



INTRODUCTION

This addendum contains service information for the 1981 CB750K, CB750C and CB750F. Refer to the base shop manual for information not included in this addendum.

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SERVICE PUBLICATIONS OFFICE

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1. GENERAL INFORMATION

SPECIFICATIONS

CB750K :

ITEM			
DIMENSIONS	Overall length	2,295 mm (90.4 in)	
	Overall width	890 mm (35.0 in)	
	Overall height	1,155 mm (45.5 in)	
	Wheelbase	1,520 mm (59.8 in)	
	Seat height	790 mm (31.1 in)	
	Foot peg height	340 mm (13.4 in)	
	Ground clearance	145 mm (5.7 in)	
	Dry weight	234 kg (516 lb)	
	Curb weight	253 kg (558 lb)	
FRAME	Type	Double cradle	
	Front suspension, travel	Telescopic fork 160 mm (6.3 in)	
	Rear suspension, travel	Swing arm 112 mm (4.4 in)	
	Gross vehicle weight rating	463 kg (1020 lb)	
	Vehicle capacity load	208 kg (460 lb)	
	Front tire size	3.50H19 (4 PR)	
	Rear tire size	4.50H17 (4 PR)	
	Cold tire pressures	Up to 90 kg (200 lbs) load	Front Rear 2.0 kg/cm ² (28 psi) 2.0 kg/cm ² (28 psi)
		Up to vehicle capacity load	Front Rear 2.0 kg/cm ² (28 psi) 2.8 kg/cm ² (40 psi)
	Front brake, lining swept area	Disc brake, 611 cm ² (94.7 sq in)	
Rear brake, lining swept area	Internal expanding shoes, 221 cm ² (34.3 sq in)		
Fuel capacity	20 l (5.3 US gal)		
Fuel reserve capacity	3.0 l (0.8 US gal)		
Caster angle	62°30'		
Trail	114 mm (4.49 in)		
Front fork oil capacity	210 cc (7.0 ozs) 190 cc (6.5 ozs) at draining		
ENGINE	Type	Air cooled 4-stroke	
	Cylinder arrangement	Vertical parallel four	
	Bore and stroke	62.0 x 62.0 mm (2.44 x 2.44 in)	
	Displacement	749 cc (45.7 cu in)	
	Compression ratio	9.0 : 1	
	Valve train	Chain driven DOHC, 4-valves per cylinder	
	Maximum horsepower	72 BHP/9,000 rpm	
	Maximum torque	6.3 kg-m (45.6 ft-lb)/7000 rpm	
	Oil capacity	4.5 l (4.7 US qt), 3.5 l (3.7 US qt) after draining	
	Lubrication system	Wet sump	
	Air filtration	Paper	
	Cylinder compression	12.0 ± 1.0 kg/cm ² (170 ± 14 psi)	
	Intake valve	Opens 5° (BTDC) at 1 mm lift, 58° (BTDC) at 0 lift Closes 35° (ABDC) at 1 mm lift, 101° (ABDC) at 0 lift	
	Exhaust valve	Opens 35° (BBDC) at 1 mm lift, 87° (BBDC) at 0 lift Closes 5° (ATDC) at 1 mm lift, 72° (ATDC) at 0 lift	
	Valve clearance (Cold)	IN: } 0.06 – 0.13 mm (0.002 – 0.005 in) EX: }	
Engine weight	88.5 kg (195 lb)		
Idle speed	1,000 ± 100 rpm		



ITEM																				
CARBURETION	Carburetor type Identification number Pilot screw initial opening Float level	VB, 30 mm (1.18 in) VB42A Refer to page 24-10 15.5 mm (0.61 in)																		
DRIVE TRAIN	Clutch Transmission Primary reduction Gear ratio I Gear ratio II Gear ratio III Gear ratio IV Gear ratio V Final reduction Gear shift pattern Drive chain	Wet, multi-plate 5-speed constant-mesh 2.381 : 1 2.533 : 1 1.789 : 1 1.391 : 1 1.160 : 1 0.964 : 1 2.555 : 1 (18/46) Left foot operated return system, 1-N-2-3-4-5 RK50MO or DID50V, 108 links																		
ELECTRICAL	Ignition Ignition timing "F-I" mark Full advance Starting system Generator Battery capacity Spark plug (): Canada model and U.S.A. optional Spark plug gap Firing order Fuse/Main fuse	Transistorized 10° BTDC at 1,000 rpm idle 40° BTDC/6,000 rpm - 36° BTDC/7,400 rpm Starting motor only Three phase A.C. generator 260W/5,000 rpm 12V-14AH <table border="1" data-bbox="938 1035 1511 1255"> <thead> <tr> <th colspan="2">For cold climate below 5°C (41°F)</th> <th colspan="2">Standard</th> <th colspan="2">For extended high speed riding</th> </tr> <tr> <th>ND</th> <th>NGK</th> <th>ND</th> <th>NGK</th> <th>ND</th> <th>NGK</th> </tr> </thead> <tbody> <tr> <td>X22ES-U (X22ESR -U)</td> <td>D7EA (D7ES)</td> <td>X24ES-U (X24ESR -U)</td> <td>D8EA (D8ES -L)</td> <td>X27ES-U (X27ESR -U)</td> <td>D9EA (D8ES)</td> </tr> </tbody> </table> 0.6-0.7 mm (0.024-0.028 in) 1-2-4-3 15A x 4/30A x 1	For cold climate below 5°C (41°F)		Standard		For extended high speed riding		ND	NGK	ND	NGK	ND	NGK	X22ES-U (X22ESR -U)	D7EA (D7ES)	X24ES-U (X24ESR -U)	D8EA (D8ES -L)	X27ES-U (X27ESR -U)	D9EA (D8ES)
For cold climate below 5°C (41°F)		Standard		For extended high speed riding																
ND	NGK	ND	NGK	ND	NGK															
X22ES-U (X22ESR -U)	D7EA (D7ES)	X24ES-U (X24ESR -U)	D8EA (D8ES -L)	X27ES-U (X27ESR -U)	D9EA (D8ES)															
LIGHTS	Headlight (high/low beam) Tail/stoplight Front turn signal/running light Rear turn signal Speedometer light Tachometer light Neutral indicator Turn signal indicator High beam indicator	60/55W H4 BULB (Philips 12342/99, or equivalent) 3/32 cp SAE NO. 1157 32/3 cp SAE NO. 1034 32 cp SAE NO. 1073 2 cp SAE NO. 57 2 cp SAE NO. 57 2 cp SAE NO. 57 2 cp SAE NO. 57 2 cp SAE NO. 57																		


CB750C :

ITEM			
DIMENSIONS	Overall length	2,300 mm (90.6 in)	
	Overall width	920 mm (36.2 in)	
	Overall height	1,165 mm (45.9 in)	
	Wheelbase	1,535 mm (60.4 in)	
	Seat height	760 mm (29.9 in)	
	Foot peg height	320 mm (12.6 in)	
	Ground clearance	130 mm (5.1 in)	
	Dry weight	234 kg (516 lb)	
	Curb weight	251 kg (553 lb)	
FRAME	Type	Double cradle	
	Front suspension, travel	Telescopic fork 160 mm (6.3 in)	
	Rear suspension, travel	Swing arm 100 mm (3.9 in)	
	Gross vehicle weight rating	458 kg (1,010 lb)	
	Vehicle capacity load	213 kg (470 lb)	
	Front tire size	110/90-19-62H	
	Rear tire size	130/90-16-67H	
	Cold tire pressures	Up to 90 kg (200 lbs) load	Front 2.25 kg/cm ² (32 psi) Rear 2.25 kg/cm ² (32 psi)
		Up to vehicle capacity load	Front 2.25 kg/cm ² (32 psi) Rear 2.8 kg/cm ² (40 psi)
	Front brake, lining swept area	Double disc brake 1127 cm ² (174.7 sq in)	
Rear brake, lining swept area	Internal expanding shoes, 221 cm ² (34.3 sq in)		
Fuel capacity	16.5 ℓ (4.4 US gal)		
Fuel reserve capacity	2.8 ℓ (0.7 US gal)		
Caster angle	60°30'		
Trail	125 mm (4.9 in)		
Front fork oil capacity	245 cc (8.0 ozs) 225 cc (7.5 ozs) at draining		
ENGINE	Type	Air cooled 4-stroke	
	Cylinder arrangement	Vertical parallel four	
	Bore and stroke	62.0 x 62.0 mm (2.44 x 2.44 in)	
	Displacement	749 cc (45.7 cu in)	
	Compression ratio	9.0 : 1	
	Valve train	Chain driven DOHC, 4-valves per cylinder	
	Maximum horsepower	72 BHP/9,000 rpm	
	Maximum torque	6.3 kg-m (45.6 ft-lb)/7000 rpm	
	Oil capacity	4.5 ℓ (4.7 US qt), 3.5 ℓ (3.7 US qt) after draining	
	Lubrication system	Wet sump	
	Air filtration	Paper	
	Cylinder compression	12.0 ± 1.0 kg/cm ² (170 ± 14 psi)	
	Intake valve	Opens 5° (BTDC) at 1 mm lift, 58° (BTDC) at 0 lift	
		Closes 35° (ABDC) at 1 mm lift, 101° (ABDC) at 0 lift	
	Exhaust valve	Opens 35° (BBDC) at 1 mm lift, 87° (BBDC) at 0 lift	
		Closes 5° (ATDC) at 1 mm lift, 72° (ATDC) at 0 lift	
	Valve clearance (Cold)	IN: } 0.06 - 0.13 mm (0.002 - 0.005 in) EX: }	
Engine weight	88.5 kg (195 lb)		
Idle speed	1,000 ± 100 rpm		



ITEM																				
CARBURETION	Carburetor type Identification number Pilot screw initial opening Float level	VB, 30 mm (1.18 in) VB42A Refer to page 24-10 15.5 mm (0.61 in)																		
DRIVE TRAIN	Clutch Transmission Primary reduction Gear ratio I Gear ratio II Gear ratio III Gear ratio IV Gear ratio V Final reduction Gear shift pattern Drive chain	Wet, multi-plate 5-speed constant-mesh 2.381 : 1 2.533 : 1 1.789 : 1 1.391 : 1 1.160 : 1 0.964 : 1 2.388 : 1 (18/43) Left foot operated return system, 1-N-2-3-4-5 RK50MO or DID50V, 106 links																		
ELECTRICAL	Ignition Ignition timing "F-I" mark Full advance Starting system Generator Battery capacity Spark plug (): Canada model and U.S.A. optional	Transistorized 10° BTDC at 1,000 rpm idle 40° BTDC/6,000 rpm—36° BTDC/7,400 rpm Starting motor only Three phase A.C. generator 260W/5,000 rpm 12V—14AH <table border="1" data-bbox="928 1045 1502 1268"> <thead> <tr> <th colspan="2">For cold climate below 5°C (41°F)</th> <th colspan="2">Standard</th> <th colspan="2">For extended high speed riding</th> </tr> <tr> <th>ND</th> <th>NGK</th> <th>ND</th> <th>NGK</th> <th>ND</th> <th>NGK</th> </tr> </thead> <tbody> <tr> <td>X22ES-U (X22ESR -U)</td> <td>D7EA (DR7ES)</td> <td>X24ES-U (X24ESR -U)</td> <td>D8EA (DR8ES -L)</td> <td>X27ES-U (X27ESR -U)</td> <td>D9EA (DR9ES)</td> </tr> </tbody> </table> Spark plug gap Firing order Fuse/Main fuse	For cold climate below 5°C (41°F)		Standard		For extended high speed riding		ND	NGK	ND	NGK	ND	NGK	X22ES-U (X22ESR -U)	D7EA (DR7ES)	X24ES-U (X24ESR -U)	D8EA (DR8ES -L)	X27ES-U (X27ESR -U)	D9EA (DR9ES)
For cold climate below 5°C (41°F)		Standard		For extended high speed riding																
ND	NGK	ND	NGK	ND	NGK															
X22ES-U (X22ESR -U)	D7EA (DR7ES)	X24ES-U (X24ESR -U)	D8EA (DR8ES -L)	X27ES-U (X27ESR -U)	D9EA (DR9ES)															
LIGHTS	Headlight (high/low beam) Tail/stoplight Front turn signal/running light Rear turn signal Speedometer light Tachometer light Neutral indicator Turn signal indicator High beam indicator	60/55W H4 BULB (Philips 12342/99, or equivalent) 3/32 cp SAE NO. 1157 32/3 cp SAE NO. 1034 32 cp SAE NO. 1073 2 cp SAE NO. 57 2 cp SAE NO. 57 2 cp SAE NO. 57 2 cp SAE NO. 57 2 cp SAE NO. 57																		


CB750F :

ITEM			
DIMENSIONS	Overall length	2,195 mm (86.4 in)	
	Overall width	865 mm (34.1 in)	
	Overall height	1,150 mm (45.3 in)	
	Wheelbase	1,525 mm (60.0 in)	
	Seat height	810 mm (31.9 in)	
	Foot peg height	350 mm (13.8 in)	
	Ground clearance	140 mm (5.5 in)	
	Dry weight	230 kg (507 lb)	
	Curb weight	251 kg (553 lb)	
FRAME	Type	Double cradle	
	Front suspension, travel	Telescopic fork 160 mm (6.3 in)	
	Rear suspension, travel	Swing arm 110 mm (4.3 in)	
	Gross vehicle weight rating	440 kg (970 lb)	
	Vehicle capacity load	191 kg (420 lb)	
	Front tire size	3.50H19-4PR	
	Rear tire size	4.25H18-4PR	
	Cold tire pressures	Up to 90 kg (200 lbs) load	Front 2.0 kg/cm ² (28 psi) Rear 2.25 kg/cm ² (32 psi)
		Up to vehicle capacity load	Front 2.0 kg/cm ² (28 psi) Rear 2.8 kg/cm ² (40 psi)
	Front brake, lining swept area	Double disc brake 300 cm ² x 2 (46.5 x 2 sq in)	
Rear brake, lining swept area	Single disc brake 328 cm ² (50.8 sq in)		
Fuel capacity	20.0 ℓ (5.3 US gal)		
Fuel reserve capacity	2.5 ℓ (0.66 US gal)		
Caster angle	62°30'		
Trail	110 mm (4.3 in)		
Front fork oil capacity	245 cc (8.0 ozs) 225 cc (7.5 ozs) at draining		
ENGINE	Type	Air cooled 4-stroke	
	Cylinder arrangement	Vertical parallel four	
	Bore and stroke	62.0 x 62.0 mm (2.44 x 2.44 in)	
	Displacement	749 cc (45.7 cu in)	
	Compression ratio	9.0 : 1	
	Valve train	Chain driven DOHC 4 valve per cylinder	
	Maximum horsepower	75 BHP/9,000 rpm	
	Maximum torque	6.2 kg-m (44.8 ft-lb)/8,000 rpm	
	Oil capacity	4.5 ℓ (4.8 US qt) 3.5 ℓ (3.7 US qt) after draining	
	Lubrication system	Wet sump	
	Air filtration	Paper	
	Cylinder compression	12.0 ± 1.0 kg/cm ² (170 ± 14 psi)	
	Intake valve	5° (BTDC) at 1 mm lift, 58° (BTDC) as 0 lift	
	Exhaust valve	Opens	35° (ABDC) at 1 mm lift, 101° (ABDC) at 0 lift
		Closes	35° (BBDC) at 1 mm lift, 87° (BBDC) at 0 lift
	Valve clearance (cold)	Opens	5° (ATDC) at 1 mm lift, 72° (ATDC) at 0 lift
Closes		IN: } 0.06–0.13 mm (0.002–0.005 in) EX: }	
Engine weight	89.5 kg (197 lb)		
Idle speed	1,000 ± 100 rpm		



ITEM																				
CARBURETION	Carburetor type	VB, 30 mm (1.18 in) venturi bore																		
	Identification number	VB428																		
	Pilot screw initial opening	1-1/2 turns, refer to page 24-10																		
	Float level	15.5 mm (0.61 in)																		
DRIVE TRAIN	Clutch	Wet, multi-plate																		
	Transmission	5-speed constant-mesh																		
	Primary reduction	2.381 : 1																		
	Gear ratio I	2.533 : 1																		
	Gear ratio II	1.789 : 1																		
	Gear ratio III	1.391 : 1																		
	Gear ratio IV	1.160 : 1																		
	Gear ratio V	0.964 : 1																		
	Final reduction	2.555 : 1 (18/46)																		
ELECTRICAL	Ignition	Transistorized																		
	Ignition timing "F-1" mark	10° BTDC at 1,000 rpm																		
	Full advance	40° BTDC/6,000 rpm, 36° BTDC/7,400 rpm																		
	Starting system	Starting motor only																		
	Generator	Three phase A.C. generator 260W/5,000 rpm																		
	Battery capacity	12V-14AH																		
	Spark plug																			
	() : Canada model and U.S.A. optional																			
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ND	NGK	ND	NGK	ND	NGK															
X22ES-U (X22ESR -U)	D7ES (DR7ES)	X24ES-U (X24ESR -U)	D8EA (DR8ES -L)	X27ES-U (X27ESR -U)	D9EA (DR8ES)															
	Spark plug gap	0.6-0.7 mm (0.024-0.028 in)																		
	Firing order	1-2-4-3																		
	Fuse/Main fuse	15A x 4/30A x 1																		
LIGHTS	Headlight (high/low beam)	60/55W H4 BULB (Philips 12342/99, or equivalent)																		
	Tail/stoplight	3/32 cp SAE NO. 1157																		
	Front turn signal/running light	32/3 cp SAE NO. 1034																		
	Rear turn signal	32 cp SAE NO. 1073																		
	Speedometer light	2 cp SAE NO. 57																		
	Tachometer light	2 cp SAE NO. 57																		
	Neutral indicator	2 cp SAE NO. 57																		
	Turn signal indicator	2 cp SAE NO. 57																		
	High beam indicator	2 cp SAE NO. 57																		



TORQUE VALUES

• CHASSIS

Item	Q'ty	Thread Dia. mm	Torque kg-m (ft-lb)	Remarks
Steering stem nut	1	24	8.0 - 12.0 (58 - 87)	
Handlebar	4	8	1.8 - 2.5 (13 - 18)	
Front fork bridge	2	7	0.9 - 1.3 (7 - 9)	
Front fork cap bolt				
- CB750K/C	2	31	1.5 - 3.0 (11 - 22)	
- CB750F	2	32	1.5 - 3.0 (11 - 12)	
Front fork steering stem	2	10	3.0 - 4.0 (22 - 29)	
Front axle holder				
- CB750K/F	4	8	1.8 - 2.5 (13 - 18)	
- CB750C (pinch bolt)	1	8	1.5 - 2.5 (11 - 18)	
Front axle	1	12	5.5 - 6.5 (40 - 47)	
Front brake disc	5	8	2.7 - 3.3 (20 - 24)	UBS
Brake hose bolt				
- CB750K	2	10	2.5 - 3.5 (18 - 25)	
- CB750C	5	10	2.5 - 3.5 (18 - 25)	
- CB750F	7	10	2.5 - 3.5 (18 - 25)	
Front brake caliper carrier				
- CB750K	2	10	3.0 - 4.0 (22 - 29)	
- CB750F/C	4	10	3.0 - 4.0 (22 - 29)	
Front brake caliper A				
- CB750K	2	10	3.0 - 3.6 (22 - 26)	
- CB750C	4	10	3.0 - 3.6 (22 - 26)	
Brake caliper				
- CB750F				
Caliper shaft	3	12	2.5 - 3.0 (18 - 22)	
Caliper mount bolt	3	8	2.0 - 2.5 (14 - 18)	
Rear axle	1	18	8.0 - 10.0 (58 - 72)	
Final driven sprocket	4	12	8.0 - 10.0 (58 - 72)	UBS
Rear brake disc	5	8	2.7 - 3.3 (20 - 24)	UBS
Rear brake master cylinder				
- CB750F	2	10	3.0 - 4.0 (22 - 29)	
Swing arm pivot bolt	1	16	7.0 - 8.0 (51 - 58)	
Rear brake torque link				
- CB750K/C Front	1	8	1.8 - 2.5 (13 - 18)	
Rear	1	8	0.8 - 1.2 (6 - 9)	
- CB750F	2	8	1.8 - 2.5 (13 - 18)	
Rear shock absorber	4	10	3.0 - 4.0 (22 - 29)	
Engine hanger bolt	4	10	3.0 - 4.0 (22 - 29)	
	1	12	5.5 - 6.5 (40 - 47)	
Steering adjustment nut	1	26	1.9 - 2.1 (14 - 15)	
Foot peg	1	12	5.5 - 6.5 (40 - 47)	
Air hose				
Hose joint - cap bolt	1	8	0.4 - 0.7 (3 - 5)	
Connector - cap bolt	1	8	0.4 - 0.7 (3 - 5)	
Hose joint - connector	1	10	1.5 - 2.0 (11 - 14)	
Gearshift pedal	1	6	0.8 - 1.2 (6 - 9)	



