

HONDA

MODEL

CB750



HONDA MOTOR CO., LTD. 1975

OWNER'S

MANUAL

76

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 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.**

CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

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

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

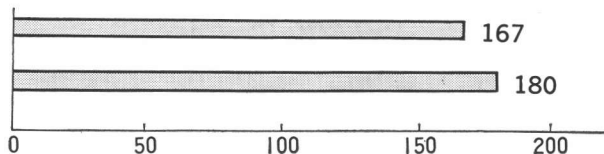
Description of vehicles to which this table applies. HONDA CB 750

Fully Operational Service Brake

Load

Light

Maximum



Stopping Distance in Feet from 60 mph

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.

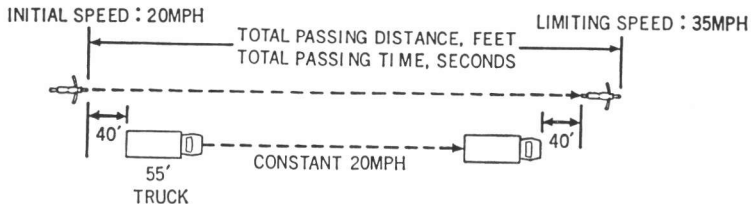
Description of vehicles to which this table applies: HONDA CB 750

SUMMARY TABLE:

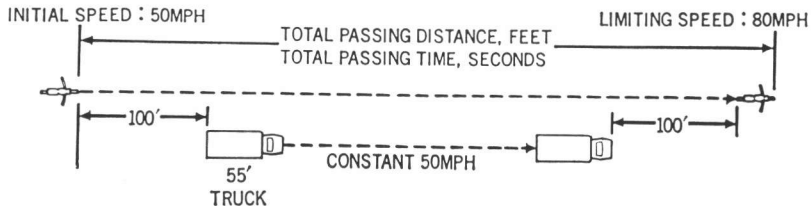
Low-speed pass 352 feet ; 7.2 seconds

High-speed pass 892 feet ; 8.6 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 loca-

tions.

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 fatal motorcycle accidents 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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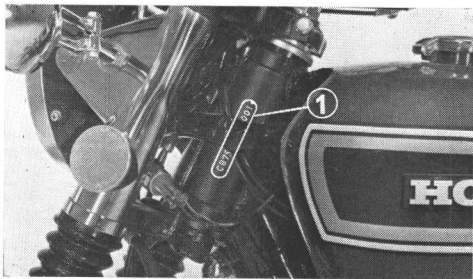
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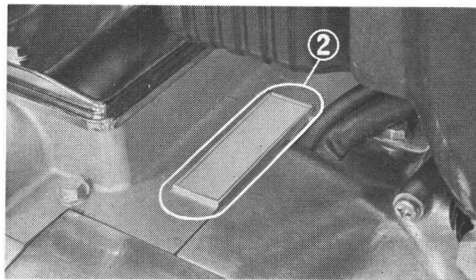
■ SERIAL NUMBER LOCATION

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

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

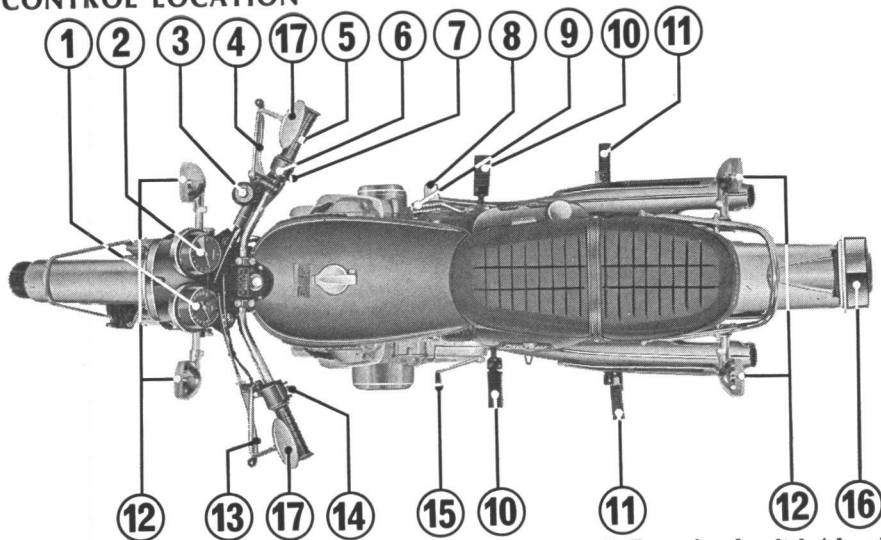


① Frame serial number



② Engine serial number

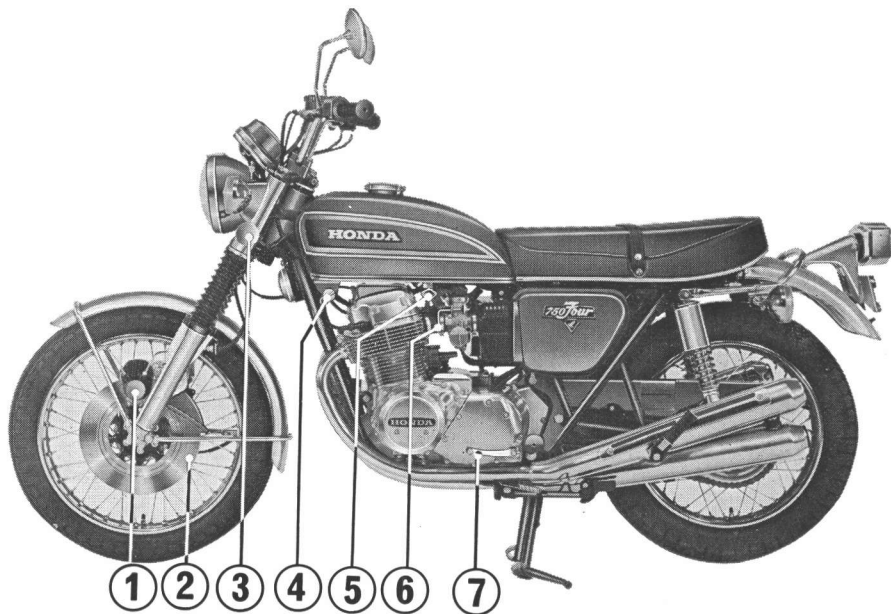
■ CONTROL LOCATION



- ① Speedometer
- ② Tachometer
- ③ Disc brake fluid reservoir and master cylinder
- ④ Front brake lever
- ⑤ Throttle grip
- ⑥ Engine stop switch

- ⑦ Starter button
- ⑧ Rear brake pedal
- ⑨ Kick starter pedal
- ⑩ Foot rests-rider
- ⑪ Foot rests-passenger
- ⑫ Turn signal lights
- ⑬ Clutch lever

- ⑭ Turn signal switch (above)
Headlight dimmer switch (below)
Horn button
- ⑮ Gear change pedal
- ⑯ Tail, stop and parking light
- ⑰ Rear view mirrors

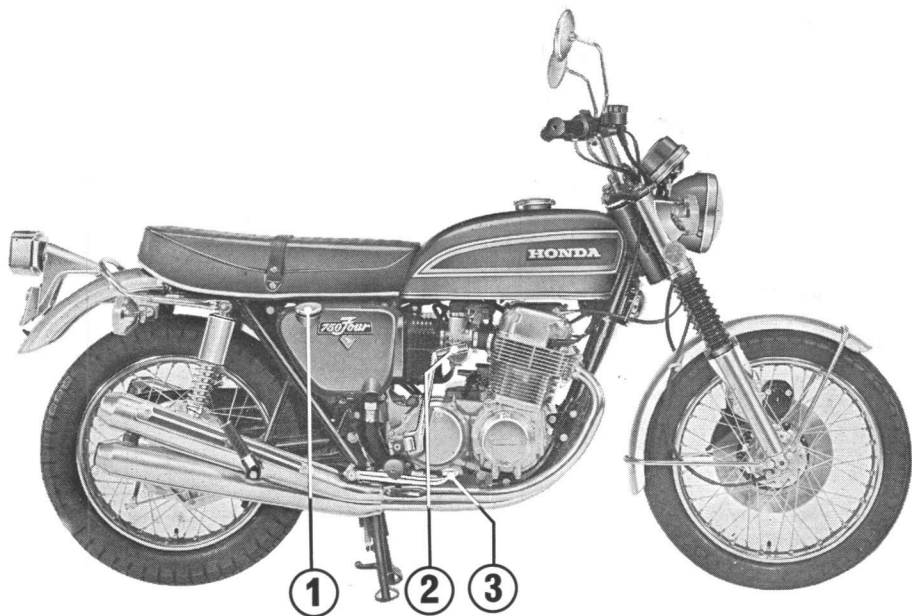


① Front brake caliper
② Front brake disc

③ Side marker reflector
④ Ignition switch

⑤ Fuel valve
⑥ Choke lever

⑦ Gear change pedal



- ① Oil tank filler cap
② Kick starter pedal

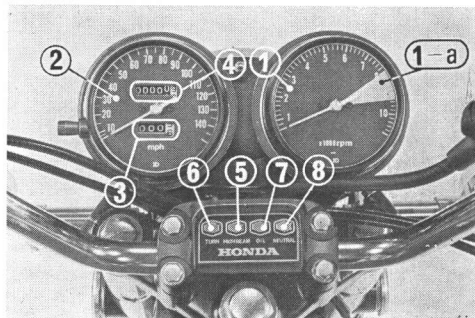
- ③ Rear brake pedal

■ OPERATING INSTRUCTIONS

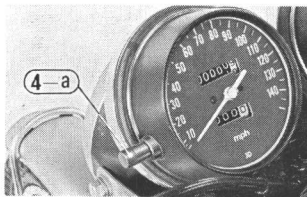
● Instruments and Indicator Lights

The instruments are mounted above the headlight and the indicator lamps are mounted in the upper holder of handle-bars.

