Phase A.C. 12V–0.21 kW @ 5,000 rpm
Firing order	1–2–4–3
Fuse	15 amp, 7 amp, and 5 amp.
LIGHTS	
Headlight	12V–40W/50W
Tail/stoplight	12V–3 CP/32 CP SAE TRADE No. 1157
Turn signal light	12V–32 CP FRONT: SAE TRADE No. 1034 REAR : SAE TRADE No. 1073
Meter lights	12V–2 CP SAE TRADE NO.: No. 57
Position light	12V–3 CP

CB 750 WIRING DIAGRAM



L. FRONT TURN SIGNAL AND POSITION LIGHT 12V32/3cp

TURN SIGNAL - HORN - DIMMER SWITCH ARRANGEMENT

	W	B	L	R	(H-L)	PL	PR	HO
L2	○	○	○	○	○	○	○	○
L1	○	○	○	○	○	○	○	○
N	○	○	○	○	○	○	○	○
R1	○	○	○	○	○	○	○	○
R2	○	○	○	○	○	○	○	○
					HL2	Hi	Lo	
					(N)			
					Lo			

ENGINE STOP-STARTER SWITCH ARRANGEMENT

	KB	KW	ST1	ST2	HL1
OFF	○	○	○	○	○
RUN	○	○	○	○	○
OFF	○	○	○	○	○

IGNITION SWITCH ARRANGEMENT

	BA	IG	TL1	TL2	PA
OFF	○	○	○	○	○
ON I	○	○	○	○	○
ON II	○	○	○	○	○

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

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 HONDA MOTOR CO., LTD.

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