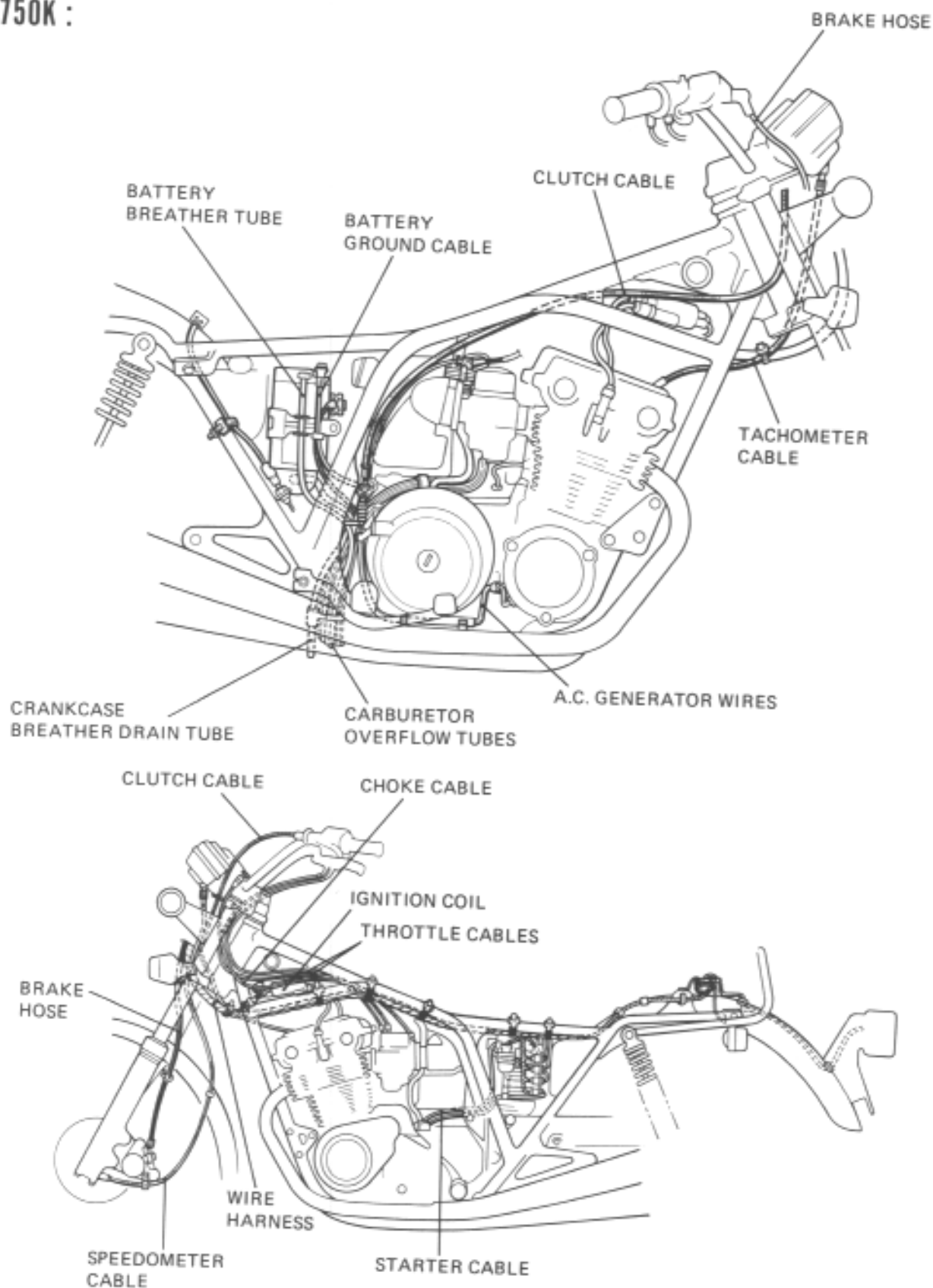
TOOL

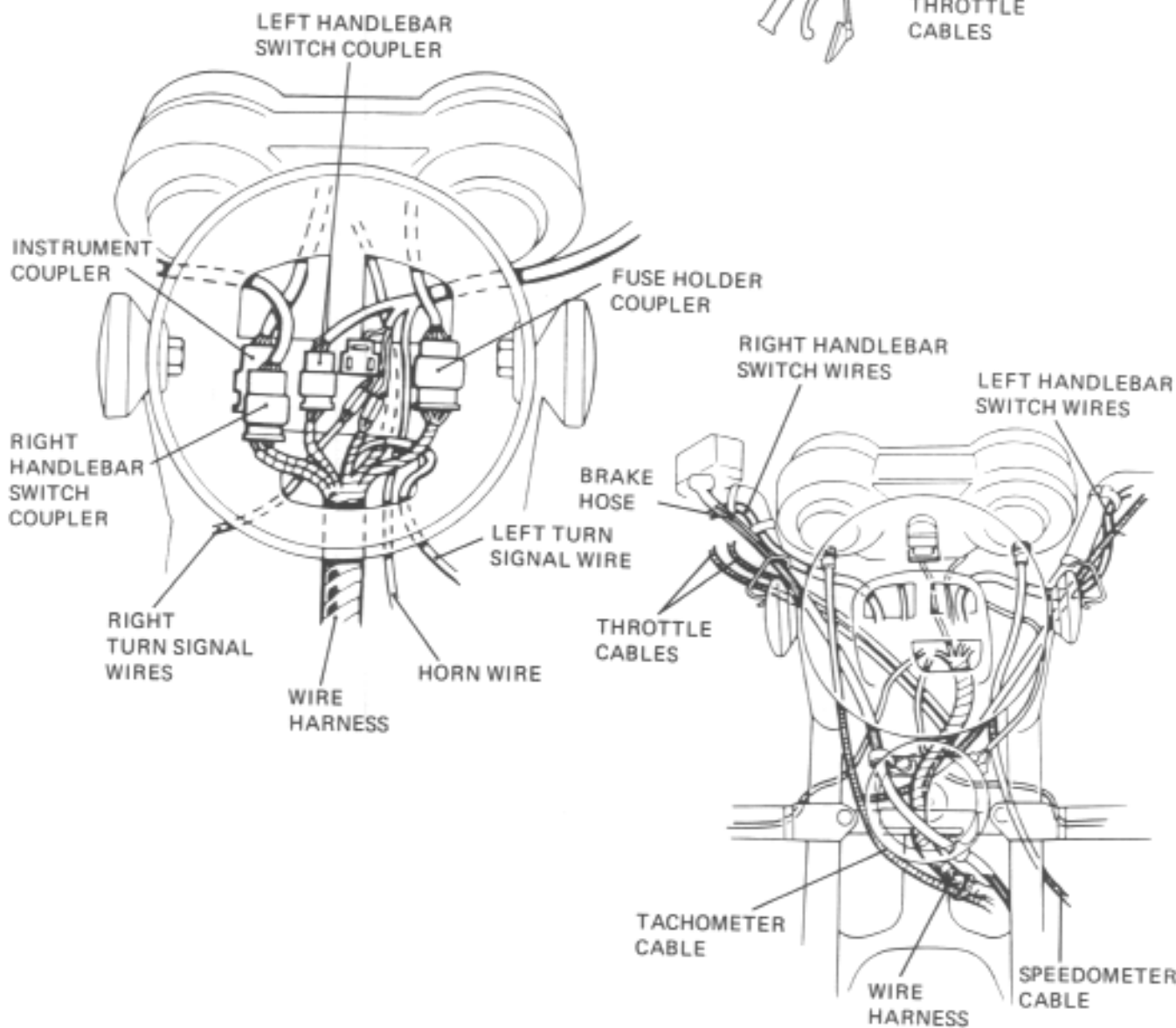
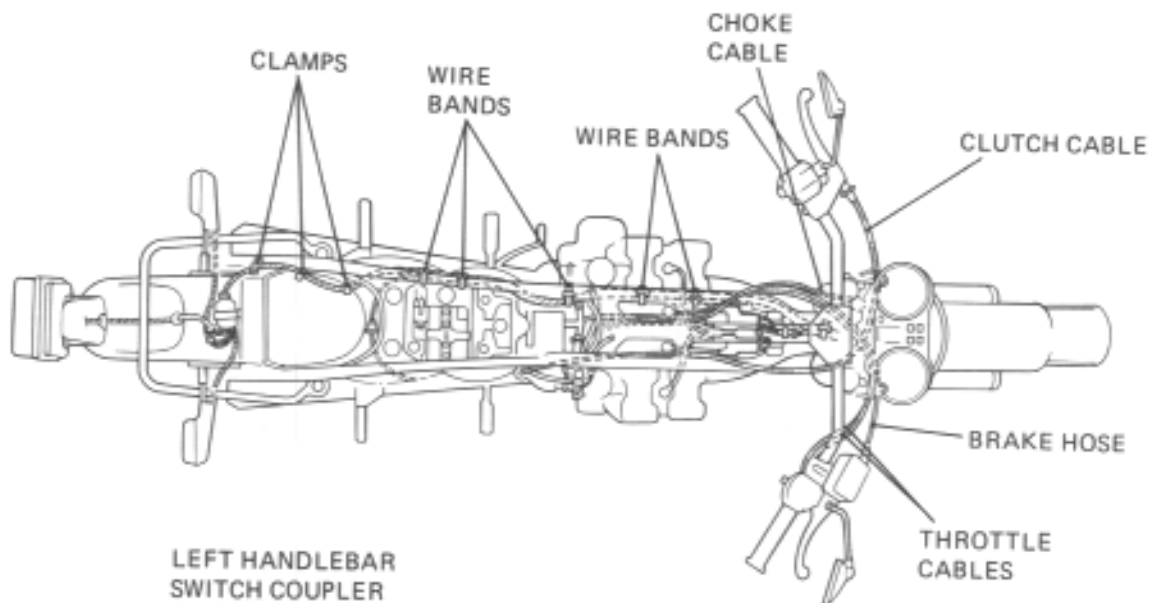
- SPECIAL TOOL (Other models)

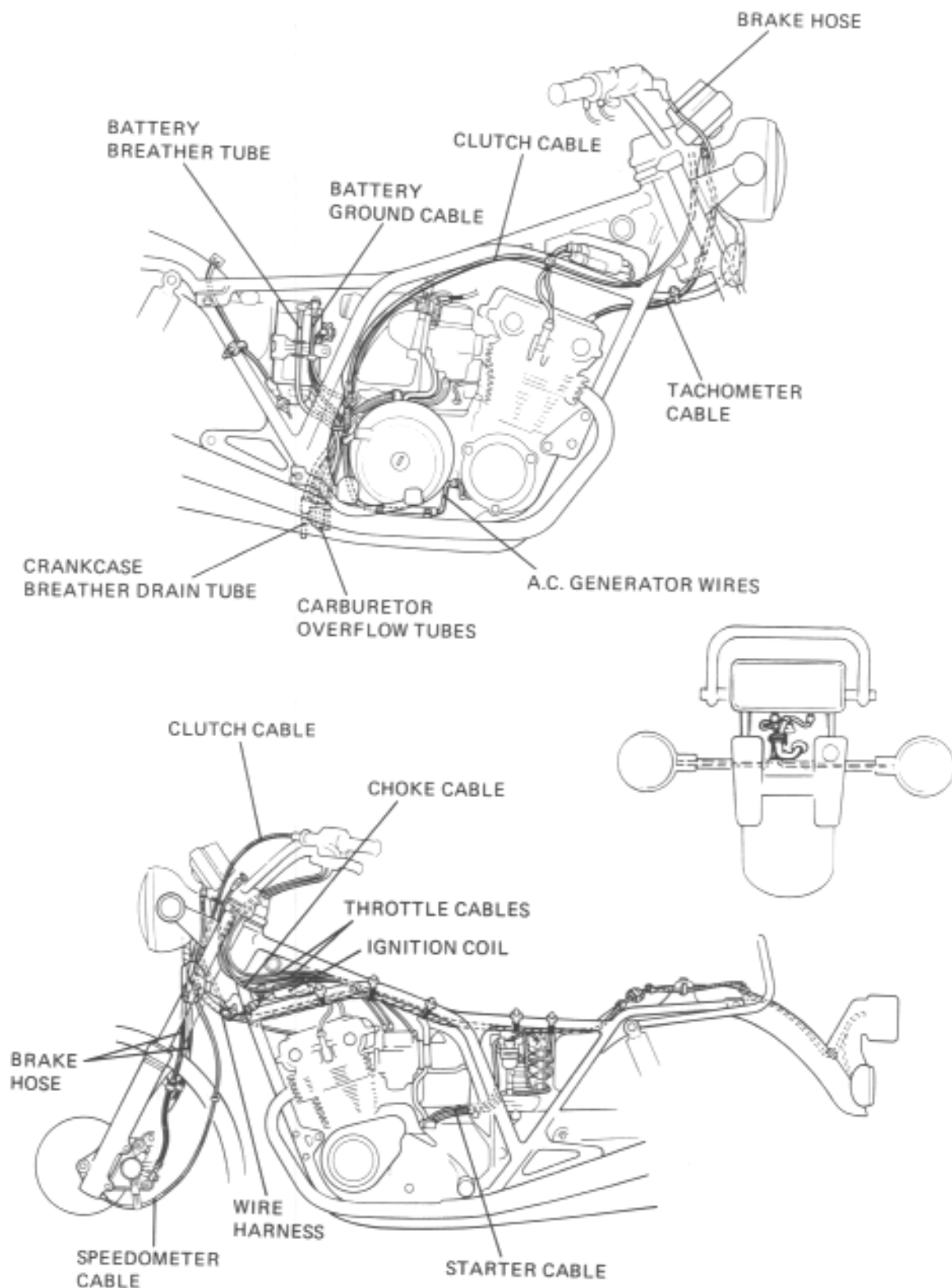
Description	Part No.	Q'ty	Alternate Tool Part No.	Ref. Page
Valve adjusting tool set	M9501-277-9472 (USA only)	1	07964-4220002	25-17

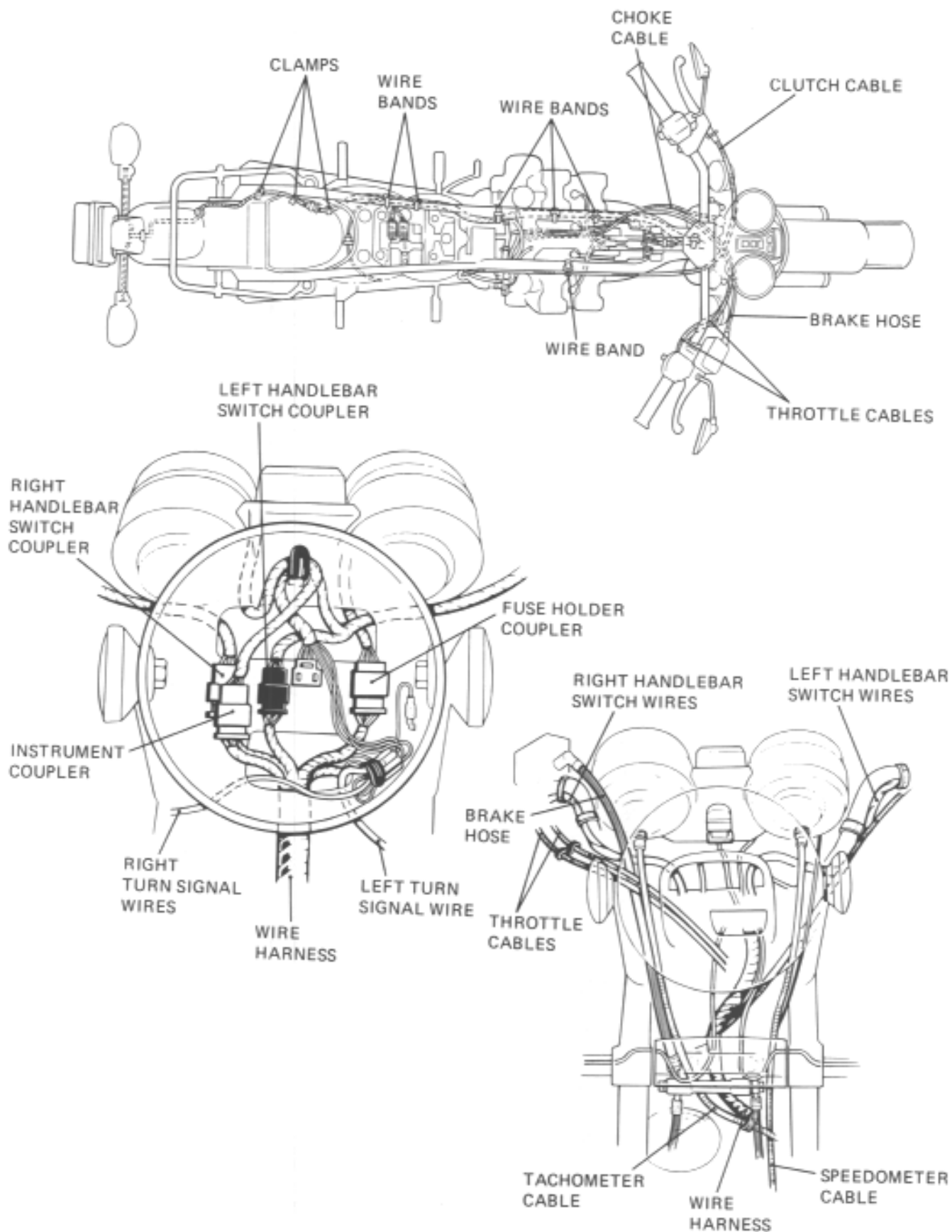


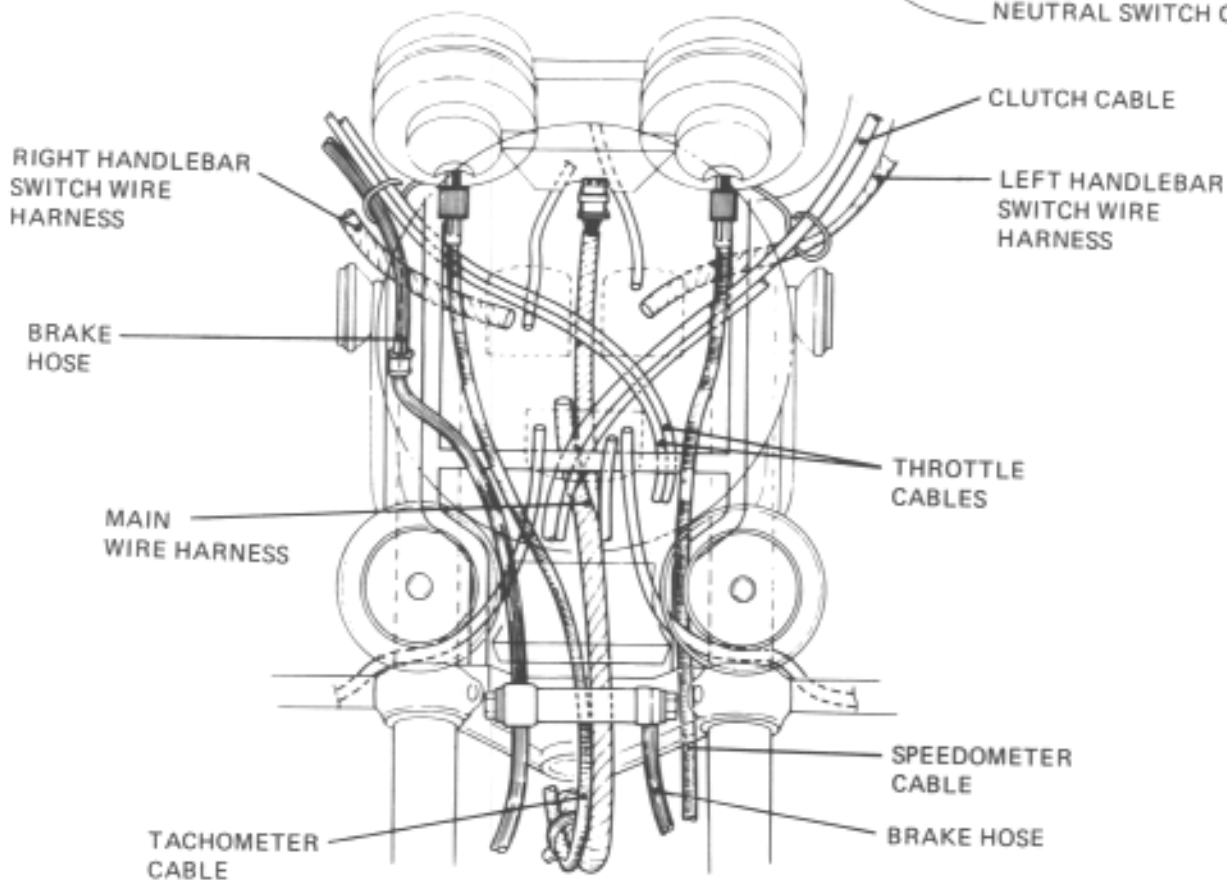
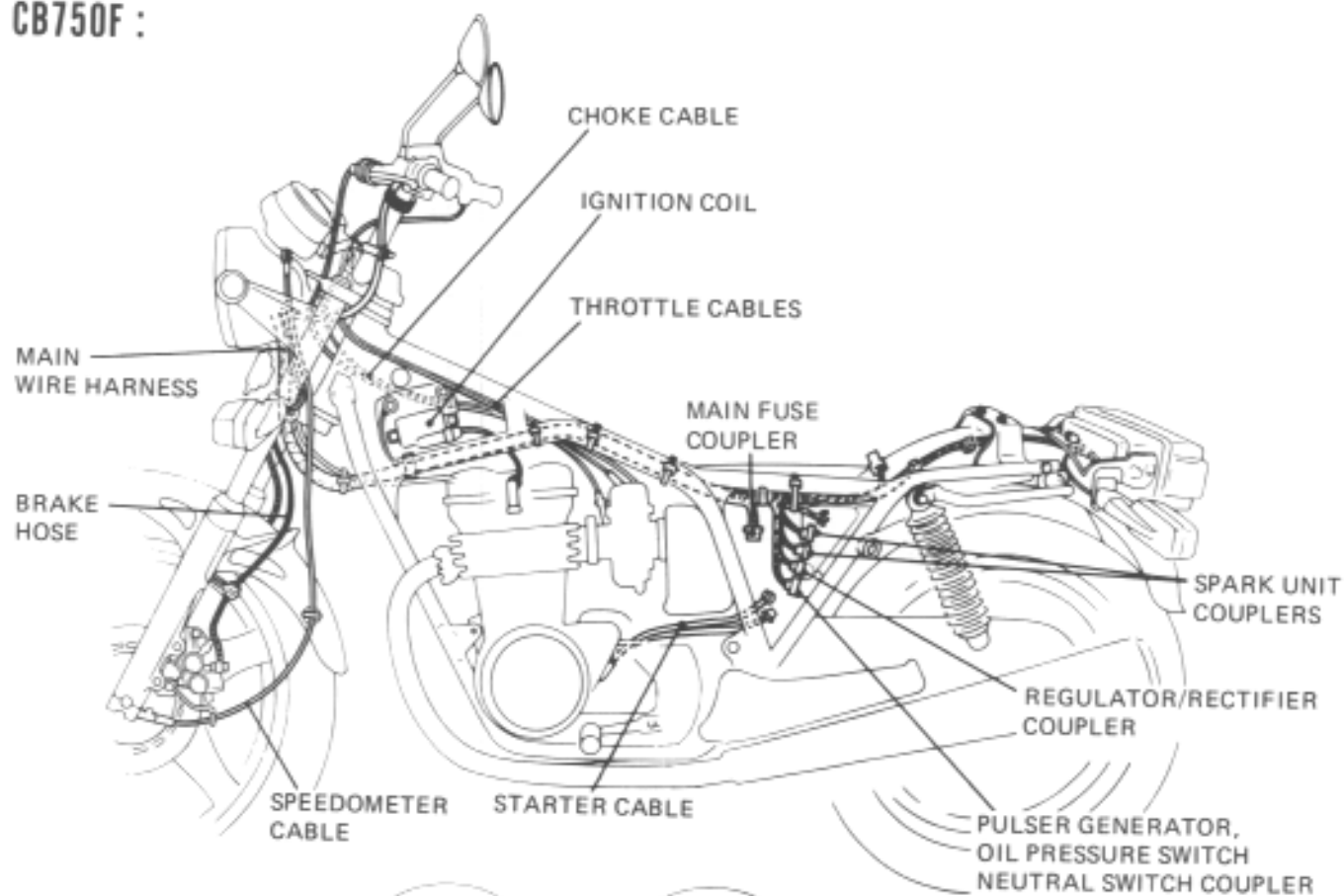
CABLE & HARNESS ROUTING CB750K :