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



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

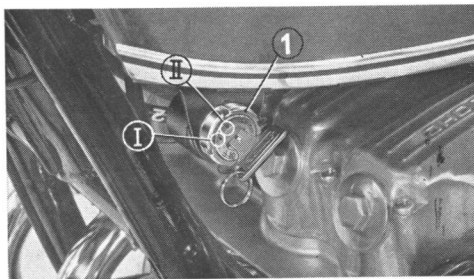


Ref. No.	Description	Function and Operating Method
1.	Tachometer	Indicates engine RPM.
1-a.	Tachometer RED ZONE	Indicates critical engine operating range. To avoid over-stressing engine components the tachometer needle must NEVER be permitted to enter the RED ZONE.
2.	Speedometer	Indicates driving speed.
3.	Odometer	Indicates total accumulated distance traveled.
4.	Trip-meter	Indicates distance traveled (meter can be reset for each trip).
4-a.	Trip-meter reset knob	Reset the trip-meter to zero (0) by turning the trip-meter reset knob in the direction of the arrow.
5.	High beam indicator lamp (blue)	Lamp will be on when headlight is on high beam. (Refer to page 14)
6.	Turn signal indicator lamp (amber)	Lamp will flash when either turn signal light is operating. (Refer to page 14).

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

● Ignition Switch

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



① Ignition switch

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

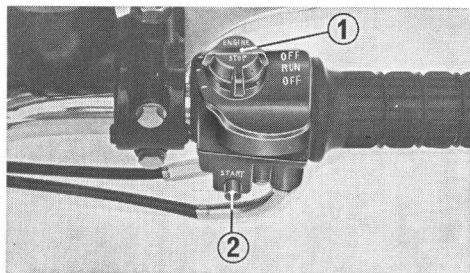
● Engine Stop Switch

The three position engine stop switch ① is located on top of the right handlebar grip switch housing. In the "RUN" position (center) the ignition circuit is completed and engine will operate. In the "OFF" position (either side of center) the ignition circuit is open and the engine will not operate.

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

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

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.



- ① Engine stop switch
- ② Starter button

● 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.

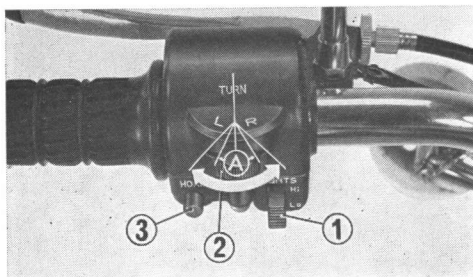
As long as the starter button is pressed for cranking the engine, the headlight will automatically go out, but the taillight stays on.

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

● Headlight Dimmer Switch

Headlight dimmer switch ① is located on left handlebar grip switch housing.

When the headlight dimmer switch is moved to the "Hi" position, the high beam is on. When the switch is moved to the "Lo" position, the low beam is on.



- ① Headlight dimmer switch
- ② Turn signal switch
- ③ Horn button

● Turn Signal Switch

Move the turn signal switch ② to the "L" position when making a left turn and to the "R" position when making a right turn.

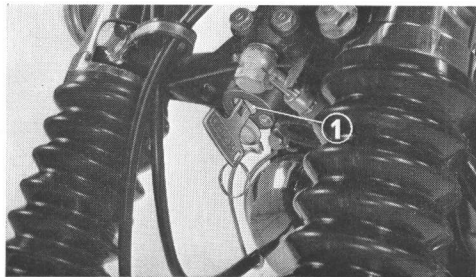
When the switch is moved within range ④ in the figure, the turn signal light flashes. When the switch is moved beyond the range, the light flashes and warning buzzer sounds. This buzzer is provided to tell the rider that the light is still flashing after a turn is made.

● Horn Button

This is a push button switch ③ located directly below the turn signal switch ②. While the horn button switch is pressed the horn will operate.

● Steering Lock

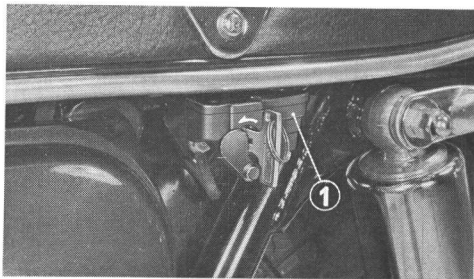
This steering lock ① is located on the steering stem directly below the headlight case. Turn the handlebar all the way to the steering stop, either to the left or right. Insert the key into the lock, turn key 60° to the left and press in. Turn the lock to the original position and remove the key. This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



① Steering lock

● Seat Lock

The seat lock ① is located at the left center under the seat. To raise the seat insert the key into the lock and turn it counter-clockwise. The document compartment ② is built in the seat and its lid is accessible by raising the seat.



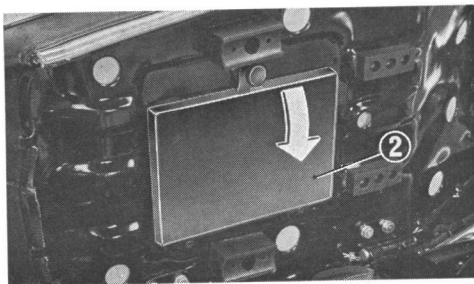
① Seat lock

WARNING: The seat is a double lock type. Make sure that the seat is locked by pushing it down.

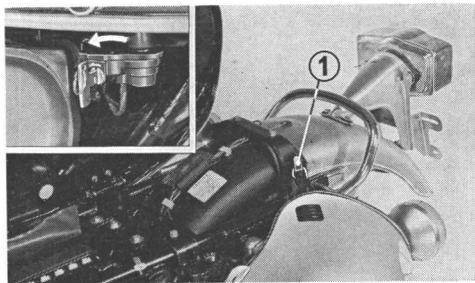
● Helmet Holder

Two helmet holders ① are located at the rear of the seat. To hang helmets raise the seat, hang helmets by "D" rings and push down the seat.

WARNING: 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.



② Document compartment

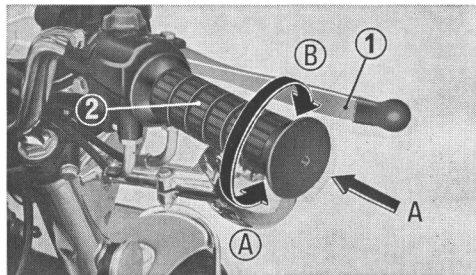


① Helmet holder

● Throttle Grip

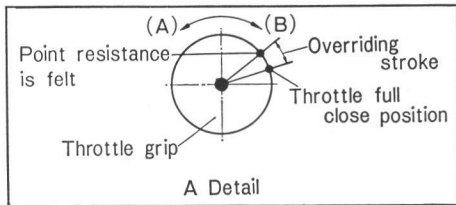
Throttle control is in the right handlebar grip ②. Twisting the throttle grip inward ① opens the throttle and increases the engine rpm; twisting the grip outward ② will close the throttle. As the throttle grip is closed all the way, a resistance will be felt. At this point the engine

speed should drop to idling (950 rpm); if not, twist grip further into the overriding stroke. If the engine does not drop to the idle speed, the throttle control should be adjusted by referring to the section on THROTTLE CABLE and CARBURETOR ADJUSTMENT on page 49 to 51.



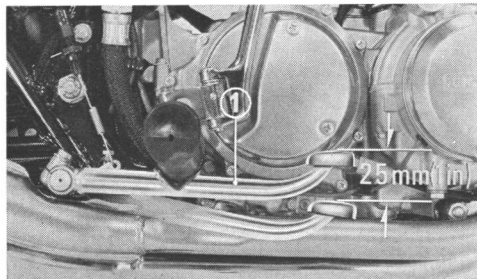
① Front brake lever

② Throttle grip



Rear Brake Pedal

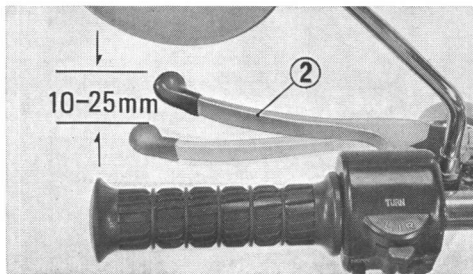
The rear brake pedal ① is located at the right foot rest. Application of the rear brake is effected by depressing the pedal with a force proportional to the braking effort required. If pedal free travel is excessive, see page 59 for inspection and servicing. Normal free travel is approximately **25 mm (1 in.)**.



① Rear brake pedal

● Clutch Lever

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

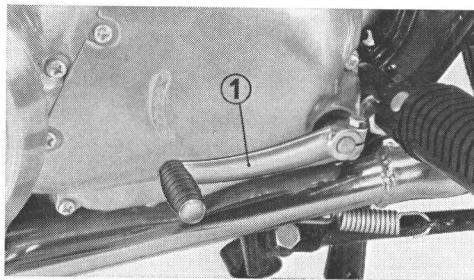


② Clutch lever

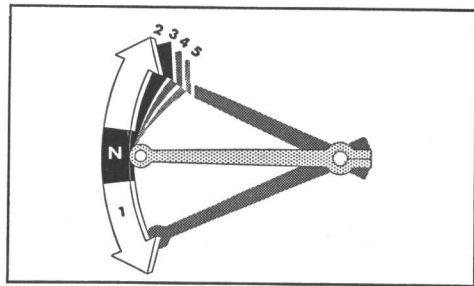
● Gear Change Pedal

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

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



① Gear change pedal



SHIFTING SEQUENCE

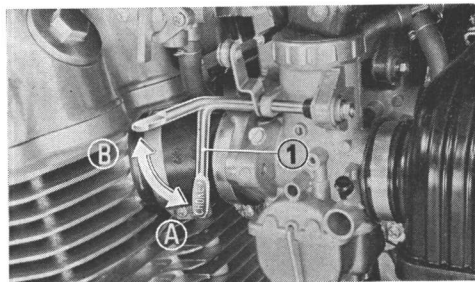
● Kick Starter Pedal

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

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

● Choke Lever

The choke lever ① is located at the left side of the engine on the left cylinder carburetor. When the choke lever is down ④ (normal driving position), the chokes are fully open. When the choke lever is up ⑤, the chokes are fully closed (Cold Engine Starting Position).



① Choke lever

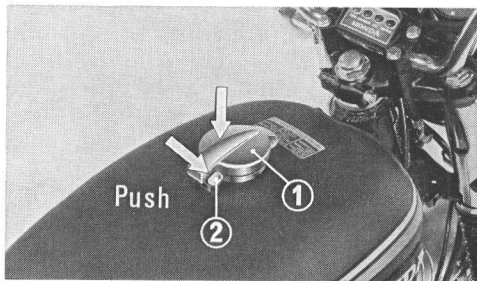
■ FUEL AND OIL

● Fuel Tank

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

Use low-lead or regular gasoline with a Research Octane number of 91 or higher or a Pump Octane number of 86 or higher.

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.



① Fuel filler cap

② Lock lever

WARNING:

1. 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.
2. Do not overfill the tank (there should be no fuel in the filler neck). After refueling, make sure the filler cap is closed securely.
3. 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.

