**SERVICE INFORMATION**

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Item</th>
<th>Standard</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheel axle runout</td>
<td>0–0.05 (0.002)</td>
<td>0.2 (0.008)</td>
</tr>
<tr>
<td>Rear wheel rim runout (Axial)</td>
<td>0–1.0 (0–0.039)</td>
<td>2.0 (0.08)</td>
</tr>
<tr>
<td>Rear wheel rim runout (Radial)</td>
<td>0–1.0 (0–0.039)</td>
<td>2.0 (0.08)</td>
</tr>
<tr>
<td>Rear brake lining thickness</td>
<td>5.0 (0.20)</td>
<td>2.0 (0.08)</td>
</tr>
<tr>
<td>Rear brake drum I.D.</td>
<td>180 (7.087)</td>
<td>181 (7.126)</td>
</tr>
<tr>
<td>Swing arm pivot bushing I.D.</td>
<td>21.500–21.552 (0.8465–0.8485)</td>
<td>21.7 (0.864)</td>
</tr>
<tr>
<td>Swing arm center collar O.D.</td>
<td>21.427–21.460 (0.8436–0.8449)</td>
<td>21.3 (0.839)</td>
</tr>
<tr>
<td>Rear shock absorber spring free length</td>
<td>232.7 (9.16)</td>
<td>220 (8.66)</td>
</tr>
</tbody>
</table>

**TORQUE VALUES**

Listed below are the special fastener torque limits. These fasteners except the standard parts should be tightened to the torques shown below:

- Rear wheel axle nut: 8–10 kg-m (57.9–72.3 lbs.-ft.)
- Final driven sprocket fixing nut: 5.5–6.5 kg-m (39.8–47.0 lbs.-ft.)
- Wheel spokes: 0.3–0.4 kg-m (2.2–2.9 lbs.-ft.)
- Swing arm pivot bolt: 5.5–7.0 kg-m (39.8–50.6 lbs.-ft.)
- Rear shock absorber: 3.0–4.0 kg-m (21.7–28.9 lbs.-ft.)

**SPECIAL TOOLS**

- Rear wheel bearing retainer wrench: 07910–3930000
- Rear wheel bearing retainer wrench: 07910–2830000
- Bearing driver attachment (6304): 07946–3710200
- Bearing driver attachment (6305): 07946–3600000
- Driver handle: 07949–6110000
- Shock absorber compressor: 07959–3290000

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**TROUBLESHOOTING**

**SYMPTOM**

**Wheel Wobbles**
- Distorted rim
- Loose wheel bearing
- Bent or loose spokes
- Defective tire
- Loose axle
- Improperly adjusted chain adjuster
- Worn swing arm pivot bushing

**Steers to One Side or Does Not Track Straight**
- Bent swing arm

**Poor Brake Performance**
- Improper adjustment
- Worn brake shoes and drum
- Fouled brake linings
- Worn brake cam
- Improper engagement between brake arm and shaft serrations

**Soft Suspension**
- Weak spring

**Hard Suspension**
- Shock absorbers improperly adjusted
- Defective damper

**Suspension Noise**
- Shock absorber case binding
- Loose fasteners
- Defective stopper rubber

**Parking Brake Not Applied**
- Broken or elongated parking brake cable
- Defective ratchet ball and/or spring; lack of lubrication

**Parking Brake Not Released**
- Worn ratchet case pawl
- Excessive play in linkage
- Ratchet lever rotating face damaged or lack of lubrication

**Parking Brake Warning Lamp Not On**
- Blown bulb
- Defective parking brake switch
- Improper switch wiring (Page 2–16)

**Parking Warning Buzzer Not Sounding**
- Defective diode
('77 Model)
(1) REAR WHEEL
   Assembly/Disassembly,
   Page 16-4.
   COMSTAR WHEEL
   ('78)
   Assembly/Disassembly,
   Page 16-5

(2) REAR SHOCK
    ABSORBER
    Assembly/Disassembly,
    Page 16-8.

(3) SWING ARM
    Assembly/Disassembly,
    Page 16-7.

3.0—4.0 kg-m
   (21.7—28.9 lbs-ft.)

8.0—10.0 kg-m
   (57.9—72.3 lbs-ft.)

(4) PARKING BRAKE
    Disassembly/Assembly,
    Page 16-9, 16-10.

BRAKE PEDAL
Align the punch marks on
the pedal and pedal shaft.

5.5—7.0 kg-m
   (39.8—50.6 lbs-ft.)

* After assembling, inspect the following items and adjust if necessary:
  - Rear brake adjustment ............... Page 4—19, 20
  - Drive chain tension adjustment ...... Page 4—16
  - Stoplight switch adjustment ......... Page 4—21

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**REAR WHEEL/REAR BRAKE**

('76 and '77 Models)

**WARNING**

Do not get grease on the brake lining or drum.

**NOTE**

Install the left bearing and retainer first.

**BEARING RETAINER**

**GREASE**

**BEARING RETAINER**

**DRIVEN SPROCKET**

**5.5—6.5 kg-m (39.8—47.0 lbs.-ft.)**

**NOTE**

Replace the lock plates when disassembled.

**1.8—2.5 kg-m (13.0—18.1 lbs.-ft.)**

**BRAKE PANEL**

**BRAKE SHOE**

**GREASE**

**BRAKE ARM**

**NOTE**

Align the punch marks.
**NOTE**
Install the right bearing and retainer first.

**WARNING**
Do not get grease or oil on the brake shoes or drum.

**NOTE**
Replace the lock plates when disassembled.

A rim band is not used for the COMSTAR Wheel.

5.5—6.5 kg-m (39.8—47.0 lbs.-ft.)
- **REAR WHEEL BEARING**
- **FINAL DRIVEN FLANGE**

**NOTE**
Install the bearing with the sealed side outward and drive it squarely.

- Inspect the retainer and replace if cross threaded.
- After installing a new retainer, stake at two places.