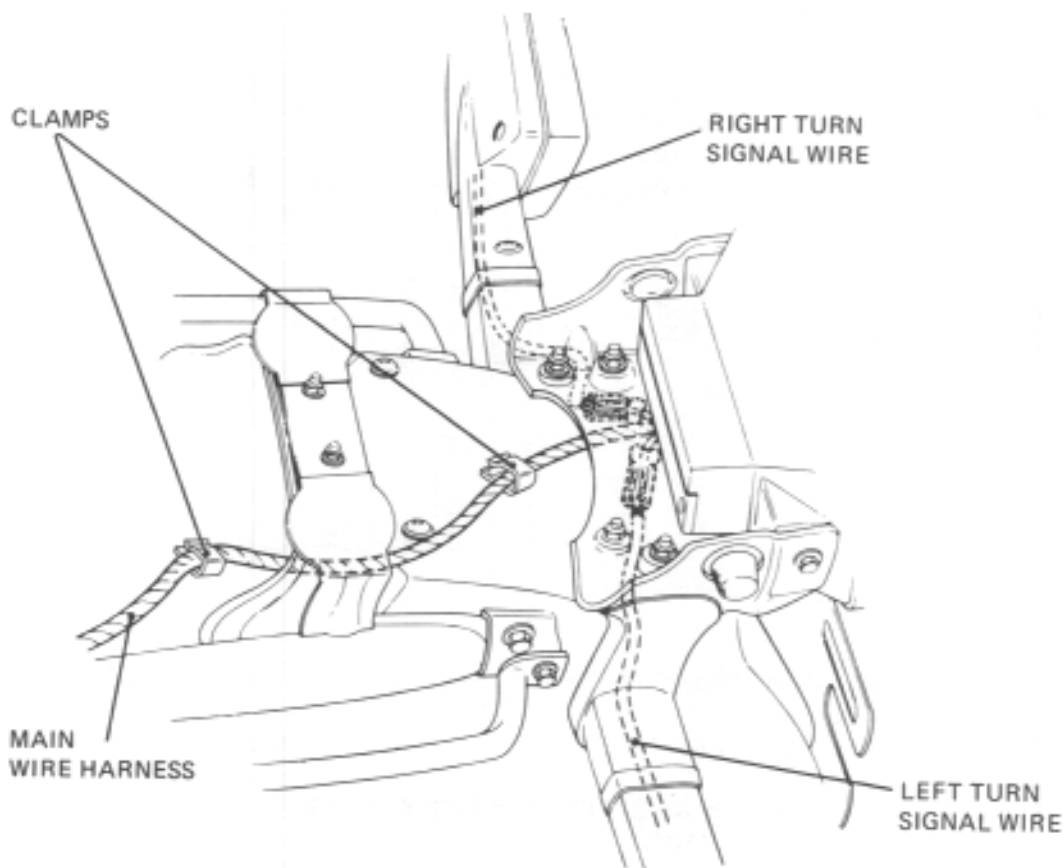
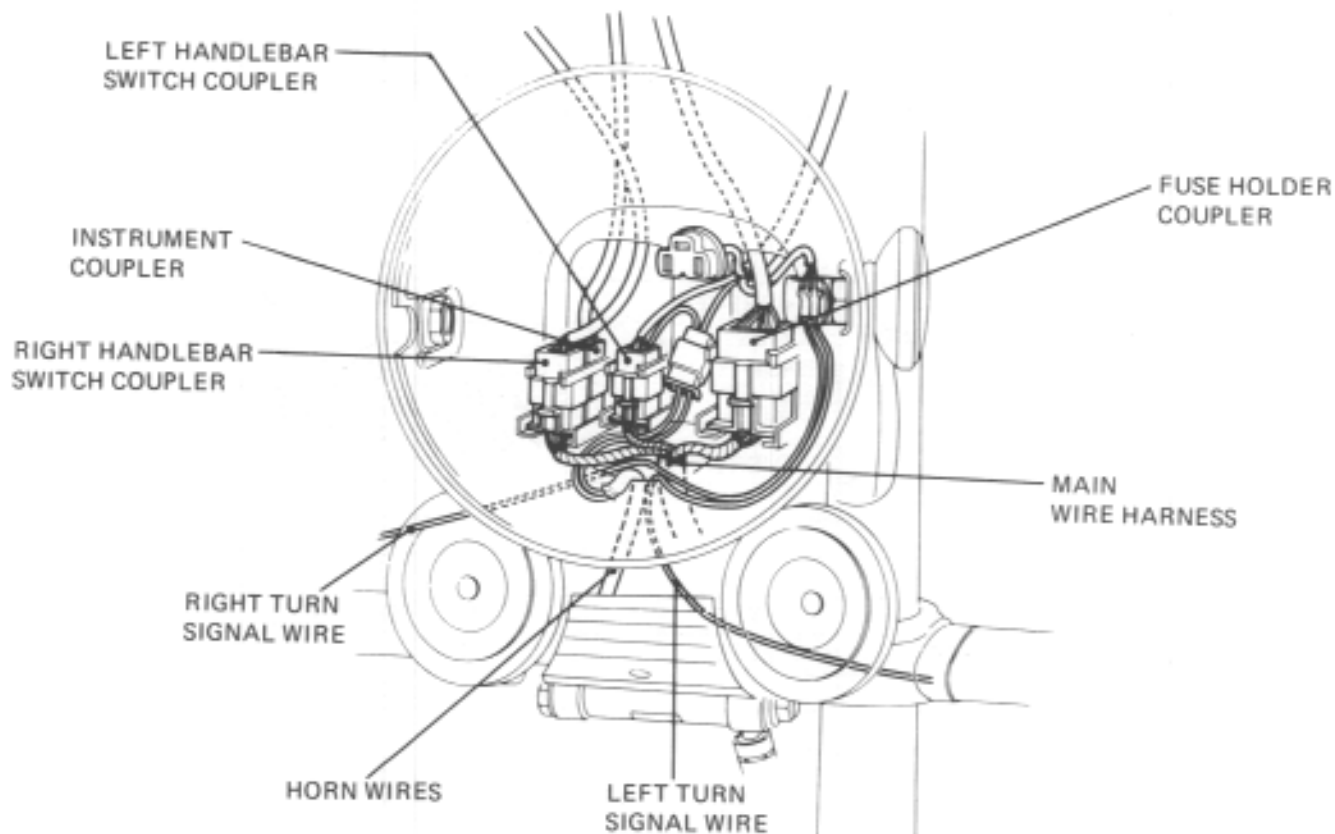





CB750C :





CB750F :






MAINTENANCE SCHEDULE

Perform the PRE-RIDE INSPECTION in the Owner's Manual at each scheduled maintenance period.

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

C : CLEAN

R : REPLACE

A : ADJUST

L : LUBRICATE

ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING (NOTE 3)						Refer to page
			EVERY	600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	
EMISSION RELATED ITEMS	* FUEL LINES			I	I	I	I	I	3- 3
	* THROTTLE OPERATION		I	I	I	I	I	I	3-12
	* CARBURETOR-CHOKE			I	I	I	I	I	3-12
	AIR CLEANER	NOTE 1	C	R	C	R	C		3- 2
	CRANKCASE BREATHER	NOTE 2	C	C	C	C	C		3- 2
	SPARK PLUGS		R	R	R	R	R		23-14
	* VALVE CLEARANCE		I	I	I	I	I		25-14
	ENGINE OIL	YEAR	R	R	R	R	R		2- 2
	ENGINE OIL FILTER	YEAR	R	R	R	R	R		2- 2
	* CAM CHAIN TENSION		A	A	A	A	A		25-17
	* CARBURETOR-SYNCHRONIZE		I	I	I	I	I		3-13
	* CARBURETOR-IDLE SPEED		I	I	I	I	I		3-15
NON-EMISSION RELATED ITEMS	DRIVE CHAIN		I, L EVERY 300 mi (500 km)						3-16
	BATTERY	MONTH	I	I	I	I	I		3-17
	BRAKE FLUID (FRONT)	MONTH I 2 YEARS* R	I	I	I	*R	I	I	3-17
	BRAKE PAD/SHOE WEAR			I	I	I	I	I	3-18 CB750F: 25-20
	BRAKE SYSTEM		I	I	I	I	I	I	3-18
	* BRAKE LIGHT SWITCH		I	I	I	I	I	I	3-19
	* HEADLIGHT AIM		I	I	I	I	I	I	3-19
	CLUTCH		I	I	I	I	I	I	3-20
	SIDE STAND		I	I	I	I	I	I	3-21
	* SUSPENSION		I	I	I	I	I	I	3-22
	* NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	3-23
	** WHEELS/SPOKES		I	I	I	I	I	I	3-22
** STEERING HEAD BEARING		I	I	I	I	I	I	3-23	

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

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

NOTES: 1. SERVICE MORE FREQUENTLY WHEN RIDING IN DUSTY AREAS.

2. SERVICE MORE FREQUENTLY WHEN RIDING IN RAIN OR AT FULL THROTTLE. (U.S.A. ONLY)

3. FOR HIGHER ODOMETER READINGS, REPEAT AT THE FREQUENCY INTERVAL ESTABLISHED HERE.



2. INSPECTION AND ADJUSTMENT VALVE CLEARANCE

NOTE

- Inspect and adjust valve clearance while the engine is cold. (Below 35°C, 95°F).
- Lean the motorcycle right and left to drain residual oil from the cylinder head.

Remove the right and left side covers and remove the seat.

Turn the fuel valve OFF and remove the fuel tube and fuel tank.

Remove the tachometer cable.

Remove the spark plug caps.

Remove the cylinder head cover bolts and cylinder head cover.

Remove the A.C. generator cover.

INSPECTION

Measure intake and exhaust valve clearances by inserting a feeler gauge between the camshaft and valve lifter shim.

VALVE CLEARANCE (COLD) :

0.06 – 0.13 mm (0.002 – 0.005 in)

Rotate the crankshaft clockwise (from the right side) and align the index mark on the exhaust camshaft right end with the front cylinder head mating surface.

Check and record the valve clearance: of the No. 1 EX. and No. 3 EX.

Rotate the camshaft 90° clockwise (via the crankshaft 180°) and check the:

No. 1 IN. and No. 3 IN.

Rotate the camshaft 90° clockwise and check the:

No. 2 EX. and No. 4 EX.

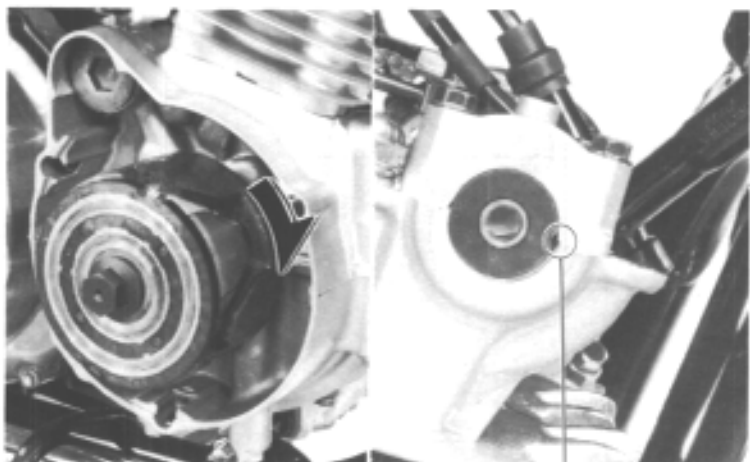
Rotate the camshaft 90° clockwise and check the:

No. 2 IN. and No. 4 IN.

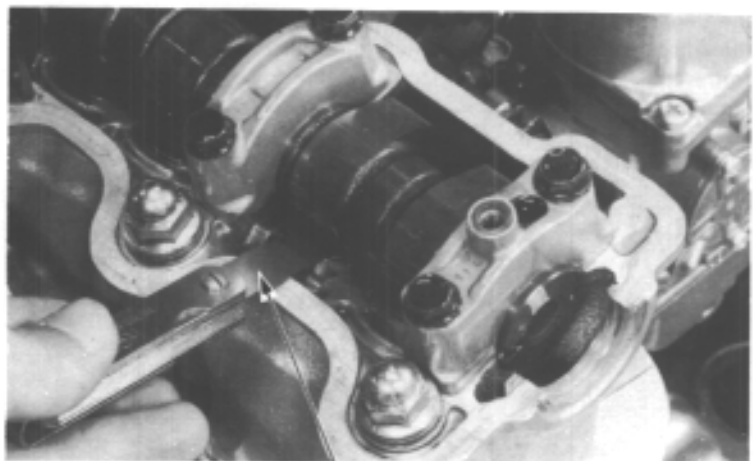
TACHOMETER CABLE



CYLINDER HEAD COVER



INDEX MARK



FEELER GAUGE



ADJUSTMENT

NOTE

- Adjustment shims are available in 0.05 mm increments, from 2.30 to 3.50 mm.
- The No. 2 EX. shim must be removed from the front.

Select a replacement shim to achieve the specified valve clearance, using the following procedures.

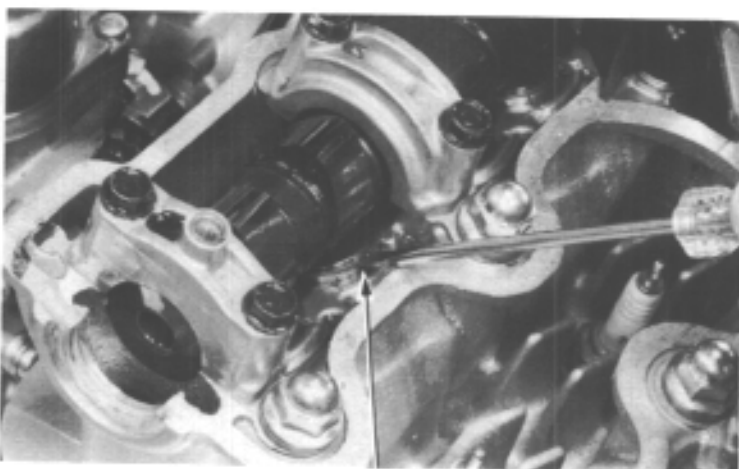
Rotate the valve lifter until the notch is facing the spark plug.

Rotate the crankshaft so that the cam lobes face directly away from the valve lifters.

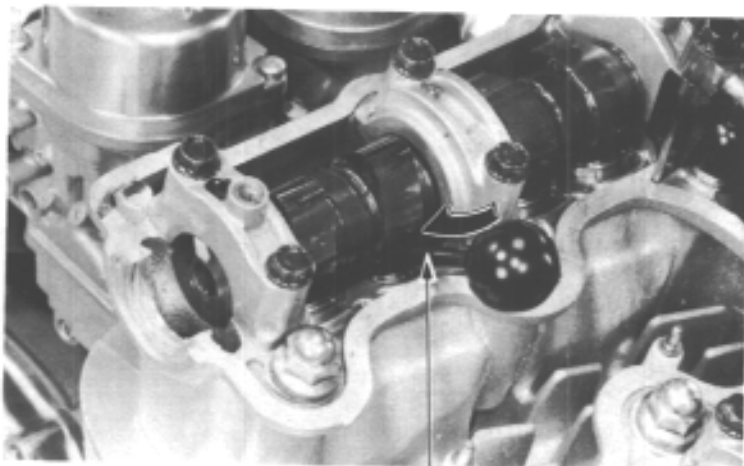
Insert the VALVE DEPRESSOR between the cam and shim, and push it in until it stops.

CAUTION

Use the DEPRESSOR as a wedge, not as a pry bar, or the lifter and camshaft may be damaged.

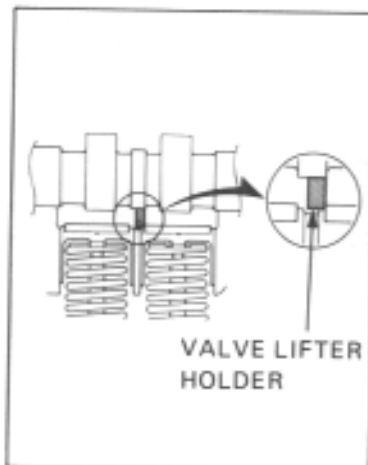


NOTCH

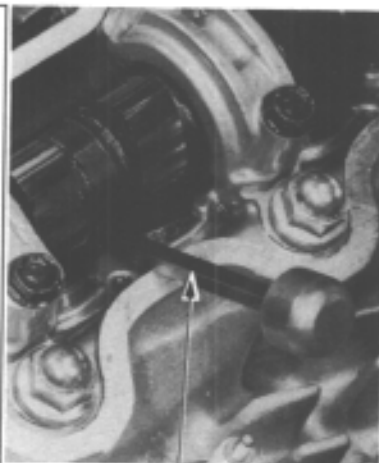


VALVE DEPRESSOR

Position the end of the valve lifter holder under the camshaft so it rests on the edge of the depressed lifter and contacts the side of the adjacent lifter. Do not let the lifter holder contact the shim or you will not be able to remove it.



VALVE LIFTER
HOLDER



VALVE LIFTER HOLDER



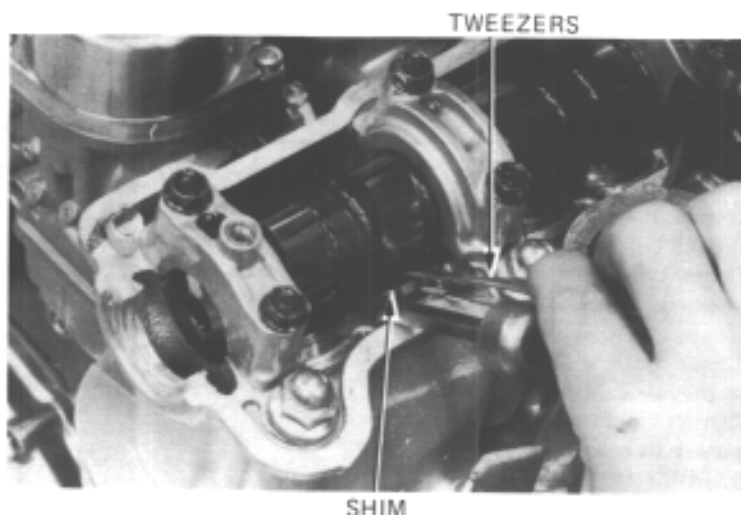
Pull out the VALVE DEPRESSOR and remove the shim with tweezers or a magnet.

NOTE

If more clearance is needed to remove the shim, reinsert the valve depressor and invert the valve lifter holder. Pull out the valve depressor and remove the shim.