● Fuel Filler Cap

While pressing down the cap ①, depress the lock lever ② and the cap will be opened.

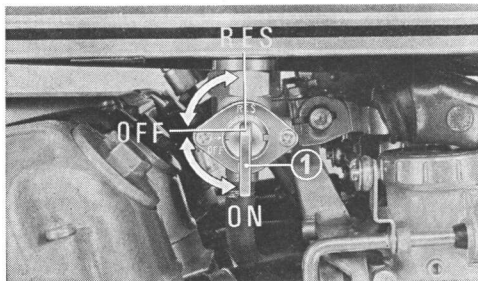
● Fuel Valve

The fuel valve ① is located at the left under side of the fuel tank. When the fuel valve is in the "OFF" (forward) position, fuel cannot flow from the fuel tank to the carburetors. The fuel valve should be set in this "OFF" position when the motorcycle is parked. Turning the fuel valve to the "ON" (straight down) position allows fuel to flow to the carburetors from the main fuel supply. Turning the fuel valve to the "RES" (straight up) position allows fuel to flow from the

reserve supply. When the main fuel supply is exhausted, the fuel valve should be turned to the "RES" position thereby allowing you to proceed to the nearest service station. The fuel valve also incorporates a filter screen and sediment bowl which requires periodic inspection and cleaning (page 51).

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

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.

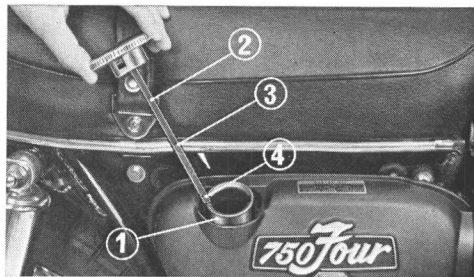


① Fuel valve

● Oil Tank

The oil tank ① is located on the right side below and to the rear of the seat center. This tank serves as a reservoir for oil which is supplied to engine, transmission and clutch components by an oil feed pump. A scavenge pump returns the oil to the oil tank. The CB750 engine incorporates a "dry sump" lubrication system, therefore, oil level inspection and oil change are performed at the oil tank. The oil tank capacity is 2.1 U.S. quarts. The motorcycle should be on the main stand when checking oil level. To check oil level, remove oil tank filler cap ② and observe oil level as indicated on the oil dipstick. If the oil level is between the upper ③ and lower ④ oil level marks on the dipstick, the engine can be operated. If the oil level is at or below the lower mark ④, yet some oil is visible in the tank, do not add oil to the tank until the engine has been started and

allowed to operate for several minutes and oil level on the dipstick has been rechecked.



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

● Engine Oil Recommendation

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

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

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

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 35.

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

● Viscosity

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

Recommended oil viscosity:

General all temperatures

SAE 10 W-40

Alternate:

Above 59°F (15°C)

SAE 30

32° (0°C) to 59°F (15°C)

SAE 20 or 20 W

Below 32°F (0°C)

SAE 10 W

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

1. Oil Tank Level. (page 23)
2. Fuel Level. (page 21)
3. Front and Rear Brakes. (page 18, 59)
4. Wheels and Tires. (page 65)
5. Steering Operation. (page 72)
6. Front and Rear Suspension Units. (page 72, 74)

7. Lighting System. (page 12~14, 79~83)
8. Battery Electrolyte. (page 75)
9. Drive Chain. (page 54)
10. Throttle Operation. (page 49)
11. Clutch Operation. (page 52)
12. Visually check the security of all controls, axles, suspension and steering components.

■ STARTING THE ENGINE

● Cold Engine Starting Procedure

NOTE: The electrical system of the CB750 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.

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

is in the "RUN" position.

4. Raise the choke lever to the fully closed position.
5. Open the throttle slightly and press the starter switch button. If the engine does not start within 5 seconds, release the starter button and allow the starter motor to rest for approximately 10 seconds before pressing the starter button again. If the engine does not start readily with the electric starter, 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, turn off the ignition switch and lower the choke lever to the fully open position, open the throttle fully and crank the engine using either the electric starter or the kick starter pedal. Turn the ignition switch

to the "ON" position and follow the starting procedure outlined in steps 1 through 5, however, at this time the choke is not necessary.

6. After the engine starts, operate at approximately 2,000 RPM until the engine will properly respond to the throttle when the choke is open.

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.

● Starting in Extremely Cold Weather

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

● Warm Engine Starting Procedure

When the engine is to be re-started while it is still warm, proceed with 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

Continued excellence of performance and economy depend to a great degree upon the treatment and handling given during the first 600 miles of operation. It cannot be over-emphasized that the engine and motorcycle as a whole will benefit from a proper break-in. 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 600 miles must not exceed 5,000 rpm.
2. Increase the maximum continuous engine speed by 2,000 rpm between odometer readings of 600 and 1,000 miles. Do not exceed 7,000 rpm. Vary speeds frequently, and use full throttle for short spurts only.
3. Never lug the engine with excessive throttle at low engine speeds. This

rule is applicable not only during break-in but at all times.

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

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

■ RIDING THE MOTORCYCLE

WARNING:

1. Exhaust pipes and mufflers 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.
2. 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 gear (1st).

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 the engine speed by opening the throttle. Coordination of the throttle and clutch lever will assure a smooth, positive start.
4. When the motorcycle attains a moderate 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.
5. This sequence is repeated to progressively shift to 3rd, 4th and top gear (5th).

CAUTION:

1. **When changing gears, the clutch must be disengaged and the throttle momentarily closed to avoid overrevving the engine and over-stressing the drive train components.**
2. **To avoid battery discharge do not coast for a long distance with transmission in neutral.**

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

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

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

CAUTION: Do not coast for a long distance with the engine off, and do not tow the motorcycle a long distance, unless the drive chain is first removed. Even with gears in neutral, the transmission is properly lubricated only when the engine is running. Inadequate lubrication may damage the transmission.

WARNING:

1. When riding on wet roads or when riding in rainy conditions, the frictional contact between the tires and the road

is greatly reduced, therefore extreme caution should be exercised during operation including braking, acceleration and turning.

2. When descending a 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.

■ PARKING

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

■ SAFE RIDING SUGGESTIONS

1. Always make a PRE-RIDING INSPECTION prior to riding your motorcycle (see page 24).
2. Never ride a motorcycle without a helmet and it is recommended that the motorcyclist wear boots, gloves, eye protection, and bright clothing to further enhance 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 your feet on the foot rests while riding. Encourage a passenger to hold himself on the motorcycle with both hands and to use the passenger foot rests.

5. Obey all federal and local law regulations.

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 HONDA CB750 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 the 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.
 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.

■ MAINTENANCE SCHEDULE

The month and mileage intervals shown in the service schedule are intended as a guide for establishing regular maintenance and lubrication periods for your HONDA CB 750. Perform maintenance service according to the indicated intervals, of months or miles whichever occurs first. For each service operation make reference to the respective page indicated in this MAINTENANCE SCHEDULE. Sustained severe or high speed operation under adverse conditions may necessitate more frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized HONDA Dealer. Especial-

ly when your HONDA CB750 has been overturned or involved in a collision, have your HONDA dealer carefully inspected the major components e.g. frame, suspension 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.

This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD			
		Perform at every indicated month or mileage interval, whichever occurs first.			
	500 miles	1 month 500 miles	3 months 1,500 miles	6 months 3,000 miles	12 months 6,000 miles
ENGINE OIL—Change	●		○		
OIL FILTER ELEMENT—Replace	●			○	
OIL FILTER SCREEN—Clean					○
SPARK PLUGS—Clean and adjust gap or replace if necessary.				○	
*CONTACT POINTS AND IGNITION TIMING—Clean, check, and adjust or replace if necessary.	●			○	
*VALVE TAPPET CLEARANCE—Check, and adjust if necessary.	●			○	
*CAM CHAIN TENSION—Adjust.	●			○	
PAPER AIR FILTER ELEMENT—Clean.		(service more frequently if operated in dusty areas)		○	
PAPER AIR FILTER ELEMENT—Replace.					○
*CARBURETORS—Check, and adjust if necessary.	●			○	
THROTTLE OPERATION—Inspect cables. Check, and adjust free play.	●			○	
*FUEL FILTER SCREEN—Clean.				○	
FUEL LINES—Check.				○	
*CLUTCH—Check operation, and adjust if necessary.	●			○	
DRIVE CHAIN—Check, lubricate, and adjust if necessary.	**●	○			
BRAKE FLUID LEVEL—Check, and add fluid if necessary.	●			○	

This maintenance schedule is based upon average riding conditions. Machines subjected to severe use, or ridden in unusually dusty areas, require more frequent servicing.	INITIAL SERVICE PERIOD	REGULAR SERVICE PERIOD			
	500 miles	1 month 500 miles	3 months 1,500 miles	6 months 3,000 miles	12 months 6,000 miles
		24 months or 12,000 miles			
*BRAKE FLUD—Replace				○	
*FRONT BRAKE PADS—Inspect, and replace if worn.				○	
*REAR BRAKE SHOES—Check wear indicator				○	
BRAKE CONTROL LINKAGE—Check linkage, and adjust free play if necessary.	●			○	
*WHEEL RIMS AND SPOKES—Check. Tighten spokes and true wheels, if necessary.	●			○	
TIRES—Inspect and check air pressure.	●	○			
FRONT FORK OIL—Drain and refill.	***●				○
FRONT AND REAR SUSPENSION—Check operation.	●			○	
REAR FORK BUSHING—Grease, check for excessive looseness.				○	
*STEERING HEAD BEARINGS—Adjust.					○
*SIDE STAND—Check installation, operation, deformation, damage and wear.				○	
BATTERY—Check electrolyte level, and add water if necessary.	●		○		
LIGHTING EQUIPMENT—Check and adjust if necessary.	●	○			
ALL NUTS, BOLTS, AND OTHER FASTENERS—Check security and tighten if necessary.	●	○			

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

** INITIAL SERVICE PERIOD 200 MILES *** INITIAL SERVICE PERIOD 1,500 MILES

■ MAINTENANCE OPERATIONS

● Engine Oil Level Check

Because of the CB750 dry sump lubricationsystem, 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 RPMs, 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 centerstand, and check the level with the dipstick.