**REAR WHEEL HUB**

- Inspect the retainer and replace if cross threaded.
- After installing a new retainer, stake at two places.

Install the bearing on the retainer side and retainer first, then install the distance collar and right bearing.
- Install the bearing with the sealed end facing outward and drive it squarely.
- Do not tilt the distance collar during operation.
**HONDA CB750A**

**REAR WHEEL/SUSPENSION/SWING ARM**

- **SWING ARM**
  (*'76 Model*)

- **PIVOT BUSHING**

- **CENTER COLLAR**

   **NOTE**
   - Install the swing arm on the frame with the drive chain.

- **GREASE**

- **S393577**

- **'77 and '78 Models**

- **SWING ARM**

- **PIVOT BUSHING**

- **DRIVE CHAIN LABEL**

   **NOTE**
   - Do not forget to install the drive chain when installing the swing arm on the frame.

- **GREASE**

- **CENTER COLLAR**

   - Check the swing arm for bending or cracks.

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- REAR SHOCK ABSORBER

1. Set the rear shock absorber in the tool as shown and remove the lock nut.

NOTE
Apply liquid sealer to the threads.

3.8–6.0 kg-m
(27.4–43.4 lbs.-ft.)

WARNING
Set to the same number position on both sides.

After assembling, make sure that the spring seat is installed properly.
HONDA
CB750A
REAR WHEEL /
SUSPENSION/SWING ARM

- PARKING BRAKE SYSTEM ('76 Model)

After assembling, inspect the following items and adjust if necessary.
- Brake pedal free play . . . . 20–30 mm (0.8–1.2 in.)
- Parking brake cable free play . . . . . 2 mm (0.08 in.)

(Page 4–20)

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After assembling, inspect the following items and adjust if necessary.
- Brake pedal free play . . . . 20–30 mm (0.8–1.2 in.)
- Parking brake cable free play . . . . 2 mm (0.08 in.)
**HONDA CB750A**

**REAR WHEEL/SUSPENSION/SWING ARM**

**INSPECTION**

- **REAR AXLE RUNOUT**

Use 1/2 of T.I.R. (Total indicator reading).

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Standard</td>
<td>0–0.06 mm (0–0.002 in.)</td>
</tr>
<tr>
<td>Service Limit</td>
<td>0.2 mm (0.008 in.)</td>
</tr>
</tbody>
</table>

- **REAR WHEEL RIM RUNOUT**

Check the rim for distortion on the flange or any other defects.

<p>| | |</p>
<table>
<thead>
<tr>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Standard</td>
<td>0–1.0 mm (0–0.039 in.)</td>
</tr>
<tr>
<td>Service Limit</td>
<td>2.0 mm (0.08 in.)</td>
</tr>
</tbody>
</table>

- **REAR BRAKE LINING THICKNESS**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Standard</td>
<td>5.0 mm (0.20 in.)</td>
</tr>
<tr>
<td>Service Limit</td>
<td>2.0 mm (0.08 in.)</td>
</tr>
</tbody>
</table>

- **REAR BRAKE DRUM I.D.**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard</td>
<td>180 mm (7.087 in.)</td>
</tr>
<tr>
<td>Service Limit</td>
<td>181 mm (7.126 in.)</td>
</tr>
</tbody>
</table>

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16-12

 Also check the drive chain and drive sprocket for wear.

**FINAL DRIVEN SPROCKET WEAR**

**WHEEL BEARING PLAY**

- Replace the bearing if there is excessive play.
- Replace the bearing if it is noisy when spinning the outer race by hand.

**SWING ARM PIVOT BOLT-TO-PIVOT BUSHING CLEARANCE**

<table>
<thead>
<tr>
<th>Pivot bushing I.D.</th>
<th>21.500–21.552 mm (0.8465–0.8485 in.)</th>
<th>21.7 mm (0.854 in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center collar O.D.</td>
<td>21.427–21.460 mm (0.8436–0.8449 in.)</td>
<td>21.3 mm (0.839 in.)</td>
</tr>
</tbody>
</table>

**REAR SHOCK ABSORBER SPRING FREE LENGTH**

- **Standard**: 232.7 mm (9.16 in.)
- **Service Limit**: 220 mm (8.66 in.)
17. FRAME BODY RELATED PARTS

FUEL TANK
- ASSEMBLY/DISASSEMBLY

WARNING
- Keep away from open flame or lighted cigarette.
- Store gasoline in a safe place.

NOTE
- Make sure that the cables and wires are not pinched between the fuel tank and frame.

NOTE
- Before disassembling, drain fuel from the fuel tank thoroughly. After assembling, fill the tank with fuel and check for leaks.

NOTE
- Wash in solvent and air dry.

NOTE
- Make sure that the O-ring is installed properly at assembly.

NOTE
- Do not forget to install.
- Check for damage.

CAUTION
When installing route the breather and overflow tube, as shown. Do not bend or kink the tube.

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**FUEL TANK SENDING UNIT REMOVAL**

50 mm LOCK NUT WRENCH
07920-6710001

Align the sensor slot with the tank tab.

**FUEL TANK SENDING UNIT INSPECTION**

- **CONTINUITY TEST**

![Continuity Test Diagram]

**CAPACITY:**

FULL: 6–10 Ω  
EMPTY: 75–80 Ω

**FUEL GAUGE OPERATION CHECK**

FLOAT AT LOWER LIMIT: Gauge should register "E".  
FLOAT AT UPPER LIMIT: Gauge should register "F"

**CAUTION**

The fuel gauge is rated at 7V. Do not connect the gauge directly to a 12V battery.
18. WIRING

('76 Model)

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