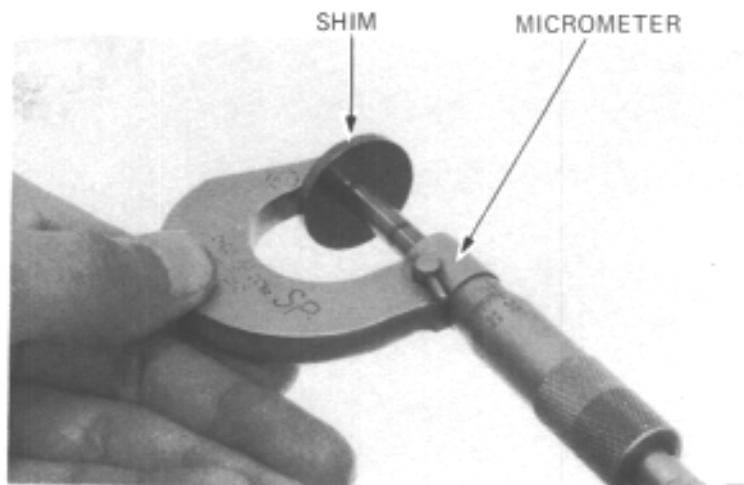
CAUTION

If the valve lifter holder is inverted, don't let it damage the cylinder head cover mating surface.



Measure the thickness of the removed shim with a micrometer.

Select a replacement shim using the chart on Page 3-10.



Insert the replacement shim.

To remove the VALVE LIFTER HOLDER, reinstall the VALVE DEPRESSOR. First remove the HOLDER and then the DEPRESSOR.

Rotate the crankshaft 2-3 revolutions to fully seat the replacement shim and recheck the valve clearance.



CAM CHAIN TENSIONER

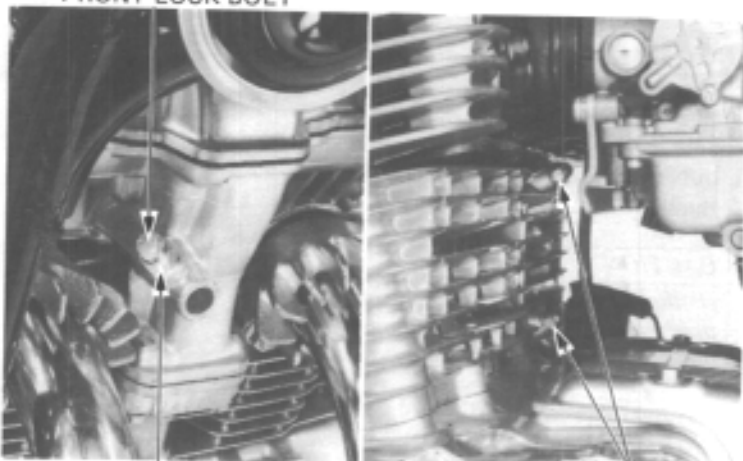
NOTE

Adjust cam chain tension while the engine is cold.

Remove the A.C. generator cover.
 Loosen the front cam chain tensioner lock nut and bolt.
 Tighten the bolt while rotating the crankshaft clockwise. Then tighten the lock nut.

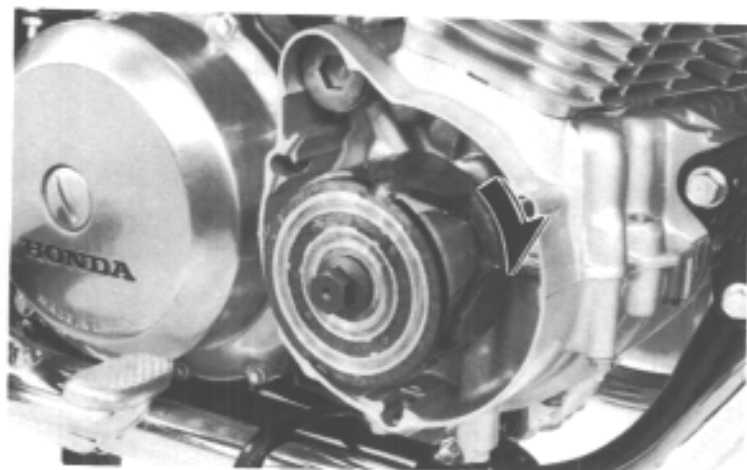
Loosen both the top and bottom lock nuts on the rear cam chain tensioner.
 Tighten the lock nuts while rotating the crankshaft clockwise.
 When the tensioner front lock bolt and rear lock nuts are loosened, the tensioners will provide the correct tension.

FRONT LOCK BOLT



FRONT LOCK NUT

REAR LOCK NUTS



BRAKE PADS (CB750F)

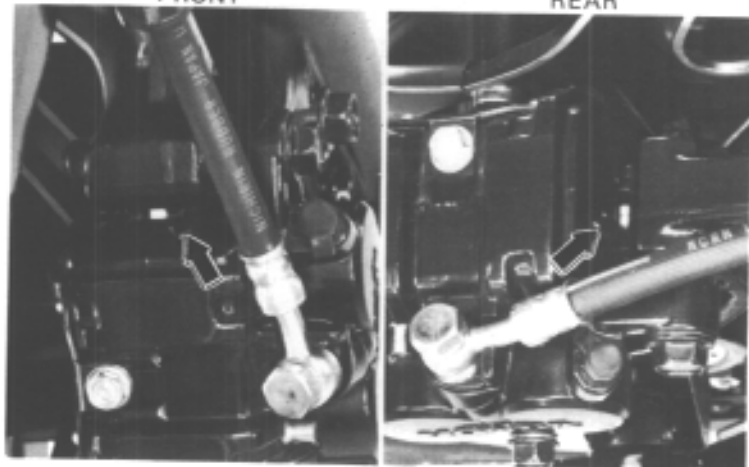
Inspect the pads visually from the direction as indicated by the arrow.
 Replace the brake pads if either pad wears to the indicator line.
 (Refer to page 25-37)

CAUTION

Always replace the brake pads in pairs to assure even disc pressure.

FRONT

REAR





FRONT FORK AIR PRESSURE

Place the vehicle on its center stand.
Remove the valve cap and measure the front
fork air pressure.

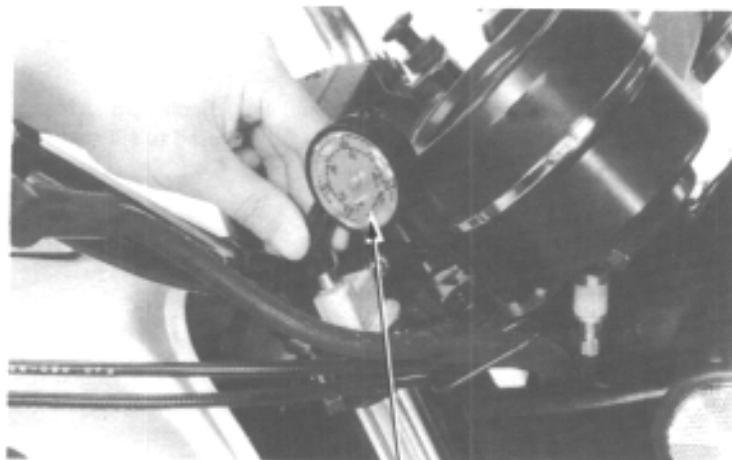
FRONT FORK AIR PRESSURE:

CB750K/C: 0.7–1.1 kg/cm² (10–16 psi)

CB750F : 0.8–1.2 kg/cm² (11–17 psi)

NOTE

Check the front fork air pressure when
the front forks are cold.



AIR PRESSURE GAUGE



3. FUEL SYSTEM

GENERAL INFORMATION

The carburetors are equipped with a fuel line diaphragm. After carburetor overhaul, it is necessary to crank the engine for 2-3 seconds, three times with the throttle fully closed to fill the float chambers.

TROUBLESHOOTING

Fuel line diaphragm

Fuel not reaching carburetors

1. Fuel line diaphragm vent tube clogged.
2. Fuel line diaphragm vacuum tube clogged.

3. Clogged fuel line diaphragm.
4. Clogged fuel line diaphragm check valve.

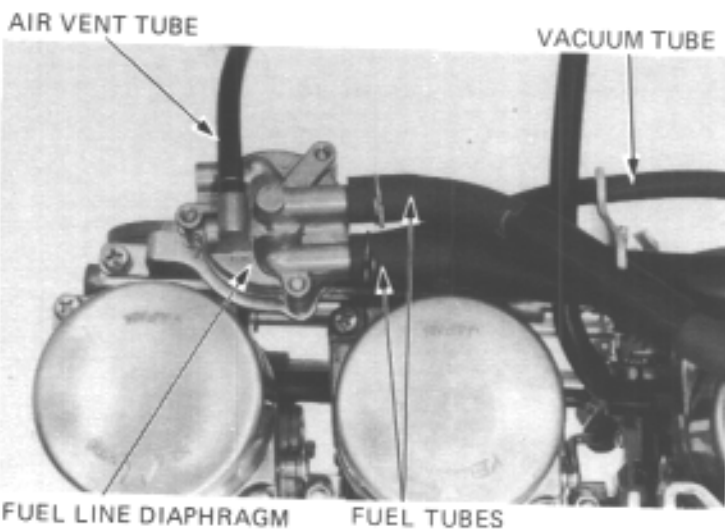
FUEL LINE DIAPHRAGM

REMOVAL

Turn the fuel valve off. Remove the seat and fuel tank.

Disconnect the fuel tube, vacuum tube and air vent tube.

Unscrew the screws attaching the fuel line diaphragm to the carburetors and remove the diaphragm.



INSPECTION

Remove the fuel line diaphragm (see above).

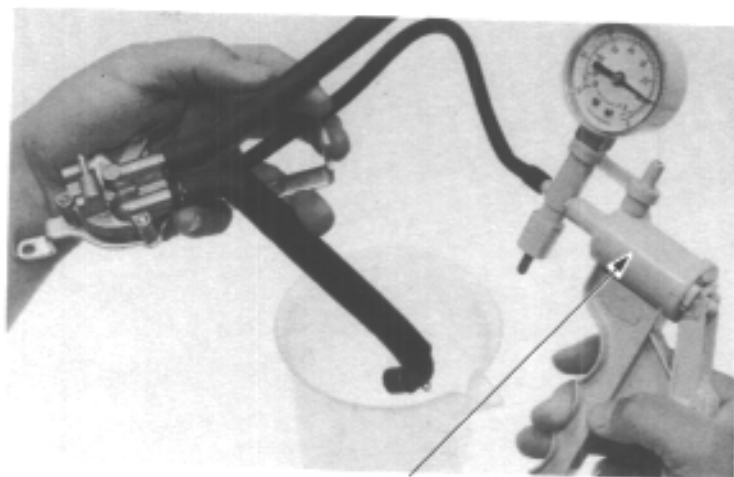
Disconnect the inlet fuel tube from the diaphragm, and connect a longer tube to the fuel tank.

Place a suitable drainage container under the outlet fuel tubes.

Turn the fuel valve on. Fuel should not flow from the outlet tubes.

Connect a vacuum gauge to the diaphragm vacuum outlet. Fuel should flow out of the outlet tubes when 10-20 mm Hg (0.4-0.8 in Hg) of vacuum is applied.

If the flow is restricted, replace the fuel line diaphragm.

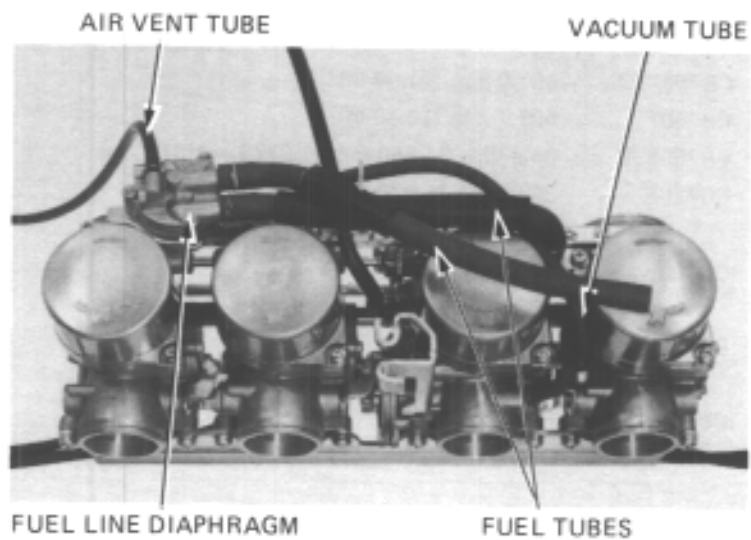


HAND VACUUM PUMP
 A973X-041-XXXXX (USA only)



CARBURETOR TUBE ROUTING

Route the carburetor tubes as shown.





4. FRONT WHEEL/SUSPENSION

The '81 CB750K · C and F use an air assist fork front suspension system. The front fork preload can be changed by adjusting the amount of air pressure.

SPECIFICATIONS

Item		STANDARD	SERVICE LIMIT
Fork spring free length	CB750K/C	551.0 mm (21.69 in)	541 mm (21.3 in)
	CB750F	503.7 mm (19.80 in)	489 mm (19.3 in)
Front fork tube O.D.	CB750K/C	34.975 – 34.950 mm (1.3770 – 1.3760 in)	34.85 mm (1.372 in)
	CB750F	36.950 – 36.975 mm (1.455 – 1.456 in)	36.90 mm (1.453 in)
Front fork tube runout		—	0.2 mm (0.01 in)
Front fork oil capacity	CB750K	210 cc (7.0 ozs)	—
		190 cc (6.5 ozs) at draining	—
	CB750C/F	245 cc (8.0 ozs)	—
		225 cc (7.5 ozs) at draining	—
Front fork air pressure	CB750K/C	0.7 – 1.1 kg/cm ² (10 – 16 psi)	—
	CB750F	0.8 – 1.2 kg/cm ² (11 – 17 psi)	—

TROUBLESHOOTING

Soft Suspension

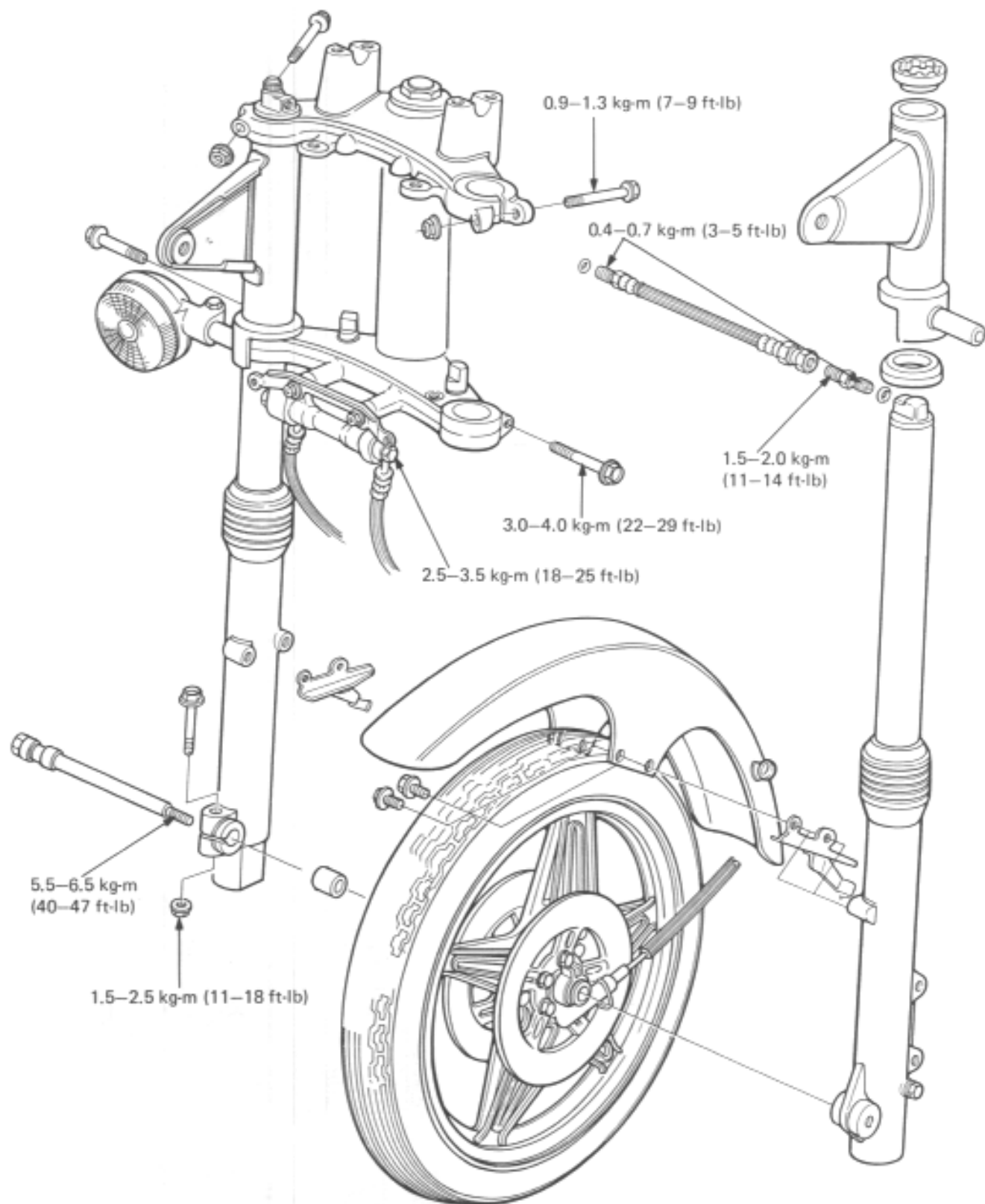
1. Weak fork springs.
2. Insufficient fluid in forks.
3. Low air pressure.

Hard Suspension

1. Incorrect fluid weight in forks.
2. Excessive air pressure in fork tubes.
3. Excessive amount of oil in forks.



CB750C :





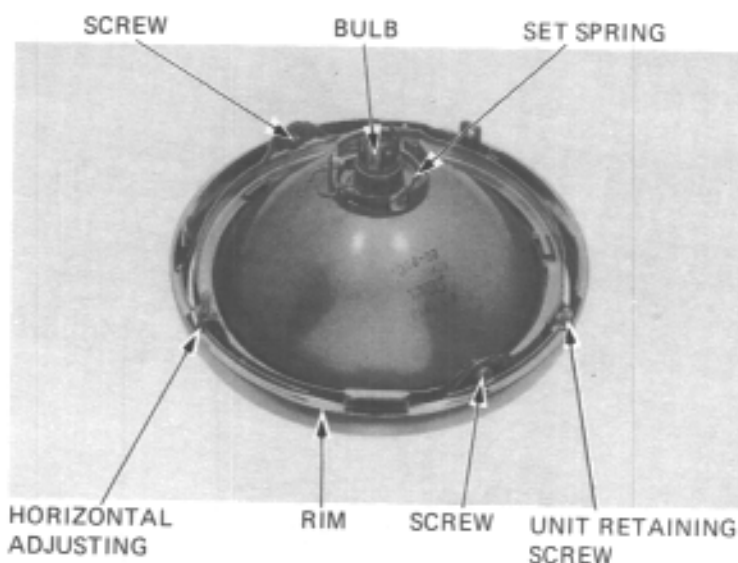
HEADLIGHT

HEADLIGHT DISASSEMBLY/ ASSEMBLY

Remove the bulb cover, set spring and bulb. Remove the screws and horizontal adjusting screw from the rim.

Remove the two headlight unit retaining screws, and the headlight unit.

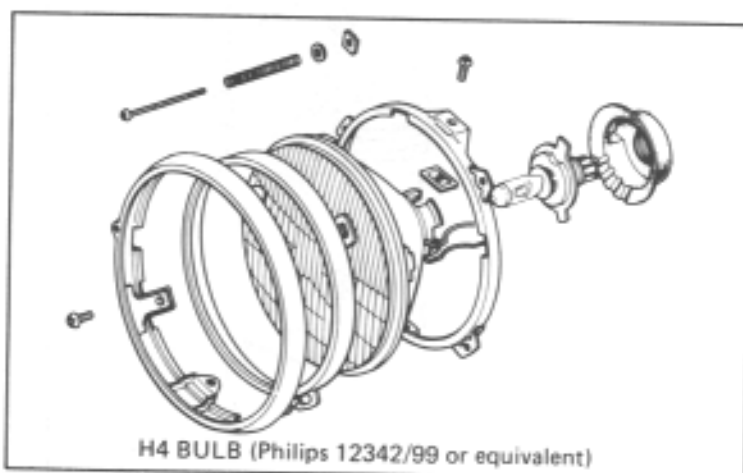
Assembly is the reverse of disassembly.



After assembly, adjust the headlight beam (Page 3-19.)

NOTE

Do not touch the bulb with your fingers.

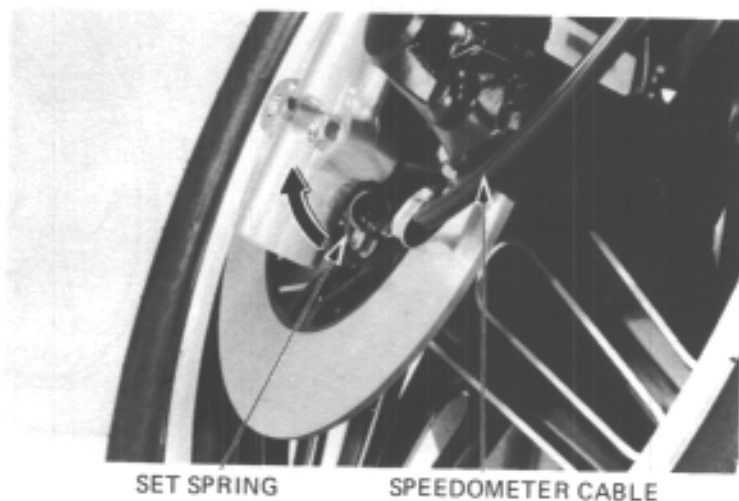


FRONT WHEEL (CB750C)

REMOVAL

Raise the front wheel off the ground by jacking up the engine.