Oil level must be maintained between the upper ⑥ and lower ⑦ oil level marks on the dipstick. (page 39)

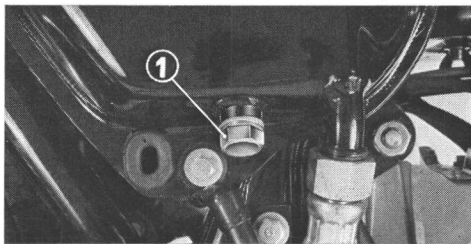
● Engine Oil

1. Changing Oil and Oil Filter Element

The engine oil is the chief factor affecting the performance and the service life of the engine. Therefore the oil recommendations on page 23 should be observed and the oil always maintained at the proper level.

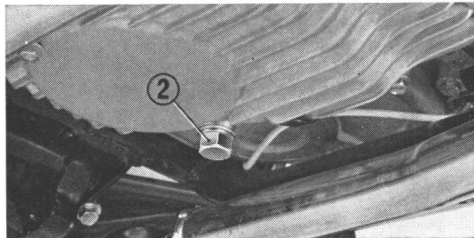
The oil and the oil filter should be changed at the specified schedules as shown on page 30.

Draining the oil should be performed while

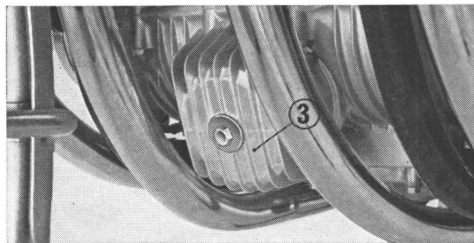


① Oil tank drain plug

the engine is still warm as this will assure complete and rapid draining.



② Crankcase drain plug



③ Oil filter cover

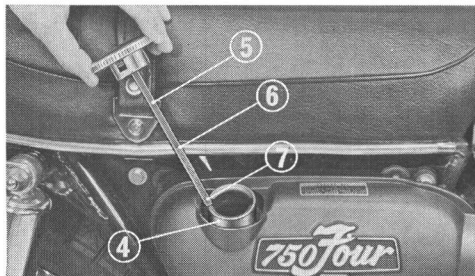
Perform the engine oil change in the following manner :

- a. Place an oil drain pan (1 gal.) under the oil tank to catch the oil. Remove the drain plug ① (page 37) with a 19 mm wrench and drain the oil. Place another oil drain pan under the crankcase, remove the crankcase drain plug ② with a 19 mm box wrench and drain the oil. Also remove the oil filter cover ③ and the filter element.
- b. 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.
- c. 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.
- d. Install the **oil filter element** and tighten the filter cover making sure the cover seal is in good condition.

At the 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 3,000 miles or 6 months.

- e. Fill the oil tank with approximately 3 quarts of premium quality, **SE, SAE 10 W-40** oil. Start the engine and operate for several minutes. Stop the engine and check the oil level with the filler cap dipstick ⑤.



④ Oil tank
⑤ Filler cap dipstick

⑥ Upper level mark
⑦ Lower level mark

CAUTION:

- (1) Do not operate the motorcycle if the oil level is below the lower oil level mark ⑦ on the dipstick.
- (2) Do not overfill. Overfilling the tank will cause oil to be discharged out of the breather system.
- (3) When operating the motorcycle in unusually dusty conditions, oil changes must be performed at more frequent intervals than that which is specified in the maintenance schedule.
- (4) If the motorcycle is going to be stored for an extended period, the oil should be changed prior to storage.

The oil change interval for your HONDA engine is based on the use of oils that meet the requirements indicated in the section OIL RECOMMENDATION on page 23. Oil change intervals longer than those listed in the MAINTENANCE SCHEDULE will result in serious reductions in engine life and may affect HONDA obligation

under the provisions of the new motorcycle guarantee.

2. Oil Pressure Check

To determine the condition of the oil pump, it is recommended that an oil pressure check be performed during the 12 months or 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.

3. Cleaning Oil Pump Strainer

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

● Spark Plugs

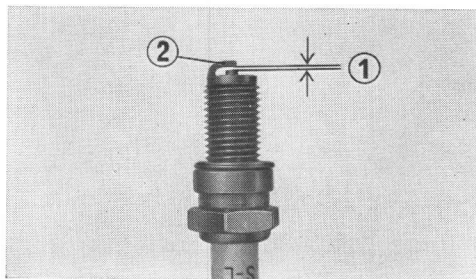
The NGK-D8ES(L) or DENSO X-24ES spark plug is used as standard equipment on the CB750. For most riding conditions this spark plug heat range is satisfactory. However, if the motorcycle is going to be operated for extended periods at extremely high speeds and near maximum power in hot climates, the spark plugs should be changed to a colder heat range.

Servicing of the spark plug is as follows.

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

or wet fouled the plug can sometimes be cleaned with a spark plug cleaner. When the spark plug cleaner is not available use a stiff wire brush.

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



① Spark plug gap ② Negative electrode

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

CAUTION:

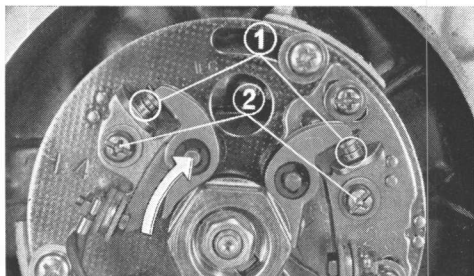
- (1) Spark plugs must be securely tightened. An improperly tightened plug can become very hot and possibly cause damage to the engine.
- (2) Never use a spark plug with a heat range that is not recommended for this motorcycle.
- (3) Do not attempt to dry or remove soot from the spark plug by burning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

● Ignition Timing Adjustment

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

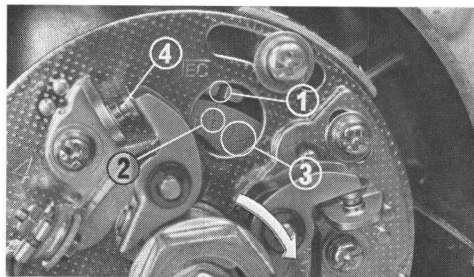
1. Contact Breaker Point Gap Adjustment

- a. Remove the point cover.
- b. Open contact points ① with finger or small screw driver blade and examine for pitting. If pitted or burned, the points should be replaced and the condensers checked. A gray discoloration is normal and can be removed with a point file.
Filing should be done carefully. Clean the point contacts after filing with a clean piece of unwaxed paper such as a business card, or with a chemical point cleaner.



- ① Contact breaker points
② Contact breaker plate locking screws

- c. Rotate the crankshaft in the clockwise direction (see arrow) to find the point where each breaker point gap is at maximum and check using a feeler gauge.
- d. The standard gap is **0.3–0.4 mm (0.012–0.016 in.)**.
- e. When adjustment is necessary, loosen the contact breaker plate locking screw ② and move the contact breaker plate to achieve correct gap. When properly gapped, retighten locking screw ②.

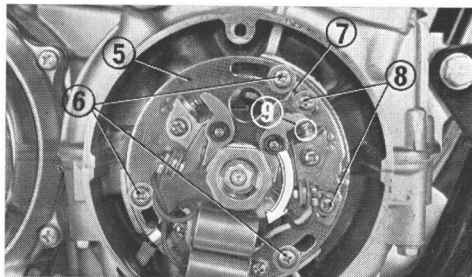


- | | |
|-------------------|-------------------------------|
| ① Index mark | ④ 1-4 cylinder breaker points |
| ② "F" mark | ⑤ Contact breaker base plate |
| ③ Cylinder number | ⑥ Base plate locking screws |

2. Ignition Timing Adjustment

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

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



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

- across the 1·4 cylinder breaker points ④.
- b. If breaker point opening moment is incorrect (too early or too late), adjustment is made by loosening the three base plate locking screws ⑥ and carefully rotating the base plate ⑤ until the continuity light flickers. Tighten base plate locking screws.

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

- c. Connect a continuity light to 2·3 cylinder breaker points ⑨.

Next rotate the crankshaft 180° (1/2 turn) in the clockwise direction and align the "F" (2·3 cylinder) timing mark to the index mark ①. If when these marks come into perfect alignment, the continuity light flickers or goes off, no adjustment is necessary. If point open-

ing moment is incorrect, adjustment is made in the same manner as mentioned in section b. by loosening the two (2·3 cylinder) right base plate locking screws ⑧ and carefully shifting the plate ⑦ until the continuity light flickers. Tighten base plate locking screws.

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

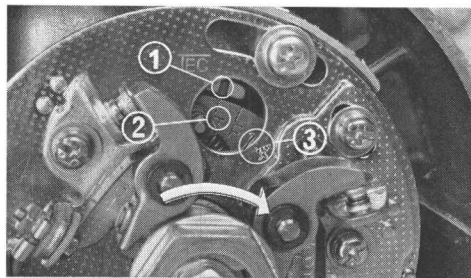
CAUTION: This ignition timing adjustment procedure must be made with care as advanced or retarded timing may cause engine damage. For best results, consult your Honda Dealer.

● Valve Tappet Clearance Adjustment

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

NOTE:

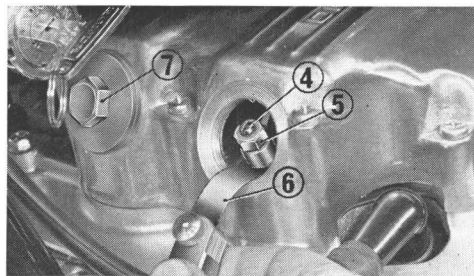
- (1) The cylinders are numbered 1-4 starting from the left side when facing



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

forward while sitting on the motor-cycle.

- (2) 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.
- a. Turn fuel valve to the "OFF" position, remove both fuel lines from the fuel valve body, raise the seat and pull the rear fuel tank rubber mounting away from the rear tank mount. Raise the



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

back of the fuel tank slightly and pull the tank back until it clears the forward tank mounts. Remove and set tank aside.

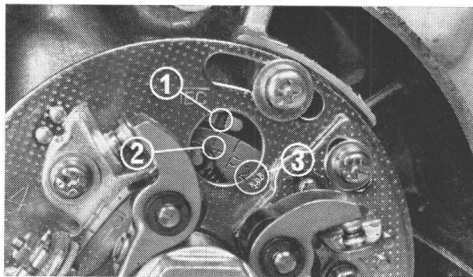
- b. Remove the ignition breaker point cover and the eight tappet adjusting hole caps ⑦.
- c. While slowly rotating the crankshaft clockwise (see arrow), watch the #1 cylinder intake valve tappet. When this tappet goes down all the way and then starts to lift, you must then watch for the alignment of the index mark ①, the "T" mark ②. Check the 1·4 cylinder mark ③. In this position, the piston in #1 cylinder will be at T.D.C. (top dead center) of the compression stroke and the intake and exhaust valves in that cylinder should be fully closed.
- d. 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. If clearance is too close or loose, adjustment is necessary.