Disconnect the speedometer cable by expanding the set spring.



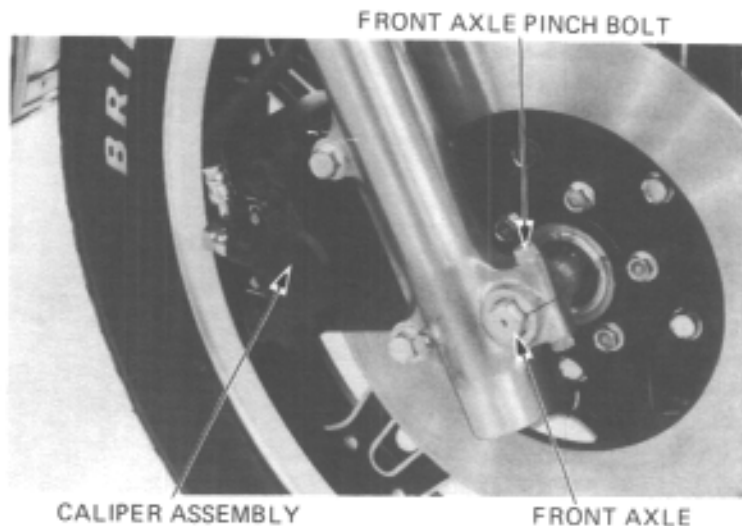


Remove the right or left side caliper assembly by loosening the bolts.

NOTE

Do not operate the front brake lever after removing the front wheel. To do so will make it difficult to fit the brake disc between the brake pads.

Remove the front axle pinch bolt by loosening the nut.
 Unscrew and pull out the front axle.
 Remove the front wheel.



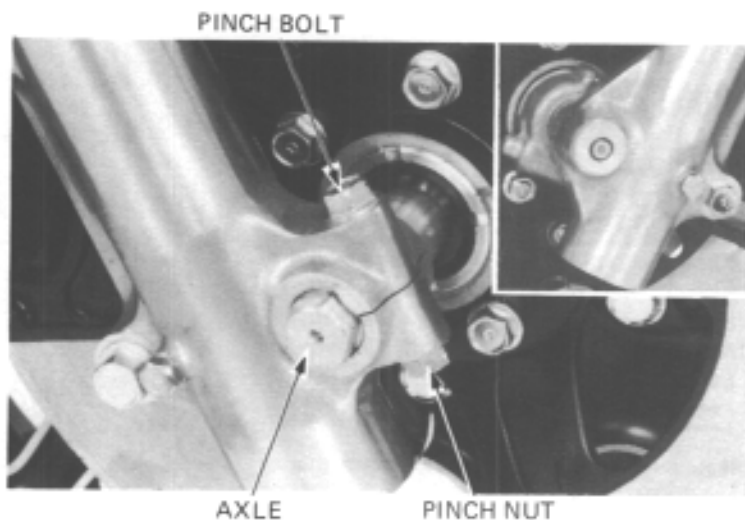
INSTALLATION

Install the wheel assembly by inserting the axle through the right fork leg and wheel hub. Screw the axle into the left fork leg. With the axle loosely tightened, rotate the speedometer gearbox counterclockwise until it stops.

Tighten the axle to the specified torque.

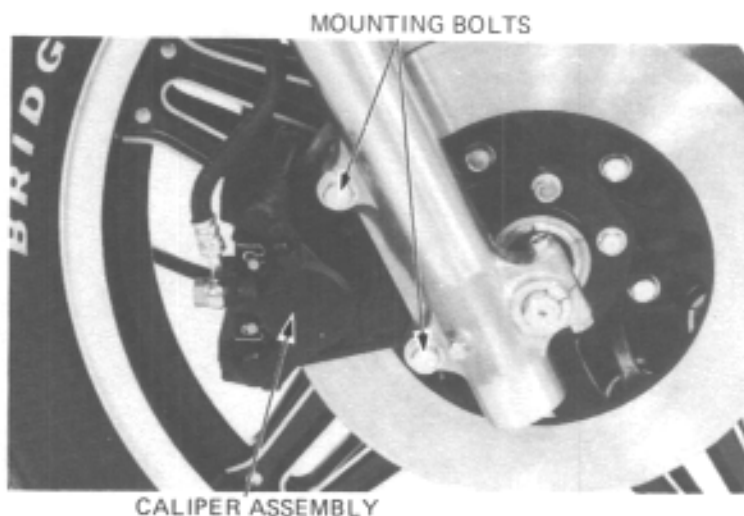
TORQUE: 5.5–6.5 kg-m (40–47 ft-lb)

Install the pinch bolt and loosely tighten the nut.



Fit the caliper over the disc, taking care not to damage the brake pads. Install the caliper mounting bolts.

TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)





Measure the clearance between the outside surface of the right brake disc and the rear of the right caliper holder with a 0.7 mm (0.028 in) feeler gauge.

If the feeler gauge cannot be inserted easily, pull the right fork outward until the gauge can be inserted.

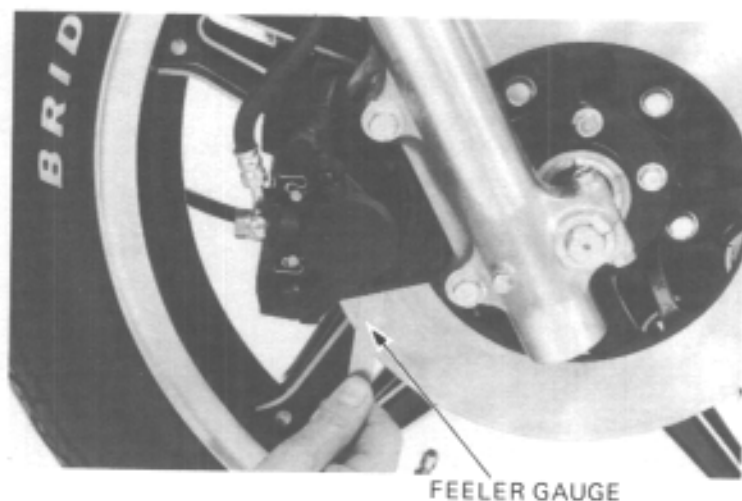
Tighten the axle holding nut to the specified torque.

TORQUE: 1.5–2.5 kg-m (11–18 ft-lb)

There should be at least 0.7 mm (0.028 in) clearance between the caliper holder and disc.

CAUTION

After installing the wheel, apply the brakes several times and recheck the clearance on both sides. Failure to provide clearance will damage the brake discs and affect braking efficiency.



FRONT FORK

REMOVAL

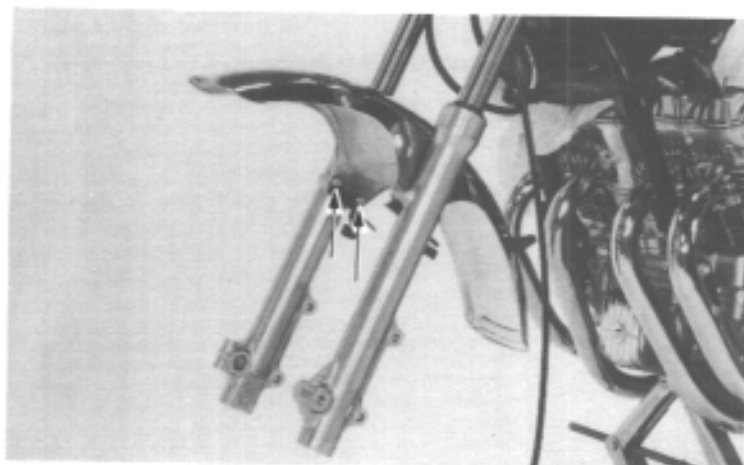
WARNING

The fork tube caps are under air and spring pressure. Front fork air pressure must be relieved and care used when removing the fork tube caps to prevent them from becoming projectiles. Wear eye and face protection.

Release air pressure and disconnect the air hose from left hose connector.

Disconnect the air hose from the right front fork.

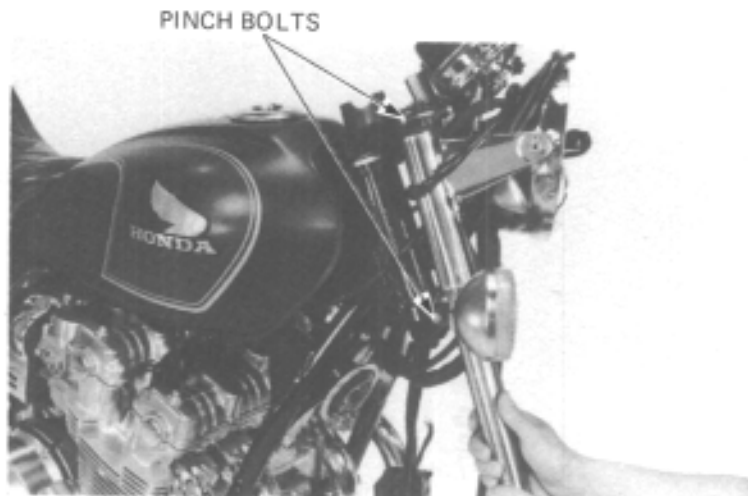
Remove the front wheel.
 Remove the brake caliper.
 Remove the fender.





Loosen the pinch bolts on the fork bridge and steering stem.

Pull the fork assembly down and out while turning the fork tube.



DISASSEMBLY

WARNING

The fork tube caps are under spring pressure. Use care when removing the caps to avoid injury, wear face and eye protection.

NOTE

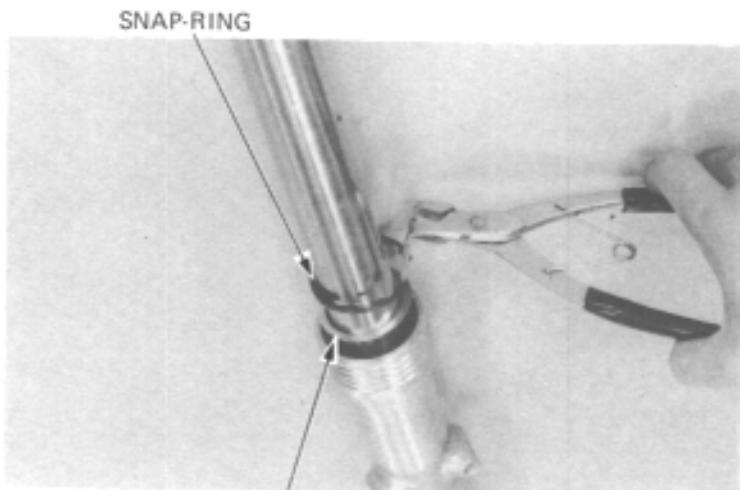
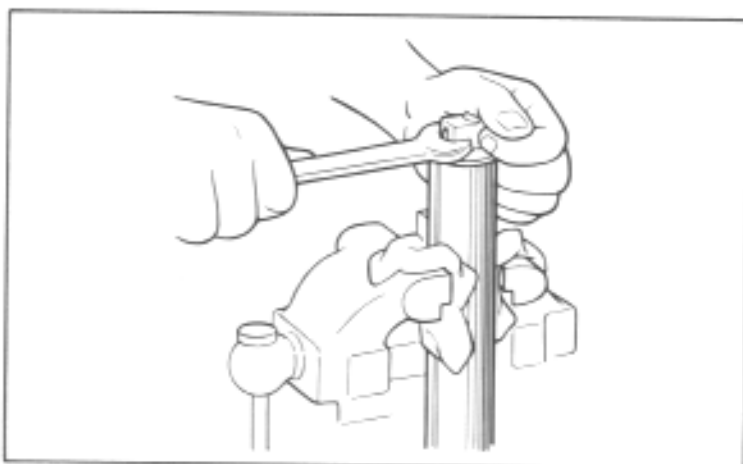
Fork seal replacement does not require inner fork tube and slider separation.

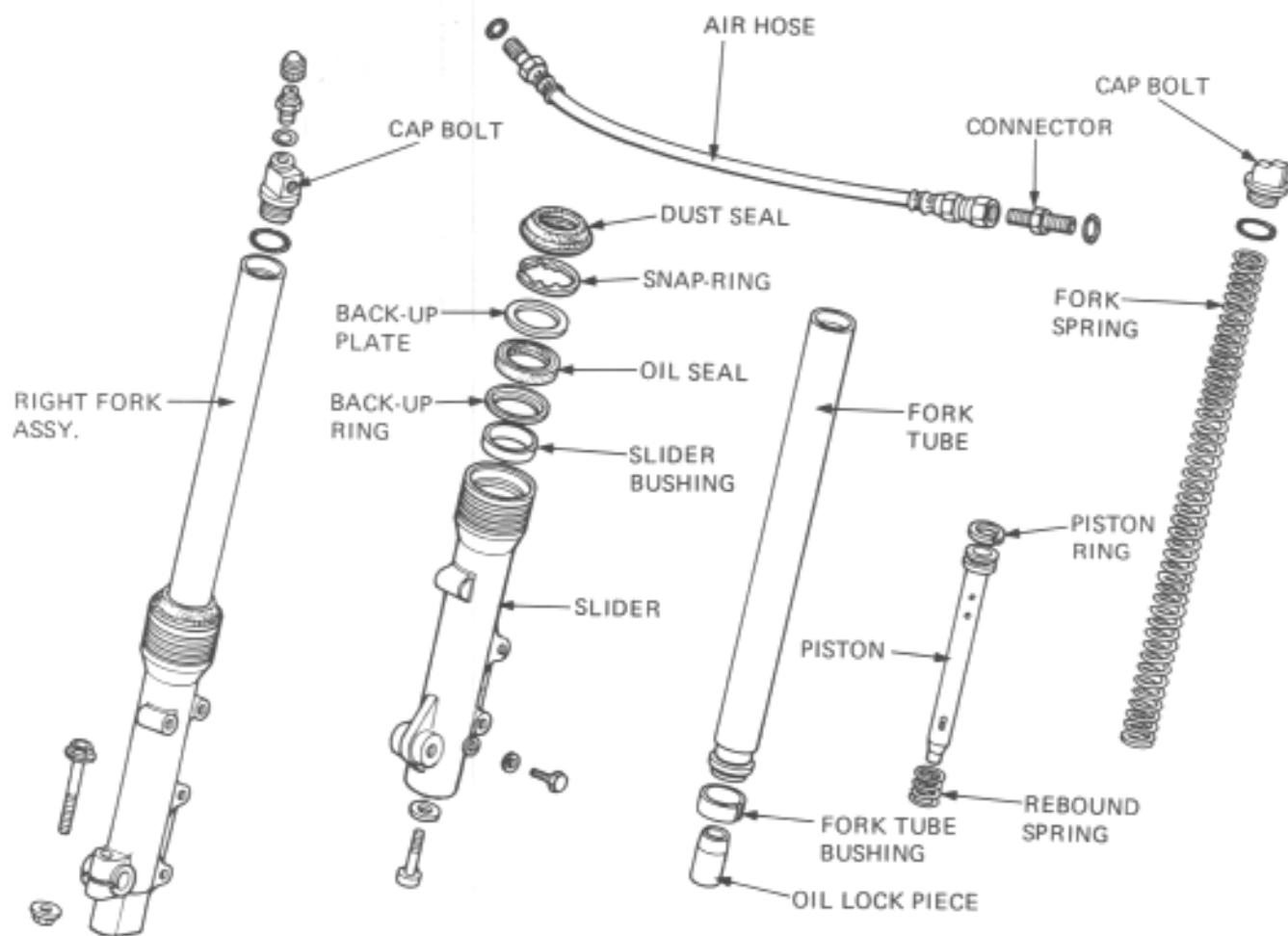
Remove the schrader valve and install the special plugs (H/C 095806, P/N M2280-999-95806) into the cap.

Place the fork tube in a vise with soft jaws and remove the fork tube cap. Remember, the caps are under spring pressure; wear face and eye protection.

Remove the spring from inside the fork tube.

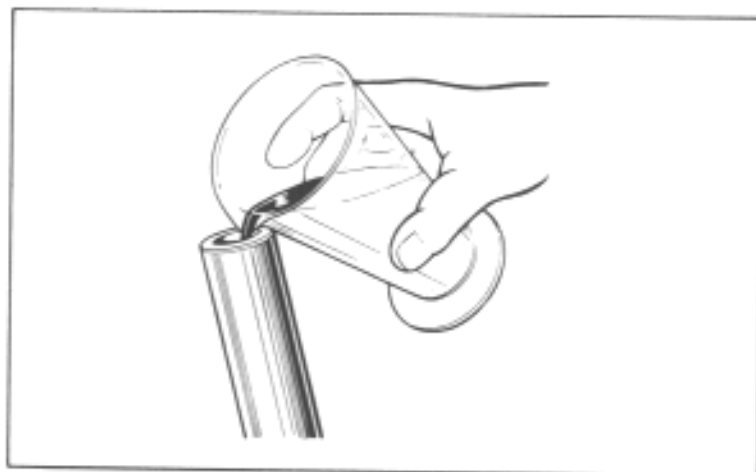
Remove the dust seal, snap-ring and back-up plate.





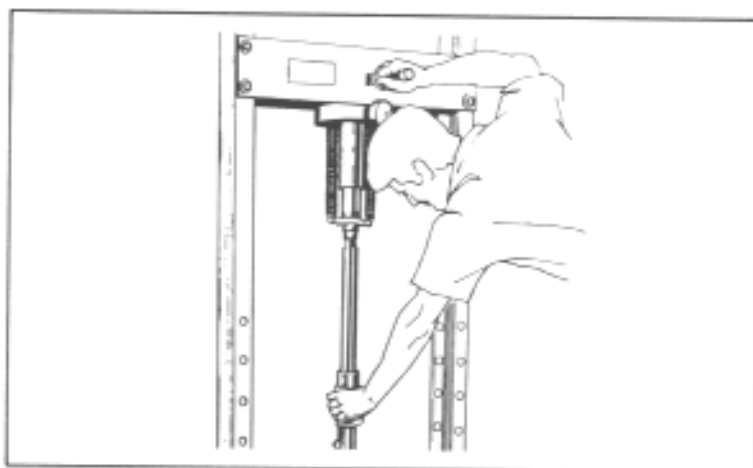


Extend the fork tube out all the way. Pour ATF into the fork tube up to the bottom of the cap threads and install the fork tube cap.



Place the seal driver (P/N 07947-3290000) over the fork tube. Wrap a shop towel around the seal area.

Compress the fork tube slowly with a hydraulic press until the fork seal is forced out. Hold the driver against the seal during removal to keep it from tilting.



Remove the cap, tool and seal and pour the ATF out.

Remove the back-up ring with a magnet.

Remove the socket bolt and pump the remaining ATF out through the socket bolt hole.

CAUTION

Do not distort the slider in a vise.



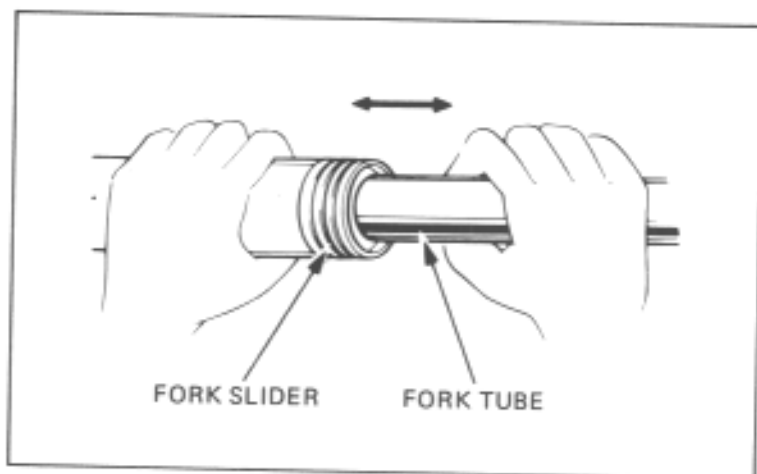


Pull the fork tube out until resistance is felt from the slider bushing. Then move the tube in and out, tapping the bushing lightly until the tube separates from the slider. The bushing will come out with the tube.

Remove and discard the oil seal.

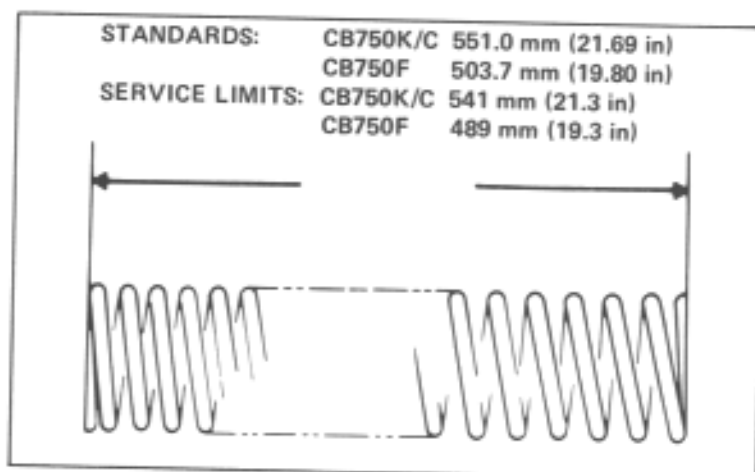
Remove the piston and rebound spring from the fork tube.

Remove the oil lock piece from inside the slider.



SPRING INSPECTION

Measure the spring and replace it if the free length is shorter than the service limit.



FORK TUBE / SLIDER / PISTON INSPECTION

Check the fork tubes, fork sliders, bushings and pistons for score marks, scratches, or excessive or abnormal wear. Replace those parts which cannot be reused.

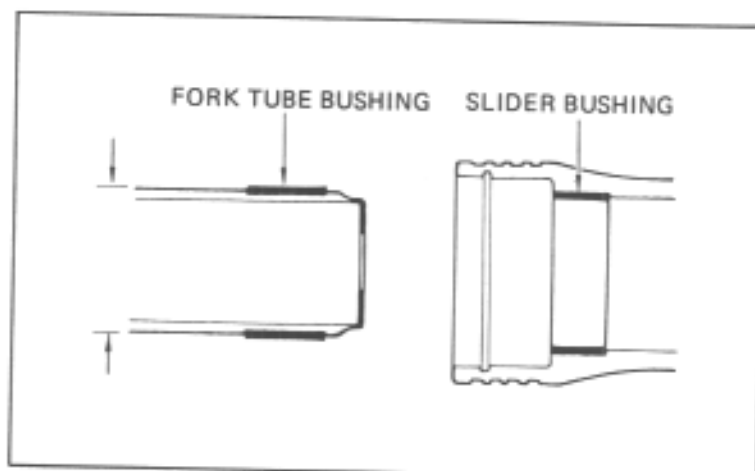
Measure the outside diameter of the fork tube, and check the condition of the tube piston and ring.

Front fork tube O.D.

SERVICE LIMIT:

CB750K/C 34.85 mm (1.372 in)

CB750F 36.90 mm (1.453 in)

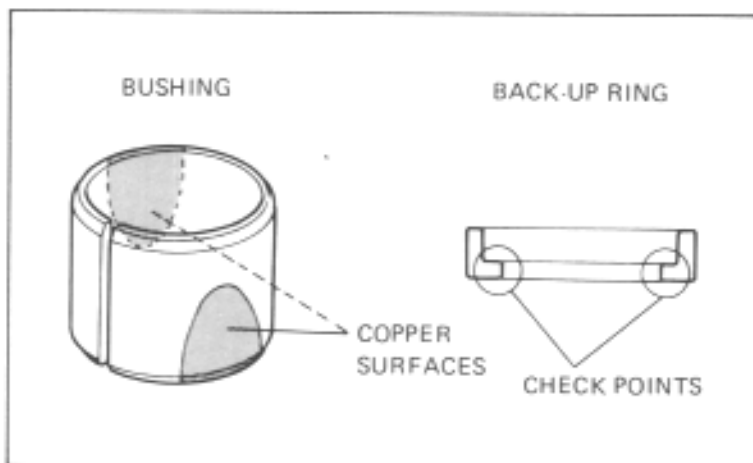




BUSHING / BACK-UP RING INSPECTION

Replace the slider and fork tube bushings if they are scored or worn enough so that the copper layer shows over more than 3/4 of the total surface.

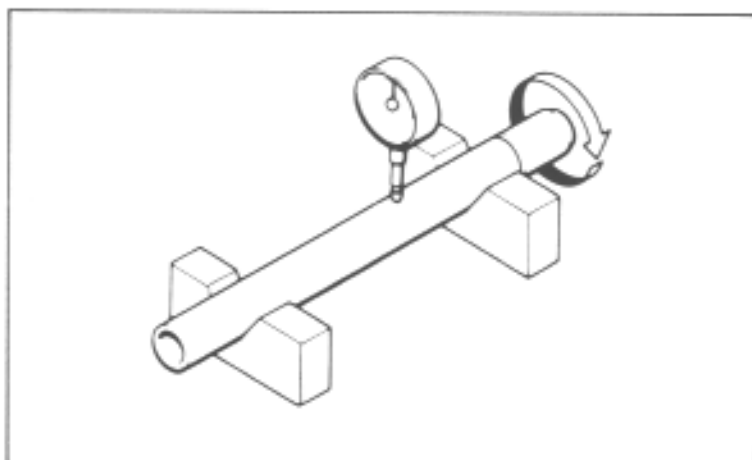
Replace the back-up ring if there is distortion at the points shown.



FORK TUBE INSPECTION

Set the fork tube in V blocks and read the runout. The actual runout is 1/2 the total indicator reading.

SERVICE LIMIT: 0.2 mm (0.01 in)

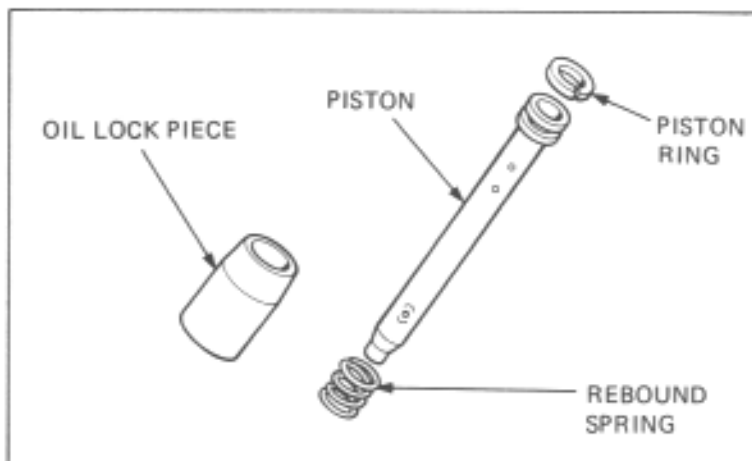


ASSEMBLY

Clean all disassembled parts.

Install the rebound spring and piston into the fork tube.

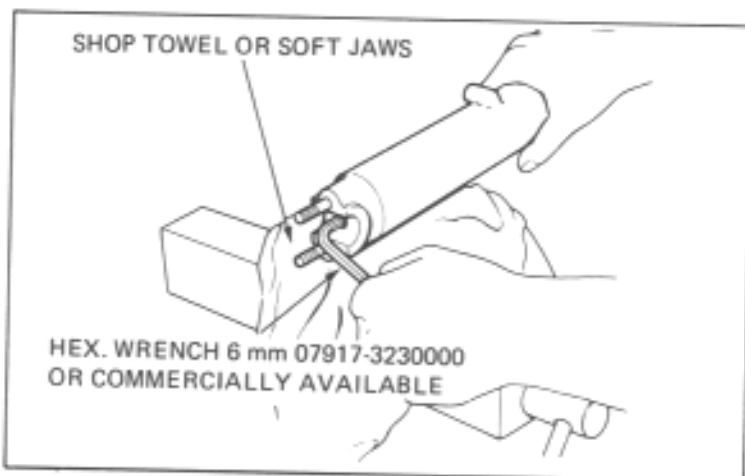
Place the oil lock piece over the piston end and insert the fork tube into the slider.





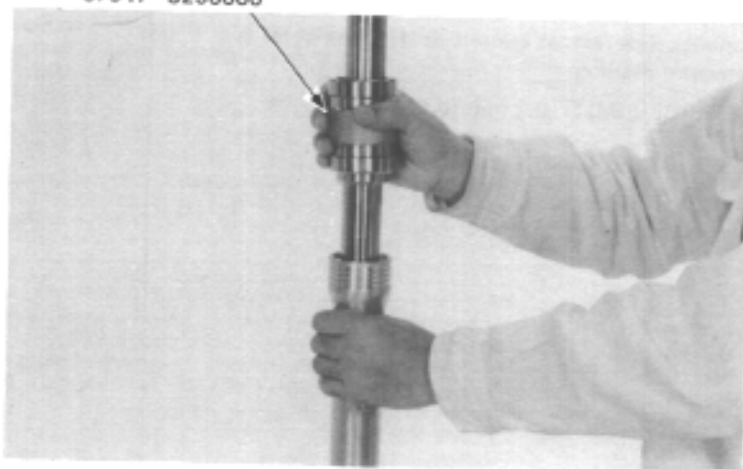
Install the fork spring with the narrow coils toward the top. Loosely install the fork tube cap.

Place the fork slider in a vise with soft jaws or shop towel. Apply a locking agent to the socket bolt and thread it into the piston. Tighten with a hex wrench.



Place the slider bushing over the fork tube and rest it on the slider. Put the back-up ring and an old bushing or equivalent tool on top. Drive the bushing into place with the seal driver. Remove the old bushing.

FORK SEAL DRIVER
07947-3290000



Coat a new oil seal with ATF and install it with the seal markings facing up. Drive the seal in with the seal driver.

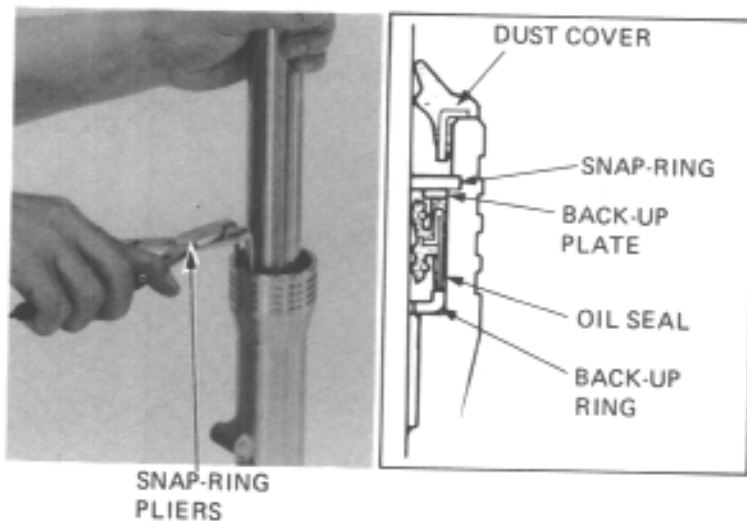
NOTE

If additional seal depth is needed, install the back-up plate and repeat driving the seal in.

Install the back-up plate, snap ring and dust cover.

NOTE

Install the snap ring with its radiused edge facing down.



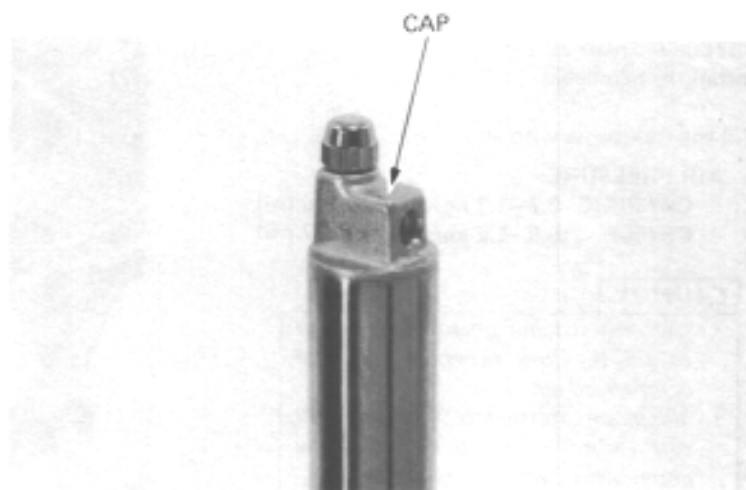


Remove the fork tube cap and fill the tube with ATF. Do not overfill.

OIL CAPACITY: CB750K 210cc (7.0 ozs)
 CB750C/F 245cc (8.0 ozs)

Install and torque the fork tube cap.

TORQUE: 1.5–3.0 kg-m (11–22 ft-lb)



INSTALLATION

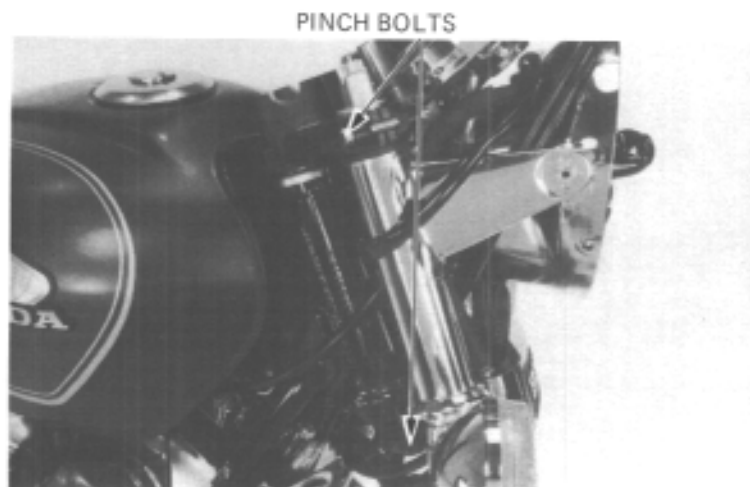
Install the front forks.

Make sure the tops of the fork tubes are even with the top of the fork bridge.

Tighten the fork bridge and steering stem pinch bolts.

TORQUE:

Fork Bridge 0.9–1.3 kg-m (7–9 ft-lb)
 Steering stem 3.0–4.0 kg-m (22–29 ft-lb)



Apply grease to the new air hose O-rings. Place new O-rings on the air hose connectors and tighten the connectors.

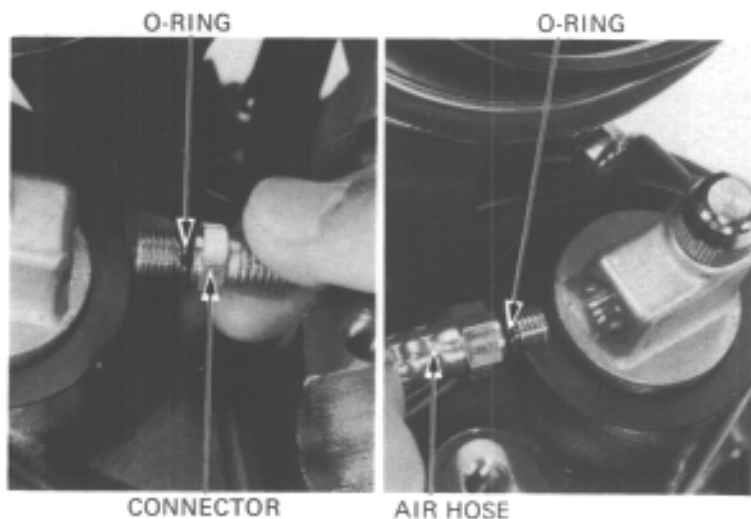
TORQUE: 0.4–0.7 kg-m (3–5 ft-lb)

Attach the air hose to the right fork cap.

TORQUE: 0.4–0.7 kg-m (3–5 ft-lb)

Connect the air hose to the left fork cap.

TORQUE: 1.5–2.0 kg-m (11–15 ft-lb)





Install the brake caliper, and front fender.
 Install the front wheel (CB750C: page 25-27,
 CB750K/F: page 22-24).
 Install the handlebar.

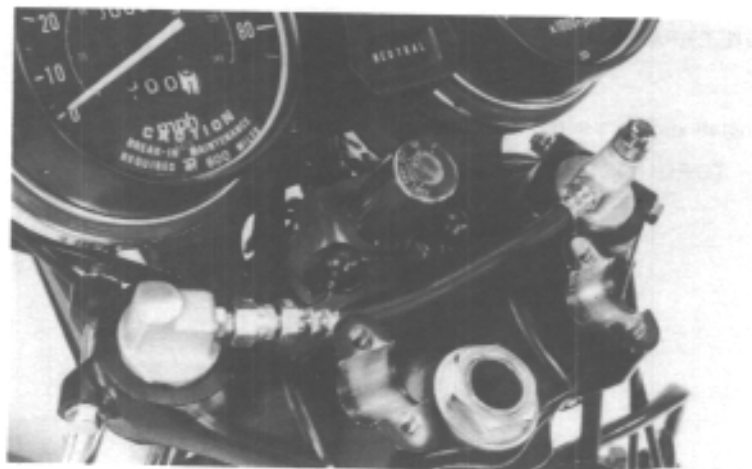
Fill the fork tubes with air.

AIR PRESSURE:

CB750K/C 0.7–1.1 kg/cm² (10–16 psi)
 CB750F 0.8–1.2 kg/cm² (11–17 psi)

CAUTION

- Use only a hand operated air pump to fill the fork tubes. Do not use compressed air.
- Maximum pressure is 3 kg/cm² (42 psi). Do not exceed this or fork tube component damage may occur.



With the front brake applied, pump the front forks up and down several times. Place the motorcycle on its center stand. Check the air pressure and adjust if necessary.

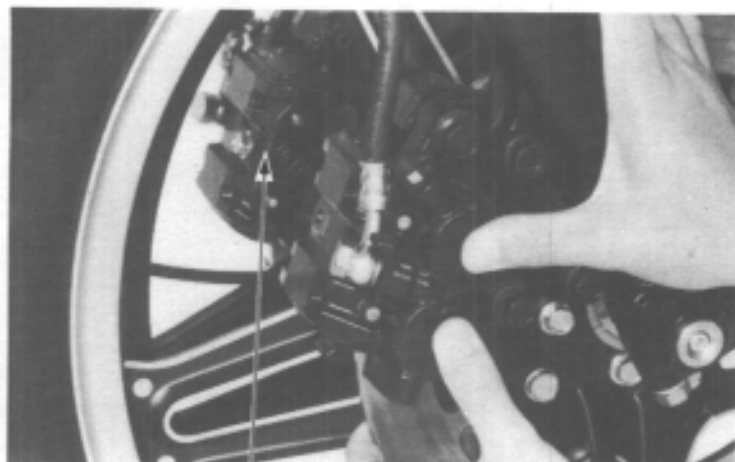


5. HYDRAULIC BRAKE (CB750F) SPECIFICATIONS

		Standard	Service Limit
Disc thickness	Front	4.9 – 5.1 mm (0.19 – 0.20 in)	4.0 mm (0.16 in)
	Rear	6.9 – 7.1 mm (0.27 – 0.28 in)	6.0 mm (0.24 in)
Disc runout	Front	—	0.3 mm (0.012 in)
	Rear	—	0.3 mm (0.012 in)
Master cylinder I.D.	Front	15.870 – 15.913 mm (0.6248 – 0.6265 in)	15.925 mm (0.6270 in)
	Rear	14.000 – 14.043 mm (0.5512 – 0.5529 in)	14.055 mm (0.5533 in)
Master piston O.D.	Front	15.827 – 15.854 mm (0.6231 – 0.6242 in)	15.815 mm (0.6226 in)
	Rear	13.957 – 13.984 mm (0.5495 – 0.5506 in)	13.945 mm (0.5490 in)
Caliper cylinder I.D.	Front	30.230 – 30.280 mm (1.1902 – 1.1921 in)	30.290 mm (1.1925 in)
	Rear	27.000 – 27.050 mm (1.0630 – 1.0650 in)	27.060 mm (1.0654 in)
Caliper piston O.D.	Front	30.148 – 30.198 mm (1.1869 – 1.1889 in)	30.140 mm (1.1866 in)
	Rear	26.918 – 26.968 mm (1.0598 – 1.0617 in)	26.910 mm (1.0594 in)

BRAKE PAD REPLACEMENT

Remove the pin retainer and push the caliper toward the disc, pushing the piston all the way in to allow installation of new brake pads.



PIN RETAINER

Remove the two pins and remove the pads from the caliper.

Remove the caliper mount bolt and turn the caliper up.

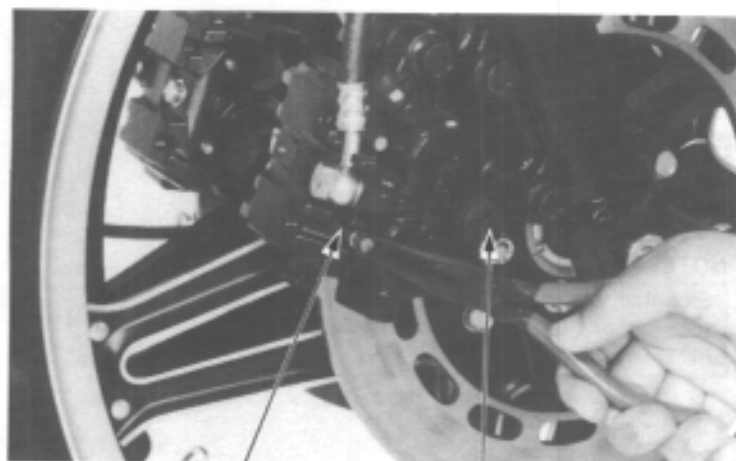
Install new brake pads and insert the pins. Install the mount bolt.

TORQUE: 2.0–2.5 kg-m (14–18 ft-lb)

Install the pin retainer.

NOTE

Always replace the brake pads in pairs to assure even disc pressure.



PAD PIN

CALIPER MOUNT BOLT



BRAKE CALIPER

REMOVAL

Place a container under the caliper and disconnect the brake hose bolt.