The standard tappet clearance is

**{In 0.05 mm (0.0019 in.)}
{Ex 0.08 mm (0.0031 in.)}.**

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



① Index mark

② "T" mark

③ 2-3 cylinder mark

aligned. The number 2 cylinder intake tappet should be watched (not #1).

- h. To check or adjust #3 cylinder tappets, rotate the crankshaft one full turn (360°) and align the marks ② as in step g above then follow steps d and e.
- i. Install all tappet adjusting hole caps—do not overtighten.

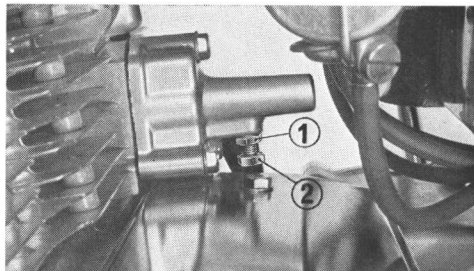
● Cam Chain Adjustment

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

formance. It will also cause excessive engine noise.

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

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



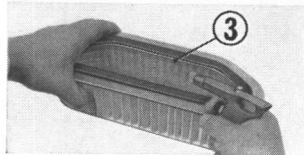
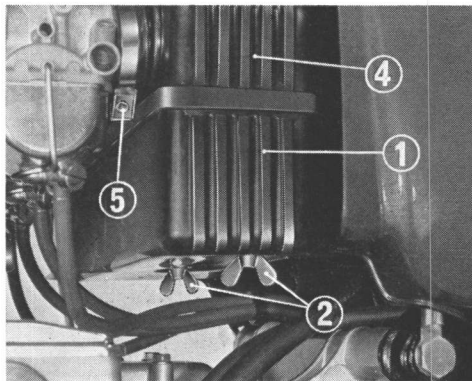
① Lock nut

② Tensioner lock bolt

● Air Cleaner

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

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



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

● Throttle Cable Adjustment

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

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

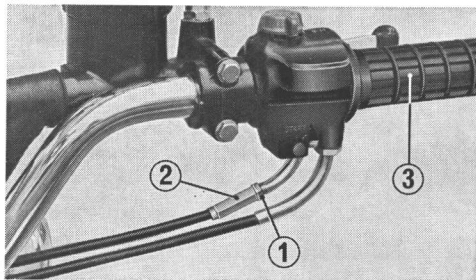
Inspect the physical condition of the throttle cable housing between the throttle grip and the carburetors for kinks, chafing, other damage or for improper routing. Replace any damaged parts or reroute if required.

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

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 inward ④ (page 50). 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.

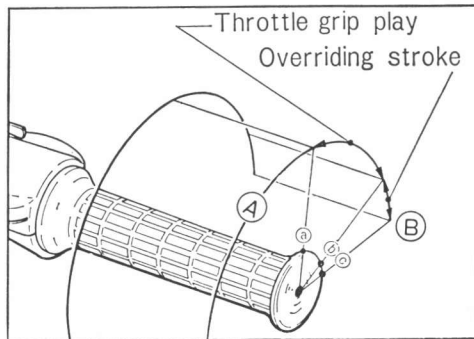
2. Next, twist the throttle grip outward ⑤ until a resistance is felt and then measure the travel of the grip from the point of resistance to the full stop position. This travel is called the



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

"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.



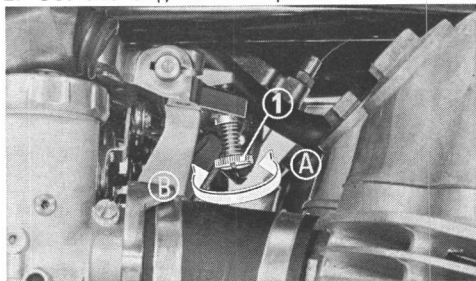
- (a) Engine rpm starts to increase from idling rpm
- (b) Point resistance is felt
- (c) Throttle full closed position

● 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.

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

1. Start and warm up the engine for several minutes.
2. Set the engine idle speed between **900**



- (1) Stop screw

to **1,000 rpm** by adjusting the stop screw ①. Turning the stop screw in the Ⓐ direction will increase the rpm, and turning in the Ⓑ direction will result in a decrease.

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

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

● Fuel Valve Strainer

The fuel strainer is incorporated in the fuel valve which is mounted on the bottom side of the fuel tank at the left side. Accumulation of dirt in the strainer will restrict the flow of the fuel and cause the carburetors to malfunction, therefore, the fuel strainer should be serviced periodically by authorized HONDA dealers.

● Clutch Adjustment

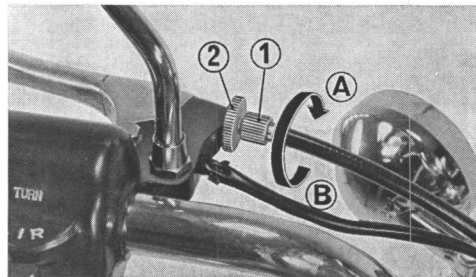
The clutch should be adjusted so that the application of the clutch lever will completely disengage the transmission of power. If the clutch does not completely disengage, the engine will stall when shifting into gear or else the motorcycle will have the tendency to creep even with the clutch lever disengaged.

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

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

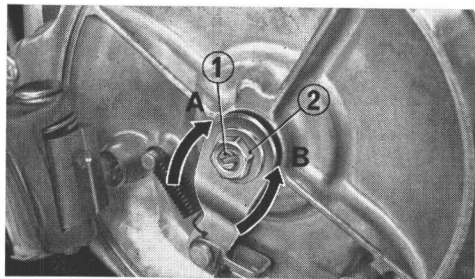
To adjust, perform the following steps.

- a. Screw the clutch cable adjusting bolt ①, located at the clutch lever, all the way into ④ the clutch lever bracket.
- b. Turn the clutch cable adjusting bolt ③, located at the clutch housing, in the direction ⑤ to loosen the clutch cable.



- ① Clutch cable adjusting bolt
② Lock nut

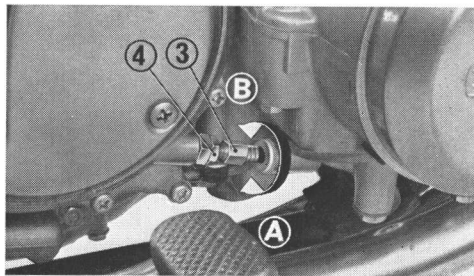
- c. Remove the clutch cover. Loosen the clutch lifter adjusting screw lock nut ②, turn the clutch adjusting screw ① in the clockwise direction **A** until a slight resistance is felt. From this position, turn the adjusting screw ① in the counterclockwise direction **B** $1/4 \sim 1/2$ turn. Tighten the lock nut ②.
- d. Turn the clutch cable adjusting bolt, located at the clutch housing side of engine, in the **A** direction so that there is approximately $3/4''$ of free play at the end of the clutch lever, then tighten lock nut ④.



① Clutch adjusting screw
② Adjusting screw lock nut

- e. The remaining clutch lever free play is obtained by the clutch cable adjusting bolt ③.
- f. After the adjustment has been made, check to see that the clutch is not slipping 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.



③ Clutch cable adjusting bolt
④ Lock nut

● Drive Chain Inspection, Lubrication and Adjustment

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

The drive chain must be checked, and serviced as necessary, after the first 200 miles of operation, and at least every 500 miles thereafter. If your CB 750 is operated at sustained high speeds, or under conditions of frequent rapid acceleration, the drive chain must be serviced more often.

Inspection

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

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

the following conditions:

DRIVE CHAIN

- Damaged Rollers
- Loose Pins
- Dry or Rusted Links
- Kinked or Binding Links
- Excessive Wear
- Improper Adjustment

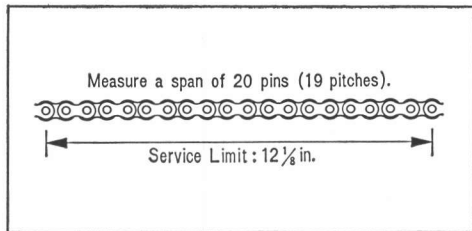
SPROCKETS

- Excessively Worn Teeth
- Broken or Damaged Teeth

Drive chain with damaged rollers or loose pins must be replaced. Chain which appears dry, or shows signs 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 Wear

Measure a section of drive chain to determine whether the chain is worn beyond its service limit. Put the transmission in gear, then turn the rear wheel forward until the lower section of the chain is pulled taut. With the chain held taut, and any stiff joints straightened measure the distance between a span of 20 pins, from pin center to pin center. In a new CB 750 drive chain, this distance will measure $11\frac{7}{8}$ in. (each pitch = $\frac{5}{8}$ in.). If the distance exceeds $12\frac{1}{8}$ in. the chain is worn out and must be replaced. After the chain is measured, shift the transmission into

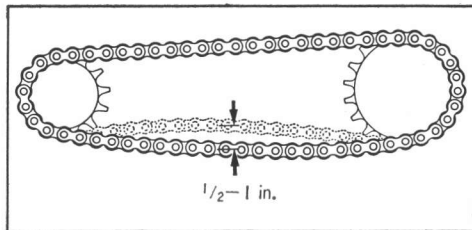


neutral again before proceeding with inspection and service.

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 is adjusted to $\frac{1}{2}$ –1 in. Slack becomes greater as the chain wears. If chain slack is found to exceed the above limit, the drive chain must be readjusted.

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

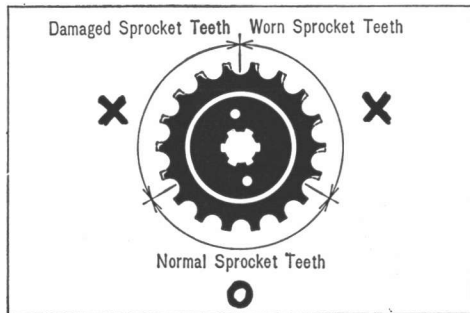


some of the links are either kinked or have worn pins.

CAUTION: Excessive chain slack may cause crankcase damage.