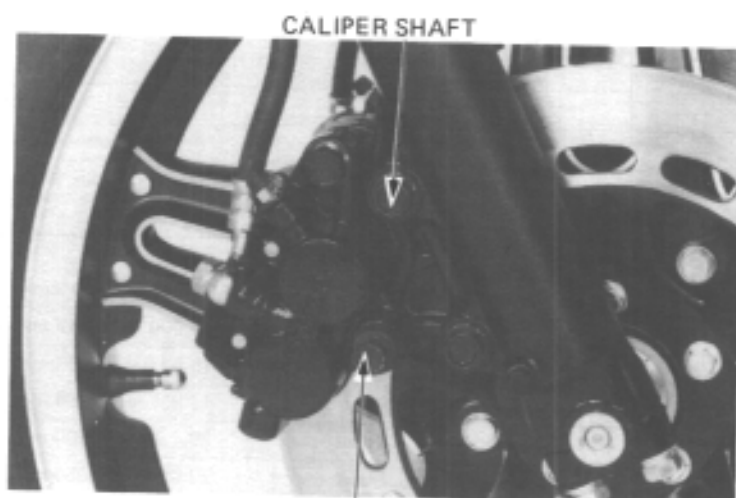
Remove the brake hose.

Remove the brake pads (Page 25-37).

NOTE

Avoid spilling brake fluid on painted surfaces.

Remove the caliper shafts and mount bolts.

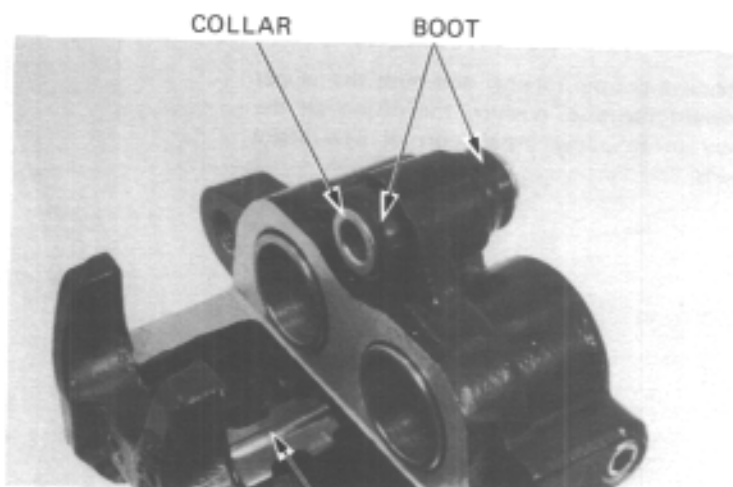


CALIPER MOUNT BOLT

DISASSEMBLY

Remove the piston boot and collar.

Remove the brake pad spring.



PAD SPRING

Place a shop towel over the piston to control piston removal, and position the caliper with the piston down.

Remove the piston by applying a small amount of air pressure to the fluid inlet.

WARNING

Do not use high pressure air or bring the nozzle too close to the inlet.

NOTE

Examine the piston and cylinder for scoring or scratches and replace if necessary.





Remove the oil seal by first pushing it into the cylinder as shown.
Clean the caliper grooves with brake fluid.

PISTON O.D. INSPECTION

Check the piston for scoring or scratches.
Measure the outside diameter of the piston with a micrometer.

SERVICE LIMIT:

Front 30.140 mm (1.1866 in)
Rear 26.910 mm (1.0594 in)

Replace the piston if smaller than the service limit.

CYLINDER I.D. INSPECTION

Check the cylinder for scoring or scratches.
Measure the cylinder bore.

SERVICE LIMIT:

Front 30.290 mm (1.1925 in)
Rear 27.060 mm (1.0654 in)

Replace the caliper if cylinder is larger than the service limit.

ASSEMBLY

Assemble the caliper in the reverse order of disassembly. The oil seal must be replaced with a new one whenever removed. Lubricate the piston and seal with a medium grade high-temperature Silicone grease. Place the piston in the caliper with the concave end facing the pad. Be certain the boot is seated in the collar groove. Install the brake pad spring.

INSTALLATION

Lubricate the caliper shafts with silicon grease. Install the caliper.

TORQUE:

CALIPER SHAFT: 2.5–3.0 kg-m
(18–22 ft-lb)

CALIPER MOUNT BOLT:
2.0–2.5 kg-m
(14–18 ft-lb)

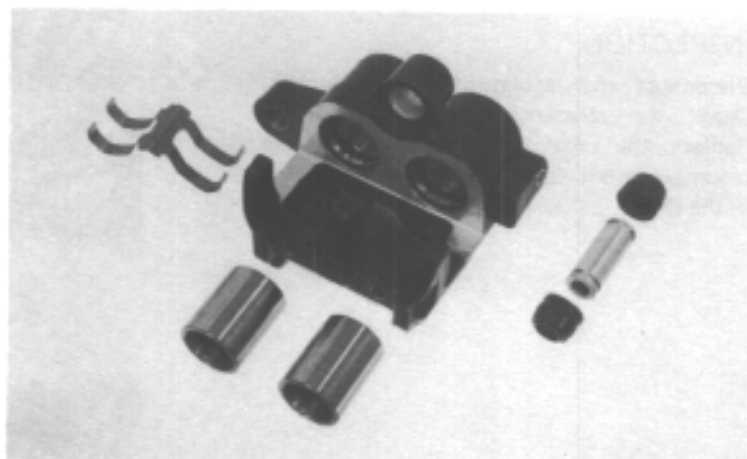
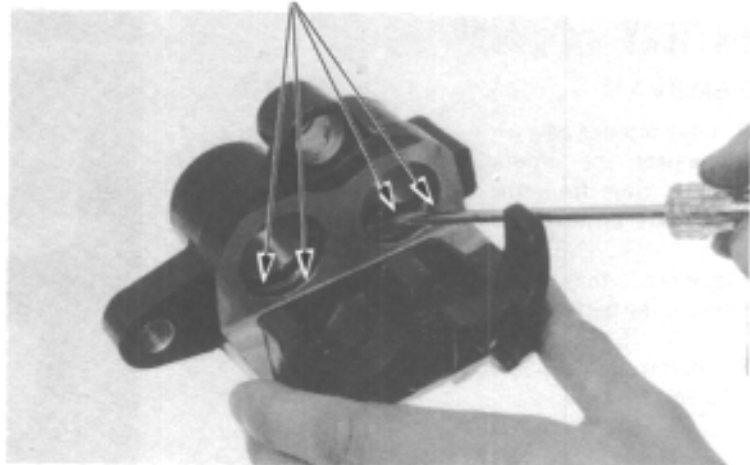
Be certain the caliper shaft boot is seated in the shaft groove.

Install the brake pads.

Connect the brake hose.

Fill the brake fluid reservoir and bleed the brake system (page 22-37).

OIL SEALS





6. BATTERY/CHARGING SYSTEM

BATTERY

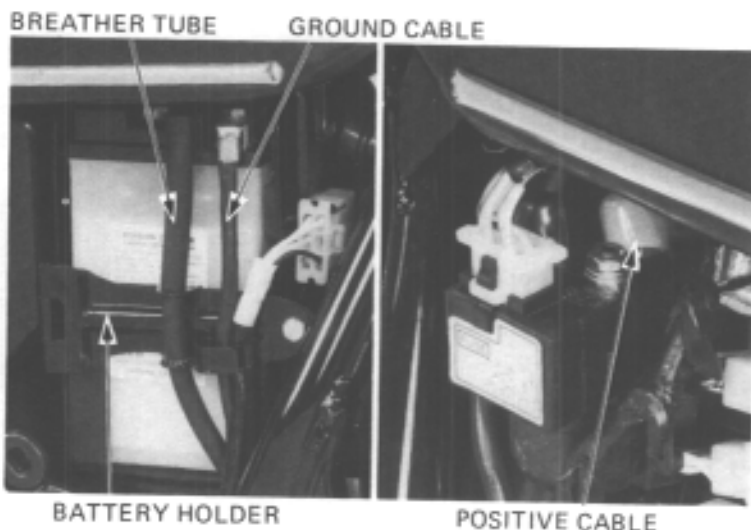
REMOVAL

Remove the side covers.

Disconnect the ground cable and battery breather tube from the battery. Disconnect the battery positive cable from the main fuse box.

Disconnect the A.C. Generator coupler. Remove the battery holder.

For battery inspection and charging, see page 16-3 and 16-4.



BREATHER TUBE

GROUND CABLE

BATTERY HOLDER

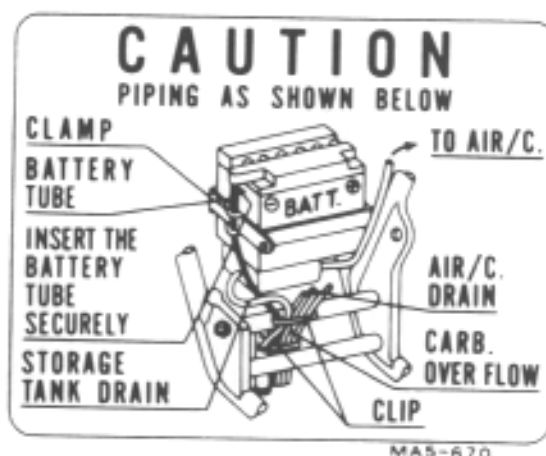
POSITIVE CABLE

INSTALLATION

When reinstalling the battery, coat the terminals with clean grease. Route the battery breather tube as shown on the battery caution label.

CAUTION

Make sure the battery breather tube is connected to the battery breather outlet.

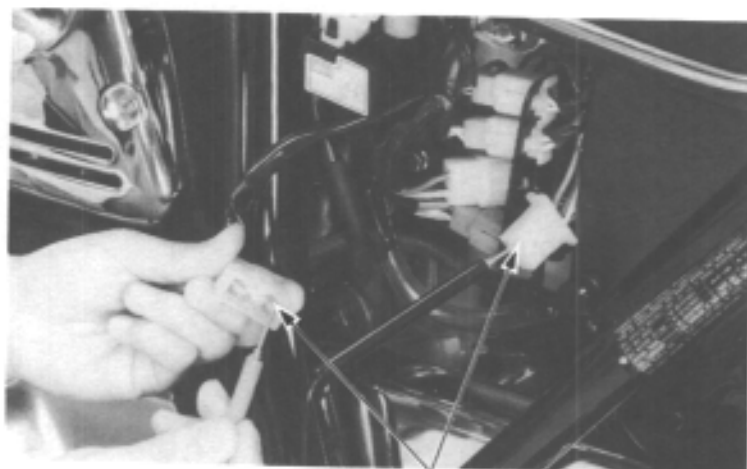


MA5-670

VOLTAGE REGULATOR/RECTIFIER

INSPECTION

Disconnect the regulator/rectifier couplers. Check the resistance between the leads. Replace the regulator/rectifier unit if the readings do not fall within the limits shown in the charts.



REGULATOR/RECTIFIER COUPLERS



NOTE

- For accurate testing, it is necessary to use a high quality electrical tester. Use of an improper tester or measurements in improper range may give false readings.
- Use SANWA ELECTRICAL TESTER (P/N 07308-0020000).
- The resistances shown in the table indicate those to be read on the tester, not of specific circuits or parts.

MEASURING RANGE:

SANWA SP-10D : XKΩ

KOWA TH-5H : X100Ω

RECTIFIER

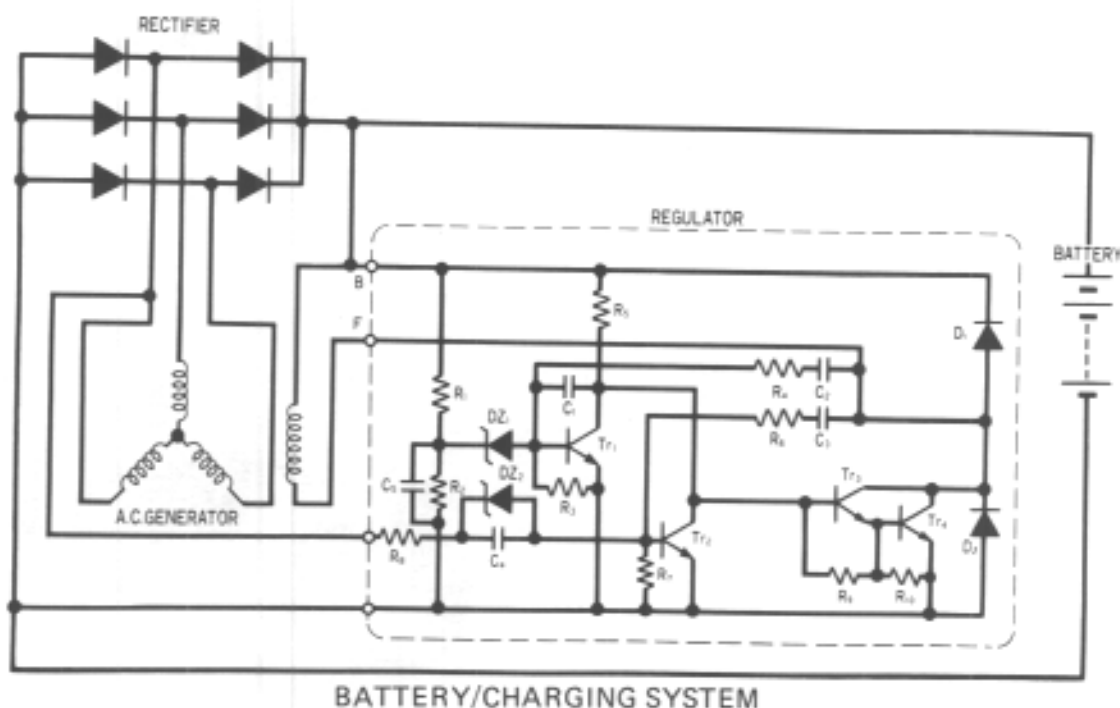
UNIT: kΩ

Probe (+) Probe (-)	Red/White	Green	Yellow 1	Yellow 2	Yellow 3
Red/White		∞	∞	∞	∞
Green	0.5 ~ 50		0.5 ~ 50	0.5 ~ 50	0.5 ~ 50
Yellow 1	0.5 ~ 50	∞		∞	∞
Yellow 2	0.5 ~ 50	∞	∞		∞
Yellow 3	0.5 ~ 50	∞	∞	∞	

REGULATOR

UNIT: kΩ

Probe (+) Probe (-)	Black	White	Green
Black		1 ~ 30	0.5 ~ 20
White	0.5 ~ 30		1 ~ 50
Green	0.5 ~ 20	0.5 ~ 30	

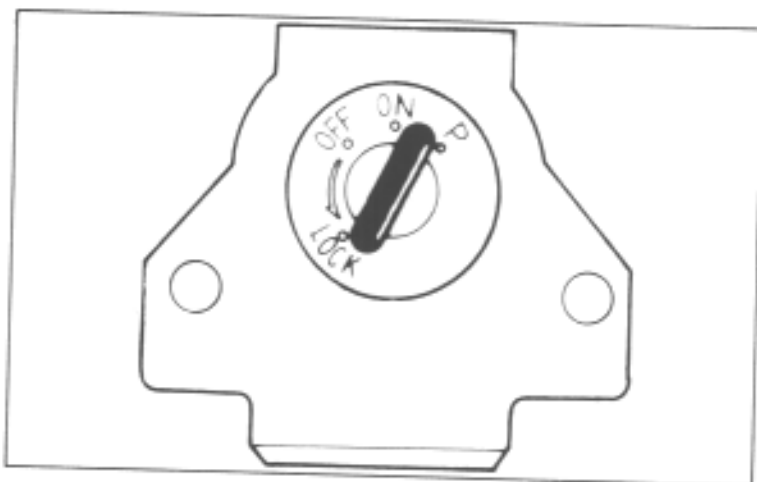




7. SWITCHES

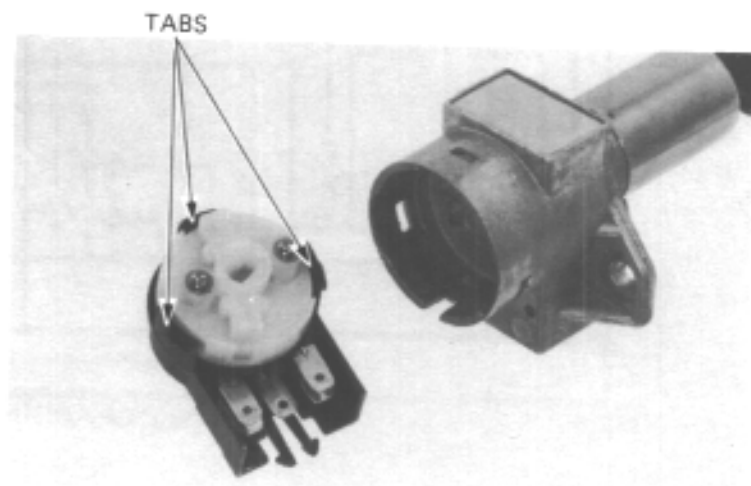
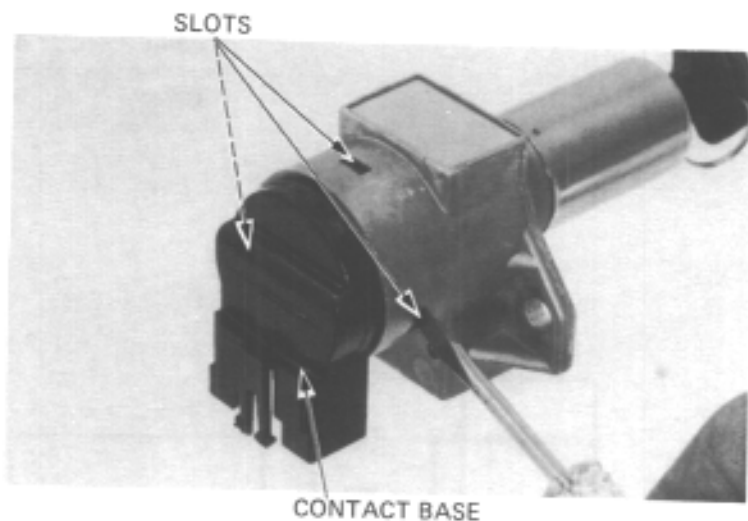
IGNITION SWITCH

Remove the ignition switch (page 19-4).
 Insert the key and position it between "ON"
 and "P".



Push the tabs from the slots and remove the
 contact base.

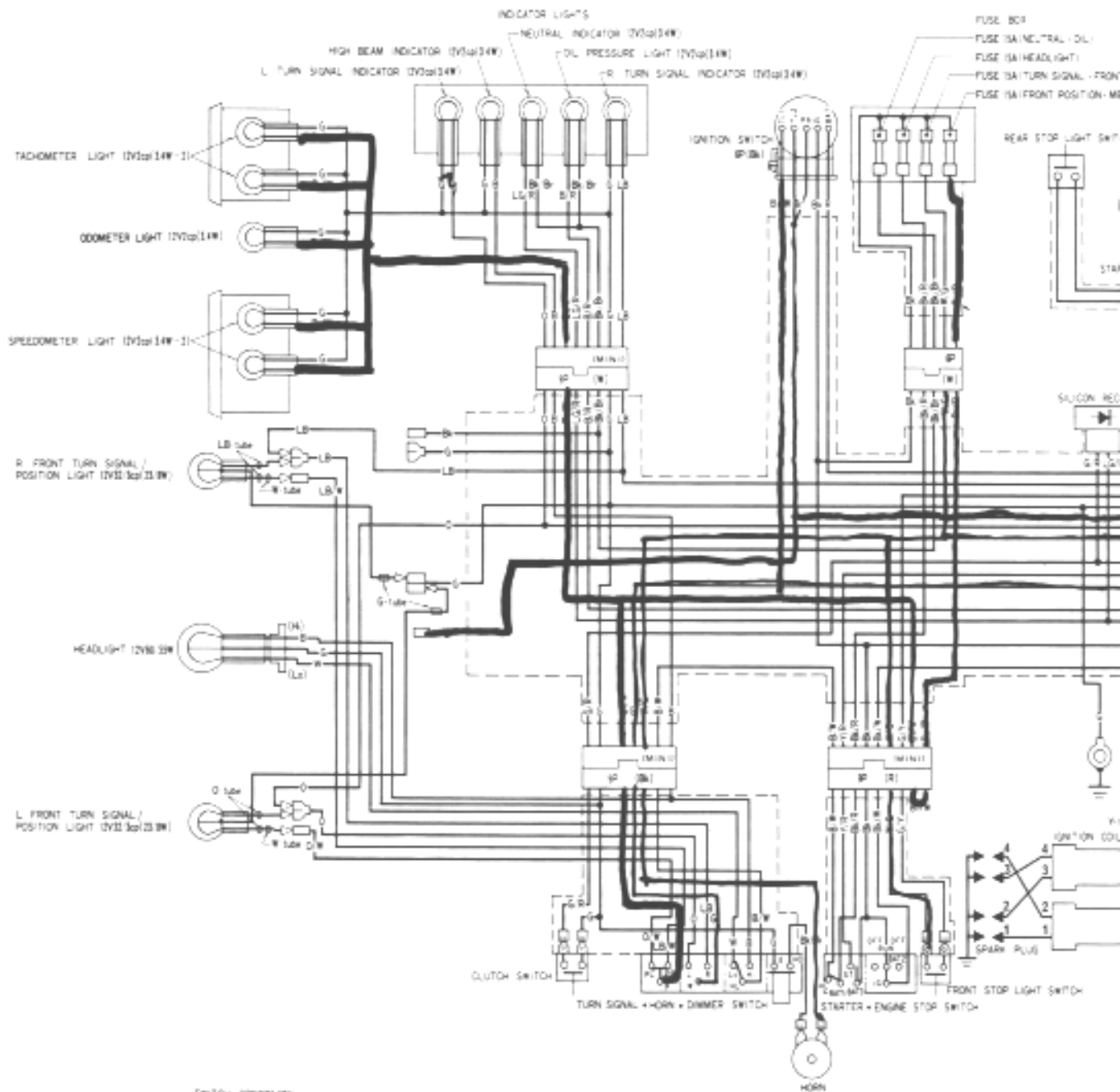
Assembly is the reverse of removal.