Inspecting the Sprocket

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



Recommended Sprocket Sizes

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

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

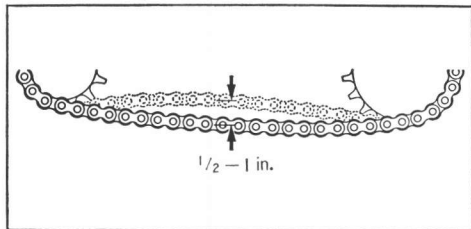
Adjustment

Drive chain slack should be checked and adjusted as necessary. After the first 200 miles of operation and at least every 500 miles thereafter. CB 750 motorcycles operated at sustained high speeds, or under conditions of frequent rapid acceleration, may require more frequent adjustment.

The procedure for drive chain adjustment is as follows.

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

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



Adjust to provide approximately 1/2-1 inch of chain slack at a point midway between the drive sprocket and the rear wheel sprocket. Rotate the rear wheel

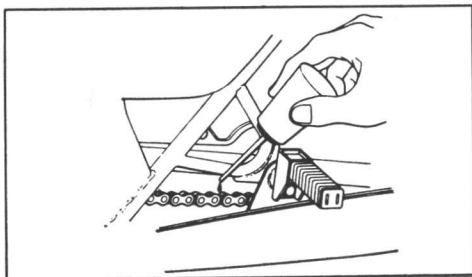
and recheck tension at other sections of the chain.

5. Check rear axle alignment with the index marks 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.
8. Check rear brake pedal free travel. When the rear wheel is repositioned to adjust drive chain slack, brake pedal free travel is also affected. Refer to page 64 for brake adjustment instructions.

Drive chain lubrication

Lubricate the drive chain with a high quality chain lubricant after the first **1,500 miles** and then at **300 miles** intervals. Lubricate the drive chain earlier if it appears dry.

More frequent inspection and servicing is required under severe operating conditions.



1. The CB750 is equipped with an endless type drive chain and requires periodic inspection. If dirty or rusted, clean with brush and solvent, wipe and dry with a clean rag. Inspect the chain or wear (slopoy joints), stiffness and binding at the joints, and broken or separated rollers. Apply a liberal amount of high quality chain lubricant. If damaged or worn, the chain should be replaced. Replacement of the endless chain requires a special tool, therefore your Honda dealer should be consulted.

Use RK 50SS chain only.

2. Adjust drive chain as described in steps "1~8", page 56~57

● Brake Inspection and Adjustment

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

1. Front Brake

The CB 750 front brake is a hydraulically operated caliper/disc type. This type brake will provide reliable operation and excellent braking qualities at much higher operating temperatures than the drum type brake.

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

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

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

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

If the control lever free travel becomes excessive and the friction pads are not worn beyond the recommended limit (page 58), there is probably air in the brake system and it must be bled.

2. Brake Fluid

WARNING: Brake fluid may be harmful if swallowed. May cause irritation, avoid contact with skin or eyes. If swallowed, induce vomiting by giving an emetic such as two tablespoonfuls 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 THE REACH OF CHILDREN.

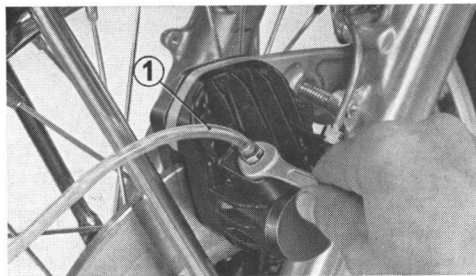
The brake fluid level in the reservoir must be checked at regular intervals as in the MAINTENANCE SCHEDULE (page 36) and refilled whenever the level is lower than the level mark ④ engraved inside the reservoir. Clean the reservoir cap ②, remove the reservoir cap ②, and diaphragm ③ and fill the reservoir to the level mark. Use only brake fluid which is designated "DOT 3" on the container. "DOT 3" brake fluid meets the SAE J1703 specifi-

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

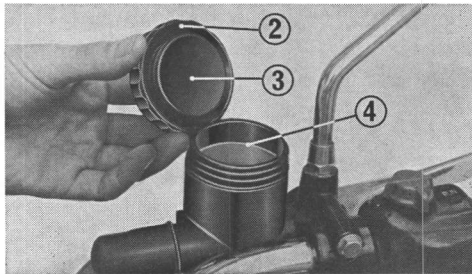
CAUTION: Before removing the reservoir cap always clean around it.

3. Bleeding the Brake System

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



① Bleeder hose



② Reservoir cap

③ Diaphragm

④ Level line

mechanics.

- a. Remove the dust cap from the bleeder valve and attach bleeder hose ①.
- 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 with only the recommended brake fluid. Screw the cap partially on the reservoir to prevent entry of dust.
- d. Pump the brake lever rapidly several times until pressure can be felt. Holding the lever tight, open the bleeder valve 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. Refill the fluid as often as necessary while bleeding.
- g. Check for leaks in the front brake lines while holding pressure against the brake lever.
Refill fluid in the reservoir when bleeding is completed. Reinstall the diaphragm and reservoir cap and tighten. After the hydraulic brake system has been drained follow the procedure outlined below:
 - a. Fill the fluid reservoir.
 - b. Open the bleeder valve by one half turn, squeeze the brake lever, close the valve and release the brake lever. This procedure must be repeated in this sequence until hydraulic fluid begins to flow through the bleeder hose. After filling the hydraulic system with

fluid, proceed with the actual bleeding operation.

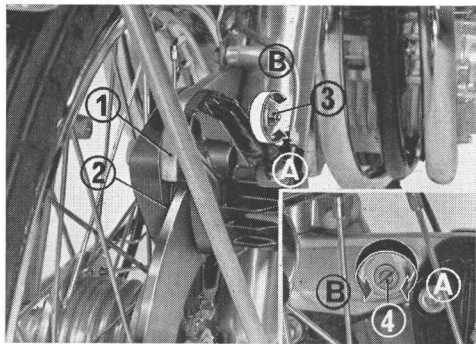
CAUTION:

1. Use only DOT 3 brake fluid from a sealed container.
2. 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.
3. Brake fluid must be handled with care because it will damage paint and instrument lenses.

4. Brake Caliper Adjustment

Whenever the brake pads are replaced, the brake caliper ① must be adjusted. This adjustment is made in the following manner:

- a. Raise the front wheel off the ground by placing a support under the engine.
- b. Loosen the caliper stopper bolt lock nut ③.
- c. Using a suitable screw driver, turn the stopper ④ bolt in direction ④ until the friction pad contacts the brake disc. When the wheel is rotated, some resistance should be noticed.
- d. While rotating the front wheel, turn the stopper bolt in direction ⑤ until the front wheel rotates freely.
- e. Turn the stopper bolt in direction ⑥ 1/2 turn further and tighten the lock nut.



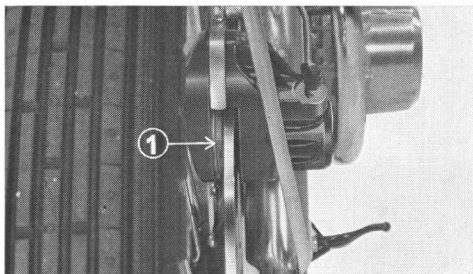
- ① Brake caliper ③ Stopper bolt lock nut
② Brake pads ④ Stopper bolt

5. Brake Pads

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

If the pad wears to the red line ①, replace both pads with a new set.

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



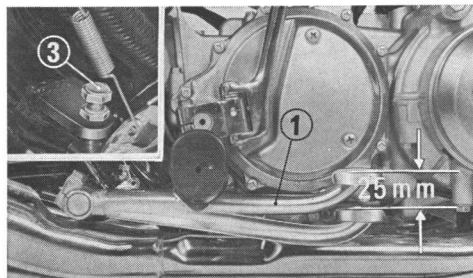
- ① Red line

6. Rear Brake Adjustment

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

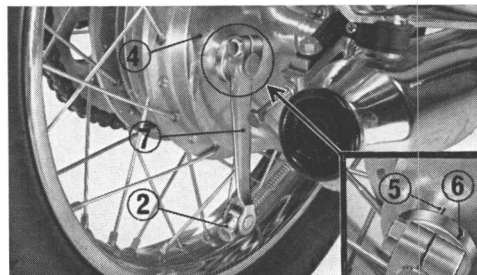
ing nut ②. Turning the nut clockwise will increase the free travel, and vice versa.

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



① Rear brake pedal

③ Stop bolt



② Rear brake adjusting nut

④ Rear brake panel

⑤ Reference mark

⑥ Arrow mark

⑦ Rear brake arm

1. Rear Brake Wear Indicator

When the rear brake is applied, a red arrow ⑥, adjacent to the rear brake arm ⑦, moves toward a red reference mark ⑤ on the rear brake panel ④. 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, the brake shoes should be removed and inspected for wear.

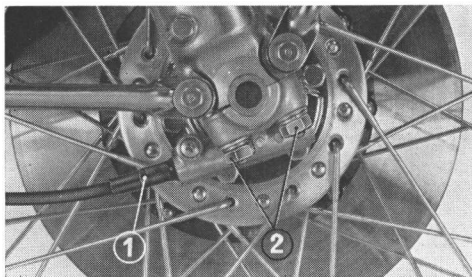
NOTE: When brake service is necessary, see your authorized Honda dealer, who has been properly trained to perform such service. Use only high quality genuine Honda Parts.

● Wheel Removal and Inspection

1. Front Wheel Removal

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

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



① Speedometer cable ② Axle holder fixing nut

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

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

WARNING:

1. When installing the caliper, fit the brake disc between the brake pads carefully.
2. Install the axle holder 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.
3. After installing the wheel, apply the brake several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or wheel does not rotate freely.

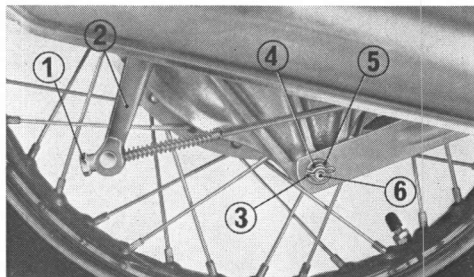
Torque for axle holder:

1.8~2.5kg-m (13~18 lbs-ft)

2. Rear Wheel Removal

Removal of rear wheel is performed in the following manner.

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



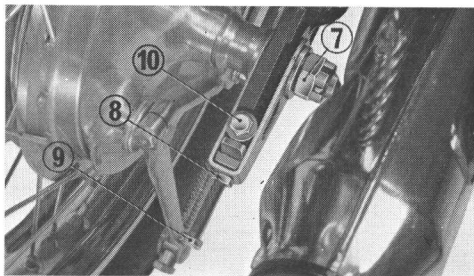
- ① Rear brake adjusting nut
② Brake arm
③ Lock pin

- ④ Nut
⑤ Washer
⑥ Bolt

axle nut ⑦.