8. WIRING DIAGRAMS

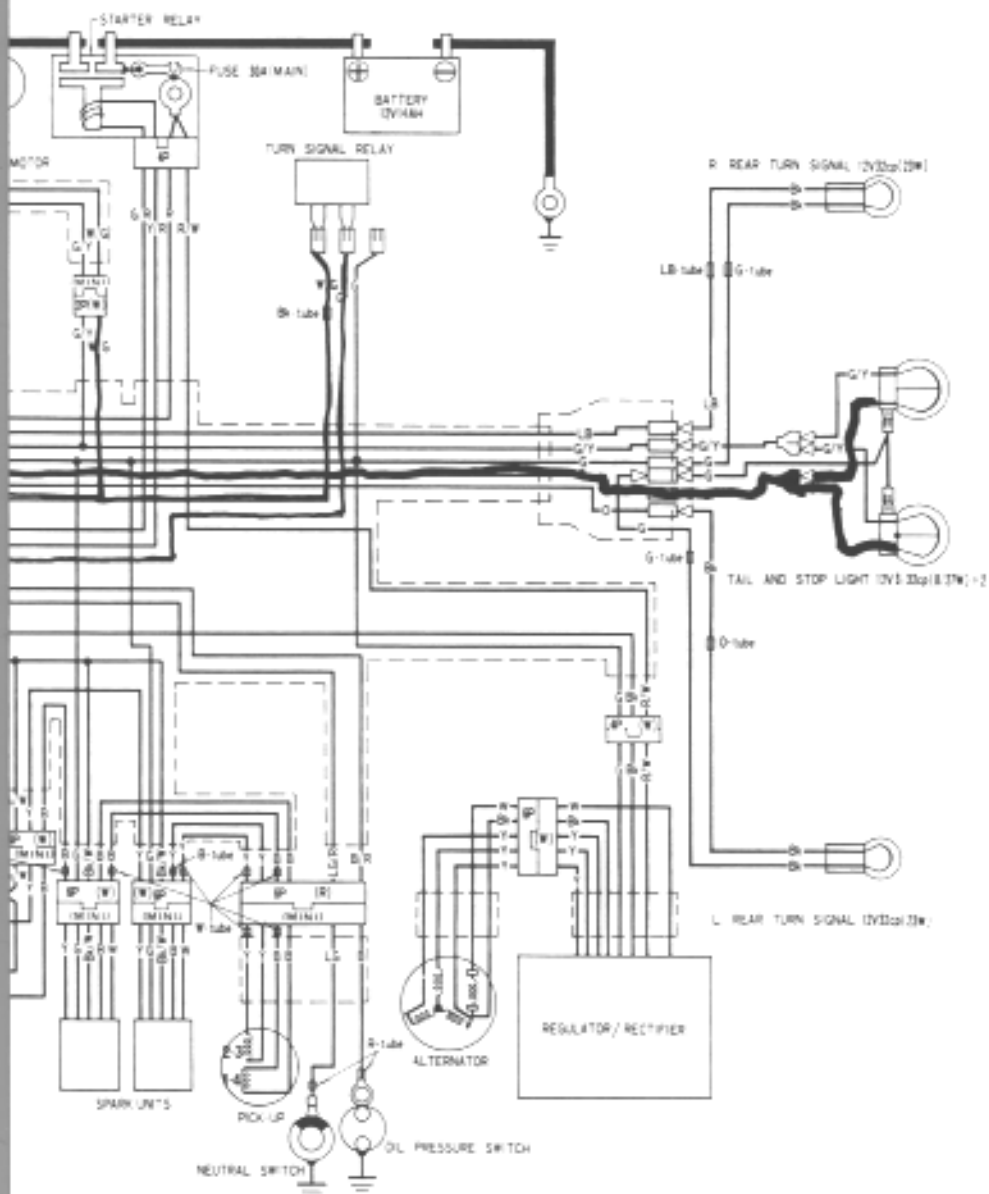
CB750K



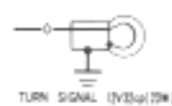
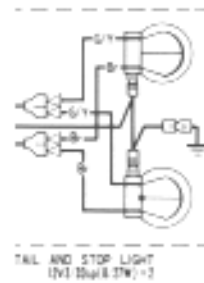
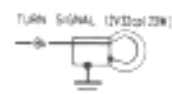
SWITCH CONTINUITY

IGNITION SWITCH				STARTER SWITCH				ENGINE STOP SWITCH		TURN SIGNAL SWITCH						DIMMER SWITCH			HORN SWITCH		
BAT1	IG	TL	TL2	P	BAT1	HL	BAT2	ST	BAT2	IG	R	L	P	HL	PL	HL	L	H	FRE	HD	E
OFF					FRE				OFF		R					L			FRE		
ON					PUSH				RUN		N					N			PUSH		
P									OFF		L					H					

RAKE - HORN
LIGHT - TAIL,



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

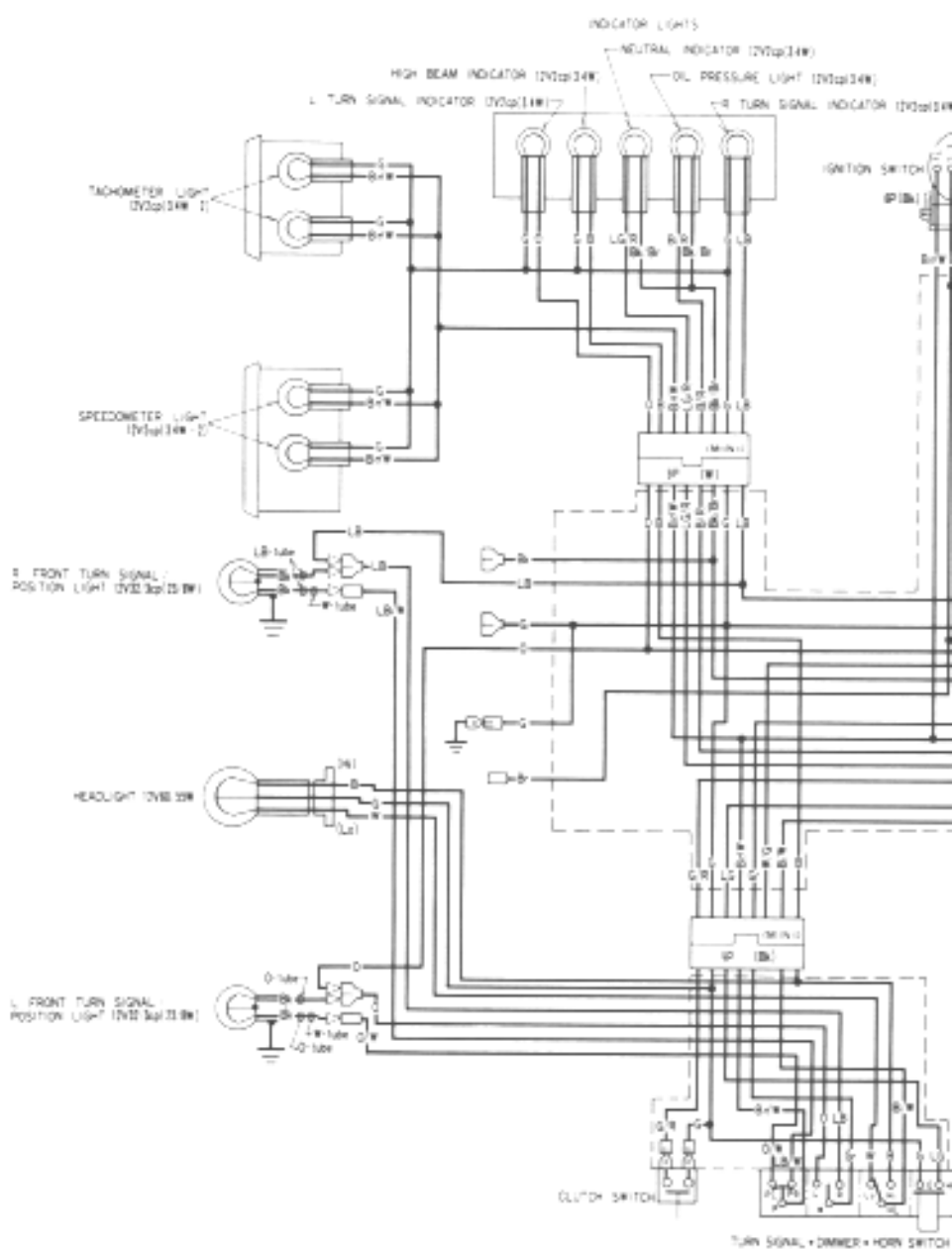


0030Z-MA4-6700

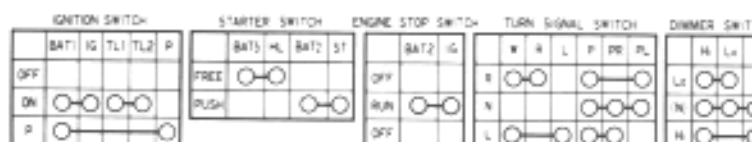
-MA5-6700

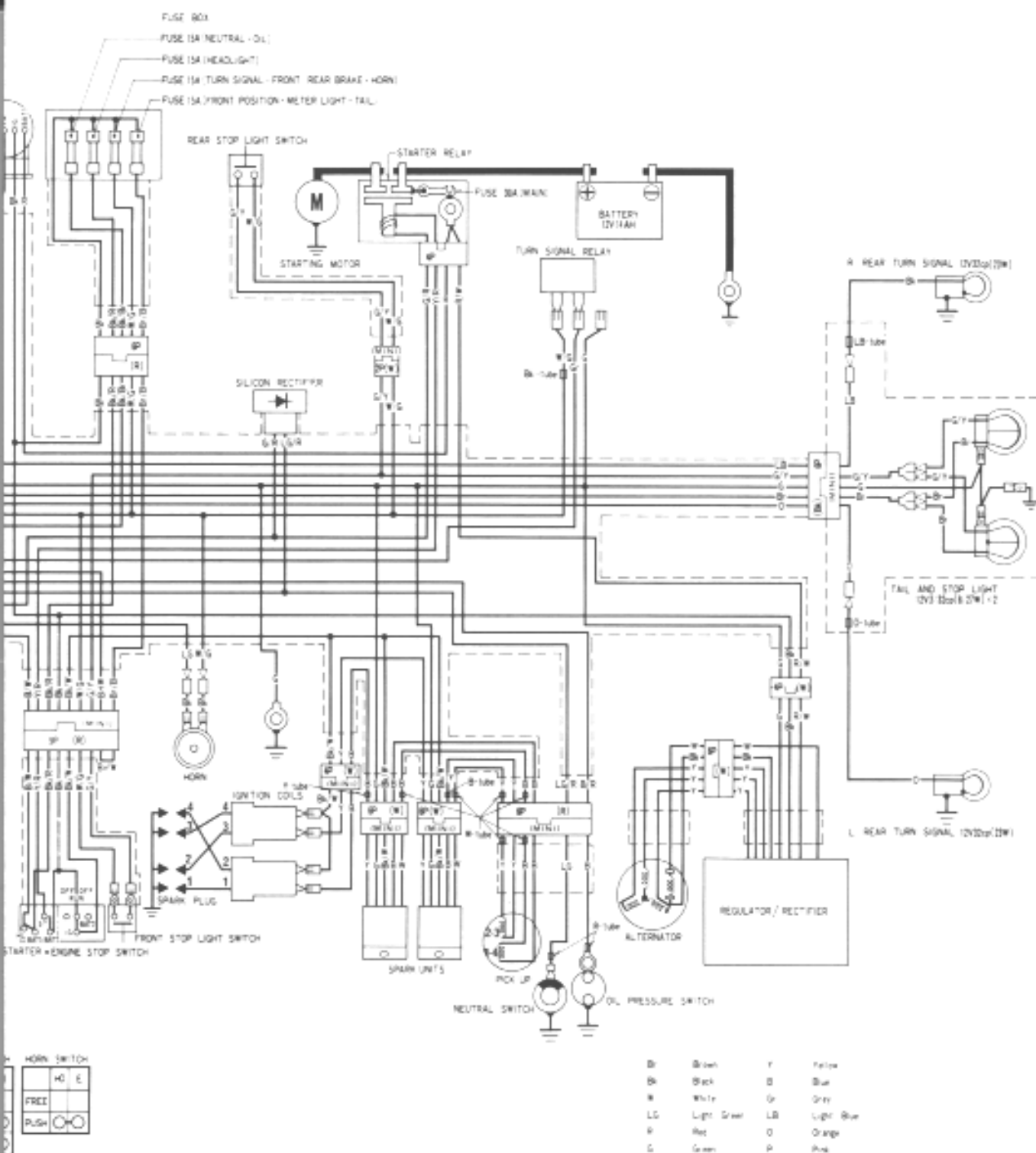
WIRING DIAGRAM
CB750K
CB750C


SWITCH



SWITCH CONTINUITY

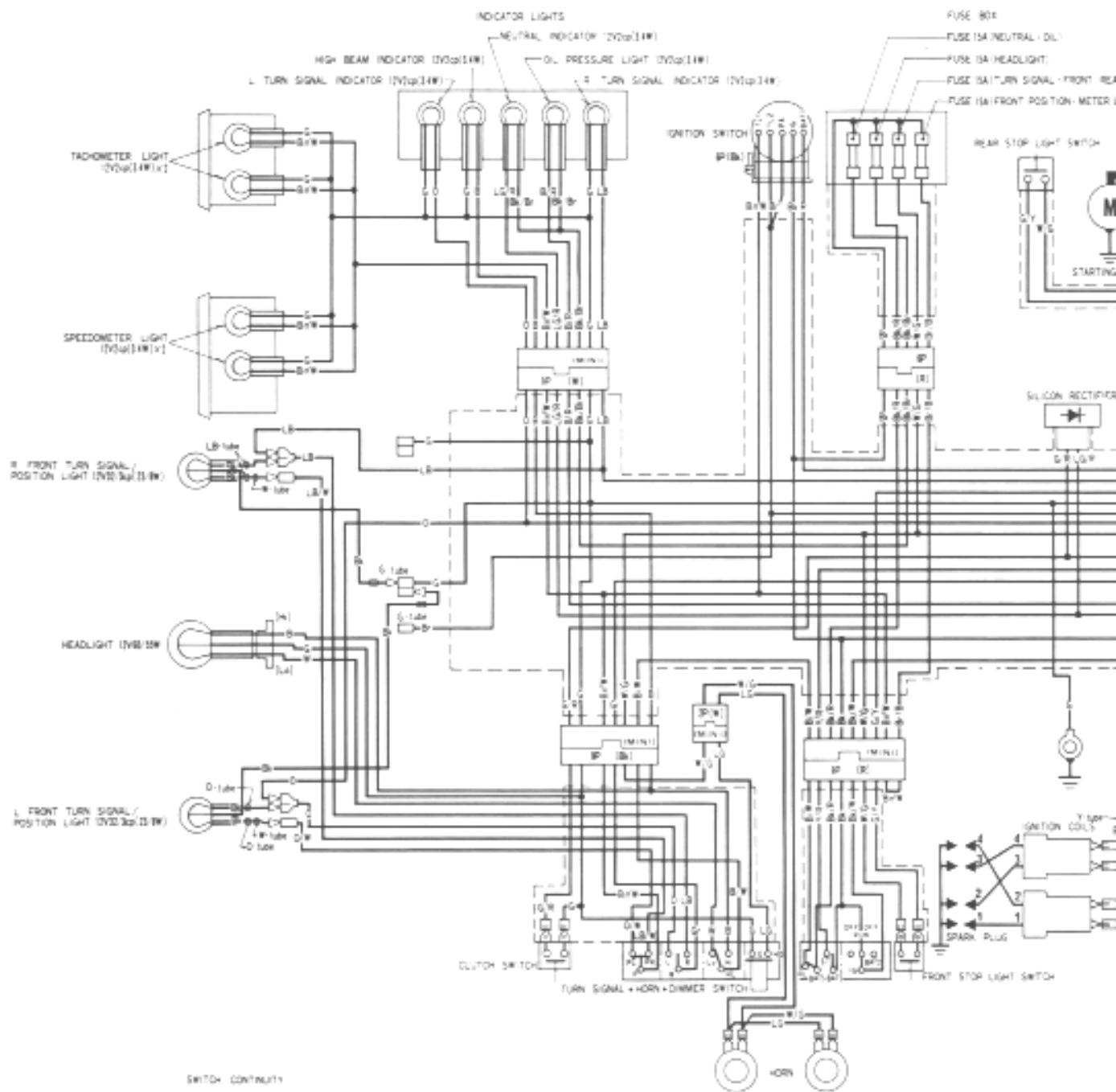




0030Z-MA5-6700

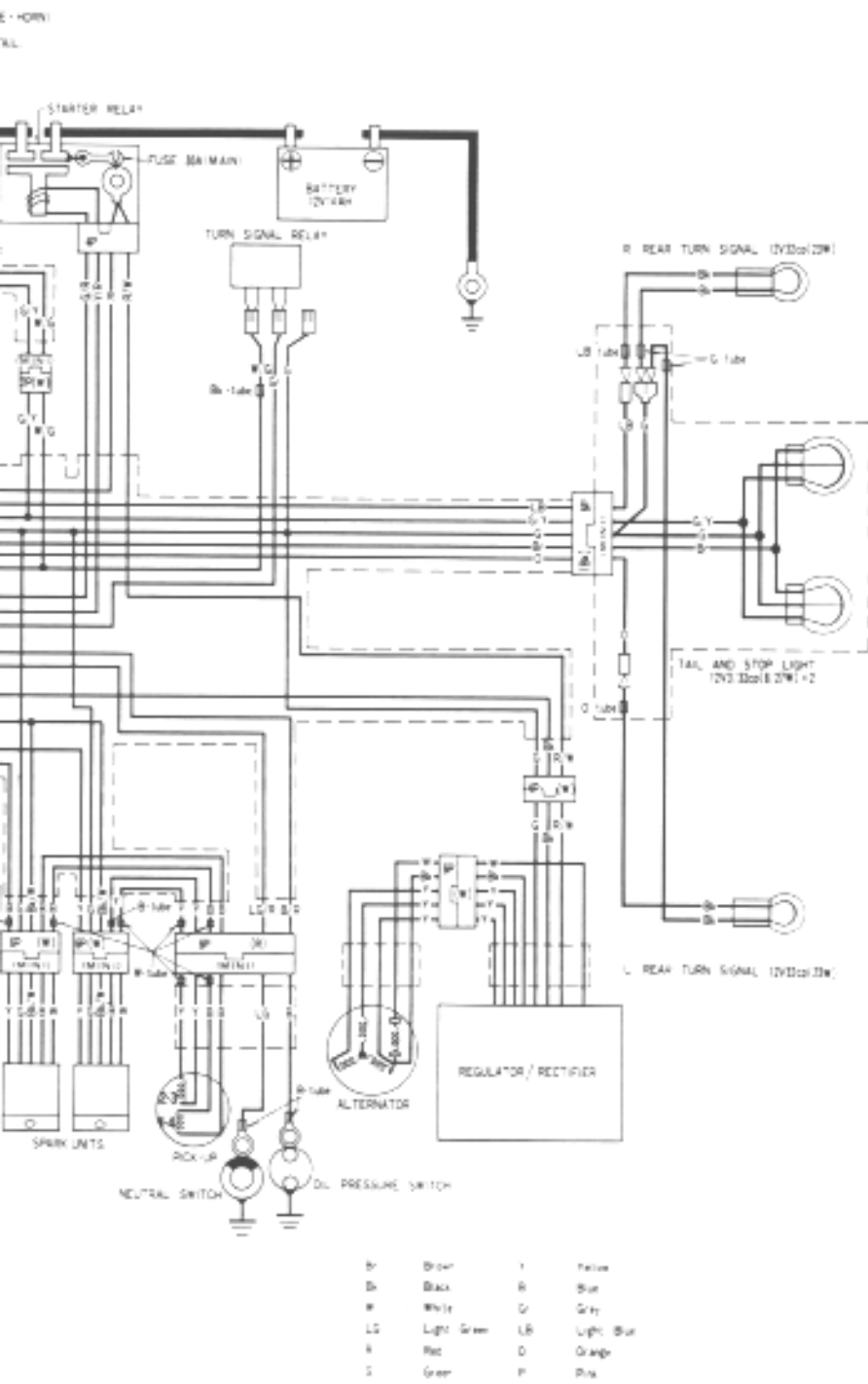


CB750F



SWITCH CONTINUITY

IGNITION SWITCH					STARTER SWITCH		ENGINE STOP SWITCH		TURN SIGNAL SWITCH				DIMMER SWITCH			HORN SWITCH					
BAT1	IG	PULL	PL2	P	BAT1	H	BAT1	ST	BAT2	IG	R	R	L	P	PL	PL	H	L	H		
OFF					FREE				OFF		R						L _H			FREE	
ON	○	○	○	○	PUSH			○	○		R	○	○	○	○	○	L _L	○	○	PUSH	○
P									OFF		L						H				



0030Z-445-6300