- e, Loosen the rear wheel adjusting bolt lock nuts ⑧, back out the adjuster bolts ⑨ and turn the chain adjusters downward. Remove the cap fixing bolts ⑩ and end caps.
- f. Push the wheel forward, lift the chain off the sprocket, then pull the wheel rearward, clear of the rear fork.

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



⑦ Axle nut
⑧ Lock nut

⑨ Adjuster bolt
⑩ Fixing bolt

Adjust the rear brake following drive chain adjustment.

CAUTION: Always use new cotter pin when reassembling.

3. Wheel Inspection

At any time the front or rear wheel is removed, take the opportunity to thoroughly inspect the suspension components, brake friction linings and wheel bearings. Inspect the condition of wheel rim and spoke tension at regular intervals as in the MAINTENANCE SCHEDULE (page 36). It is recommended that retightening of spokes be done by a qualified mechanic.

● 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 psi (kg/cm ²)	Up to 200lb load	Front: 28 (2.0)
		Rear: 28 (2.0)
	Up to vehicle capacity load	Front: 32 (2.25)
		Rear: 40 (2.8)
Vehicle capacity load limit	360 lbs (163 kg)	
Tire size	Front: 3.25H19 Rear: 4.00H18	
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: 1/16 in. (1.5 mm) Rear: 3/32 in. (2.0 mm)

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

- a. Remove the wheel assembly to be worked on as described in Front or Rear Wheel Removal pages 65 or 67.
- b. Remove brake plate assembly and/or axle, so wheel can be layed flat. Lay wheel assembly on a rag or cardboard to prevent hub surface damage.
- c. Remove valve core and valve stem

retaining nuts. Locate and remove any sharp object if the cause of puncture.

- d. Step down on tire to break it free from the rim. Repeat on the opposite side.
- e. Using two small or medium size irons, placed 4-6 in. apart and inserted between the rim edge and tire bead at the valve stem location, pry in and downward with both tire irons while depressing the tire bead opposite the tire irons, with your foot. When tire bead is above the rim edge remove one tire iron and move it 3-4 in. further away from the tire iron supporting the tire bead and insert and pry the tire bead further off of the rim. Proceed in this manner until the entire side of the tire casing is above and clear of the rim edge.
- 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. Install a new inner tube of the correct size by inflating very slightly. Leave the valve core in the valve stem.

- h. Inspect the wheel rim strip inner tube protector to see that it is in good condition and centered over the spoke nipples in the rim recess.
- i. Align the tire balance mark with the valve stem hole in the rim and insert the partially inflated inner tube into the tire casing.
- 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. Placing both heels on the tire bead opposite the valve core and depressing the tire bead into place a slight amount with each step in opposite directions around the wheel.
- m. When 80–90% of the tire bead 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 10 psi (0.7 kg/cm²). 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 correct specified pressure (see page 63) and tighten the valve stem retaining nut lightly.
- o. Recheck the tire pressure and install the valve stem cap.
- p. Install wheel assembly as per instructions on page 65~67.

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.

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.

● Front Suspension

1. 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.

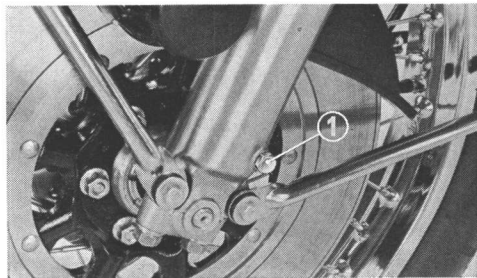
Carefully inspect all front suspension fasteners for tightness. This includes the attachment points of the fork tubes, brake components and handlebar.

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.

2. Front Fork Oil Change

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

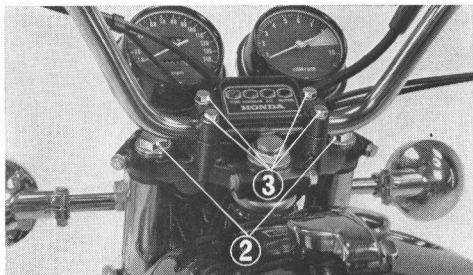
- a. Unscrew the front fork drain plug ① at the bottom of fork cylinder, drain the oil by pumping the fork while plug is out. Replace the plug securely after draining.



① Front fork drain plug

- b. Set the motorcycle on the center stand.
- c. Place a jack under the crankcase to control lowering of the front end.
- d. Remove the handlebar by removing the four handlebar bolts ③.
- e. Unscrew the top filler plugs ② until free.
- f. Lower the jack under the engine to extend the fork springs with the attached filler plugs.
- g. Move the fork springs to one side and pour **4.9 ozs. (145 cc)** of premium

- quality ATF (automatic transmission fluid) into each fork leg.
- h. Raise the jack under the engine to allow the fork springs and filler plugs to return into the fork legs.
- i. Securely tighten the top filler plugs ②.
- j. Reinstall handlebar, tightening the two front bolts first, then securely tightening the two rear bolts.
- k. Remove the jack from under the engine.



② Top filler plug ③ Handlebar bolts

● Rear Suspension

1. Rear Suspension Inspection

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

- a. Rear fork bushing—This can be checked by pushing hard against the side of the rear wheel while the motorcycle is on the main stand and feeling for looseness of the fork bushings.
- b. 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.
- c. Check all suspension component attachment points for security of their respective fasteners.

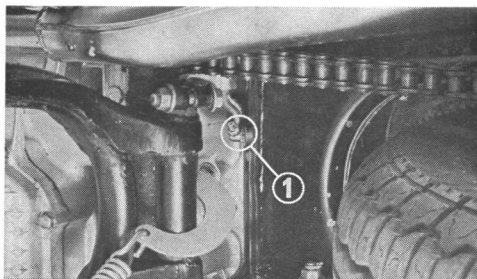
WARNING:

1. If any suspension components appear worn or damaged, consult your Honda dealer for further inspection.
2. The rear suspension units on the CB750 are sealed at the factory and

do not require servicing. Never attempt to destroy the seal or disassemble the rear suspension damper units.

2. Rear Fork Bushing Lubrication

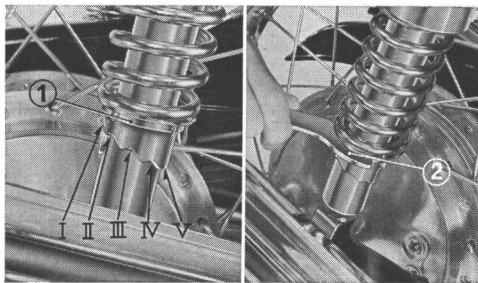
There is a lubrication point ① as shown in the figure. It is recommended that lubrication be performed every 6 months or 3,000 miles whichever comes first, with multipurpose Type NLGI No. 2.



① Lubrication point

3. Rear Cushion Adjustment

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



① Rear suspension

② 45 mm pin wrench

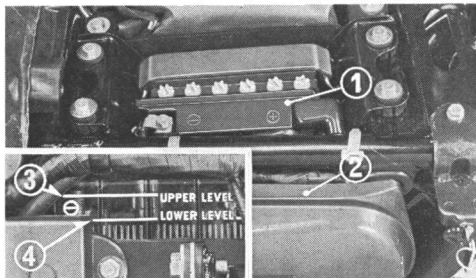
● Battery

If the motorcycle is operated with an insufficient (low) battery electrolyte level, sulfation and battery plate damage may occur. Inspecting and maintaining the electrolyte level is a simple, quick operation, therefore, it should be performed frequently as indicated in the MAINTENANCE SCHEDULE (page 36) and PRE-RIDING INSPECTION (page 24).

1. Battery Electrolyte

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

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



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

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 changing.

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.

2. Battery Removal and Installation

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

WARNING: The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of 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.

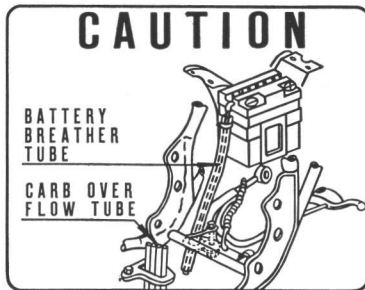
- a. Remove battery retainer and disconnect the ground (−) negative cable connection first and the positive (+) cable last. The battery can now be lifted from its mounting. Note the positioning of the cables, protective rubber (+) terminal cover and battery mount rubber pads as well as the routing of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

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

CAUTION:

1. Do not overtighten these terminal connections as damage to the battery terminals may result.
2. 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.



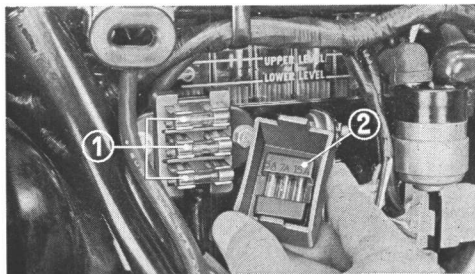
3. Battery Charging

Should the battery electrolyte specific gravity reading (measured with a hydrometer) drop below 1.200 @ 68°F or 20°C, the battery should be charged at a rate **not to exceed 1.5 amps** until the specific gravity reading is between **1.260 and 1.280 @ 68°F or 20°C**. Repetition of a discharged or 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 or when it is not being used for an extended period, the battery negative (—) cable should be disconnected or the battery removed and stored in a cool place. The battery should be charged at least once a month during the storage period to preserve the battery life.

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.

● Fuse Replacement

The fuse holder is located behind the left side cover. The recommended fuses for the CB 750 are **15 A, 7 A and 5 A**. When frequent failure of the fuse occurs, it usually indicates a short circuit or an overload in the electrical system. In this case the electrical system should be checked visually for shorts or other possible malfunctions. If the problem cannot be located visually, the motorcycle should be examined by an authorized HONDA dealer.



① Fuses

② Spare fuses

WARNING:

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

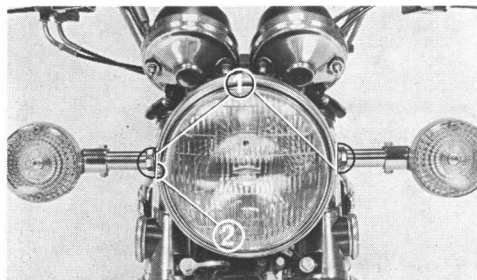
● Head Light Beam Adjustment

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

- a. The vertical adjustment is made by loosening the bolts ① which mount the headlight assembly. The headlight is normally adjusted in the vertical direction so that the center of the beam intersects the ground at the point **50 m (165 feet)** in front of the motorcycle in the riding attitude.
- b. The horizontal beam adjustment is made with the adjusting screw ② located on the left side of the headlight when facing the motorcycle. Turning the screw in will focus the beam

toward the left side of the rider and turning the screw out will focus the beam toward the right side. Adjust the beam to coincide with the center line of the motorcycle.

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

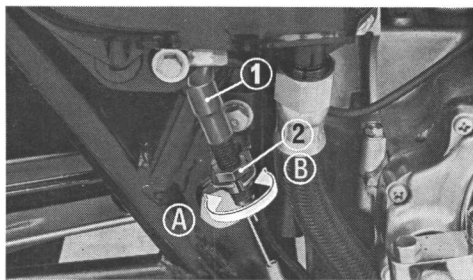


- ① Headlight mounting bolts
- ② Adjusting screw

● Stop Light Switch Adjustment

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

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



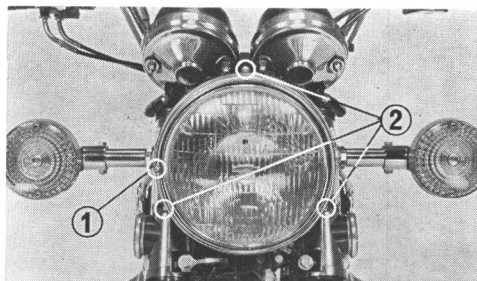
- ① Stoplight switch
- ② Adjusting nut

light will come on when the brake pedal is depressed to the point where the brake just starts to take hold. If the stop light switch is late in switching on the stop light, screw in ① the switch lock nut ② and if the stop light comes on too early, screw out ③ the switch lock nut ②.

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

● Replacing Light Bulbs

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



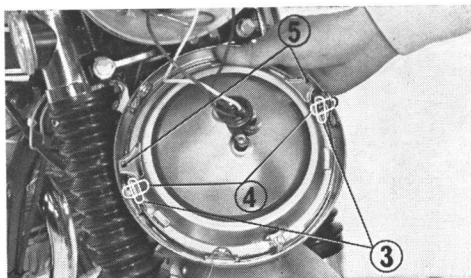
- ① Horizontal adjusting screw
- ② Holding screws

1. Headlight Bulb Replacement Procedure

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

2. Tail/Stoplight Bulb Replacement Procedure

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

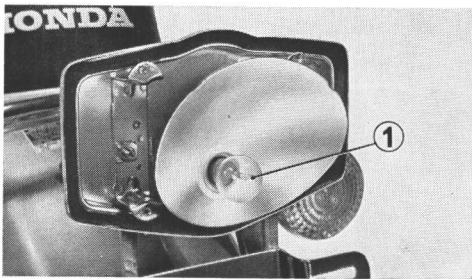


③ Lock pins
④ Lock screws

⑤ Sealed beam unit
retaining screws

3. Turn Signal Light Bulb Replacement Procedure

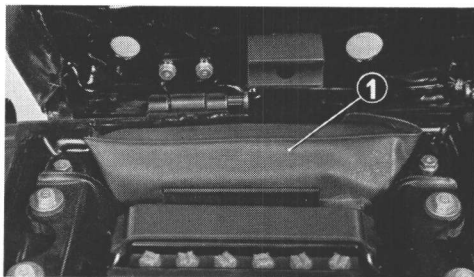
The bulb replacement is made in the same manner as for the tail/stop light bulb in paragraph 2 above.



① Tail/stop light bulb

////////////////// **TOOL KIT** //////////////////

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



① Tool kit

Listed below are the items included in the tool kit.

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

/////////////////SPECIFICATIONS/////////////////

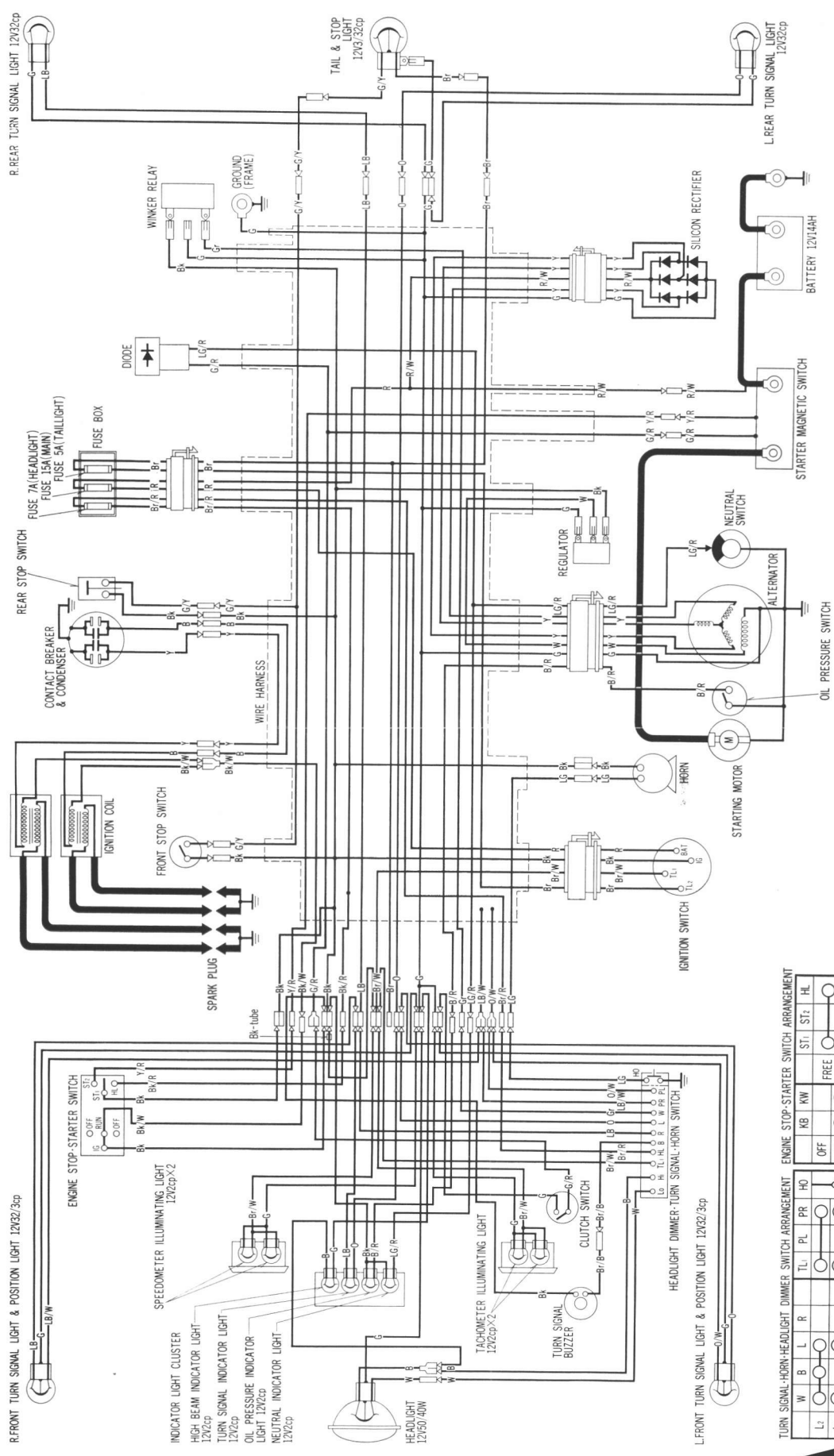
Item	
SPECIFICATIONS DIMENSIONS Overall length Overall width Overall height Wheel base	 2.175 mm (85.6 in.) 870 mm (34.3 in.) 1,170 mm (46.1 in.) 1 455 mm (57.3 in.)
WEIGHT Dry weight	218 kg (479 lbs)
CAPACITIES Engine oil Fuel tank Fuel reserve tank Passenger capacity	3.5 lit(3.1 Imp. qt, 3.7 U.S. qt) 17.0 lit (3.7 Imp. gal., 4.5 U.S. gal.) 5.0 lit (1.1 Imp. gal., 1.3 U.S. gal.) Operator and one passenger
ENGINE Bore and stroke Compression ratio Displacement	61.0×63.0 mm (2.402×2.480 in.) 9.0 : 1 736 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 clearance	INTAKE: 0.05 mm (0.002 in.) EXHAUST: 0.08 mm (0.003 in.)
CHASSIS AND SUSPENSION	
Caster	63°
Trail	95 mm (3.74 in.)
Tire size, front	3.25 H 19 (4 PR)
Tire size, rear	4.00 H 18 (4 PR)
POWER TRANSMISSION	
Primary reduction	1.708
Final reduction	2.667
Gear ratio, 1st	2.500
2nd	1.708
3rd	1.333
4th	1.097
5th	0.939

Item	
ELECTRICAL Battery Firing order Spark plugs Spark plug gap Fuse	12 V-14 AH 1-2-4-3 NGK D 8 ES-L, DENSO X-24 ES 0.6~0.7 mm (0.024~0.028 in.) 15 amp, 7 amp and 5 amp.
LIGHTS Headlight Tail/stoplight Turn signal light Meter light	12 V-50 W/40 W 12 V-3 CP/32 CP SAE TRADE No. 1157 12 V-32 CP FRONT: SAE TRADE No. 1034 REAR: SAE TRADE No. 1073 12 V-2 CP SAE TRADE: No. 57

MEMO

CB750 WIRING DIAGRAM



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

IGNITION SWITCH ARRANGEMENT

	BA	IG	TL ₁	TL ₂
OFF	○	○	○	○
ON I	○	○	○	○
ON II	○	○	○	○

ENGINE STOP-STARTER SWITCH ARRANGEMENT

	KB	KW	ST ₁	ST ₂	HL
OFF	○	○	○	○	○
RUN	○	○	○	○	○
PUSH	○	○	○	○	○

TURN SIGNAL-HORN-HEADLIGHT DIMMER SWITCH ARRANGEMENT

	W	B	L	R	TL ₁	PL	PR	HO	HL	Lo
L ₁	○	○	○	○	○	○	○	○	○	○
L ₂	○	○	○	○	○	○	○	○	○	○
N	○	○	○	○	○	○	○	○	○	○
R ₁	○	○	○	○	○	○	○	○	○	○
R ₂	○	○	○	○	○	○	○	○	○	○