

SUPPLEMENT TO CB750F

GROUP

22

1. Carburetor Setting:

Item	CB750F
Setting mark	CB750F
Venturi dia.	28 ϕ mm
Main jet	105
Air jet	120
Slow jet	40
Air screw opening	1 \pm 3/8
Cutaway	2.5
Valve seat dia.	2.0mm
Fuel level	26mm
Jet needle setting	Third notch

MUFFLER

Disassembly

1. Remove the two bolts ① securing the muffler in position.
2. Remove the eight joint nuts and take out the exhaust pipe joint, joint collar and muffler as an assembled unit.
3. Loosen off the muffler band clamp bolt; remove the two exhaust pipes and sealing gaskets off the muffler.

Inspection

1. Check the muffler for damage or other defects.
2. Check the exhaust pipe gasket for condition.
3. Examine if the muffler sealing gasket is in good condition and is not damaged or broken.

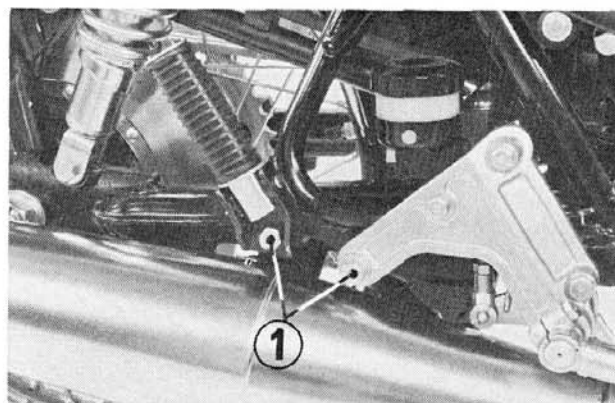


Fig. 1 ①

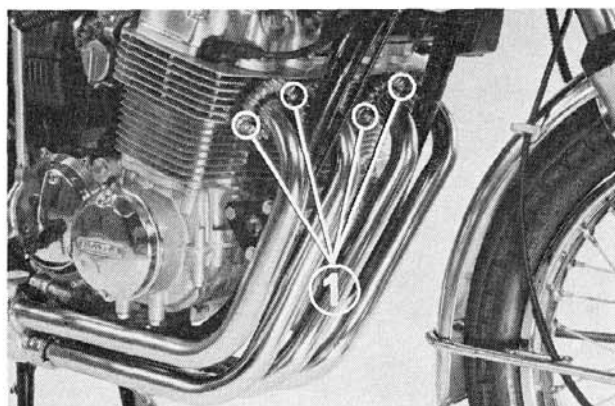


Fig. 2 ① Joint nuts

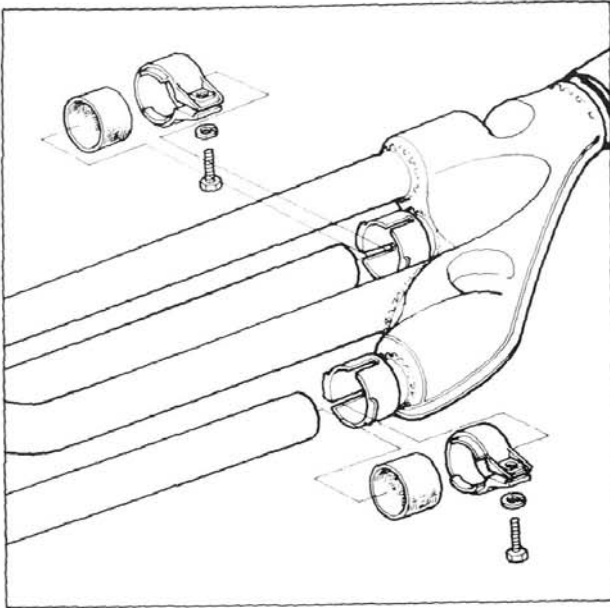


Fig. 3 ①

Assembly

1. Install the muffler before attaching the two exhaust pipes.
2. Put the sealing gasket on the exhaust pipe, and then assemble the pipe to the muffler.
3. Fasten the exhaust pipe to the cylinder with the joint and joint collar in between.
4. Install the muffler band so that the band clamping bolt is exactly down on the muffler.

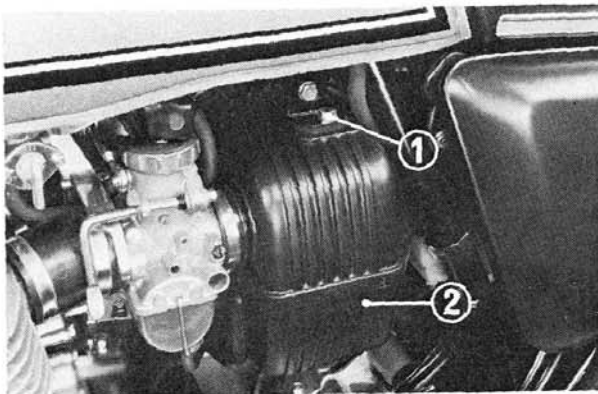


Fig. 4 ① Air cleaning mounting bolt
② Air cleaner lower case

Air Cleaner Maintenance

1. Remove the two air cleaner mounting bolts ① and remove the air cleaner lower case ②.

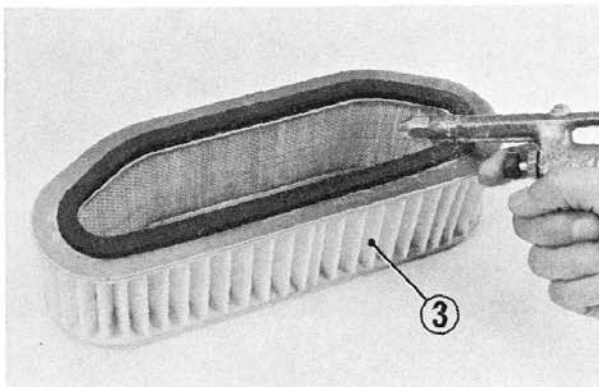


Fig. 5 ③ Air cleaner element

2. Clean the air cleaner element by tapping it lightly to loosen dust. The remaining dust can be brushed from the outer element surface or blown away by applying compressed air from the inside of the element.

3. Remove the 6mm breather element case mounting bolt ④ and remove the breather element.
4. Remove the two screws ⑥ and pull out the breather element ⑦ from the breather element case.
5. Wash the breather element ⑦ in clean solvent.
Squeeze out excess solvent and then dry the element thoroughly.

WARNING: Gasoline or low flash point solvents are highly flammable and must not be used to clean the breather element.

6. To reinstall the air cleaner, reverse the removal procedure.

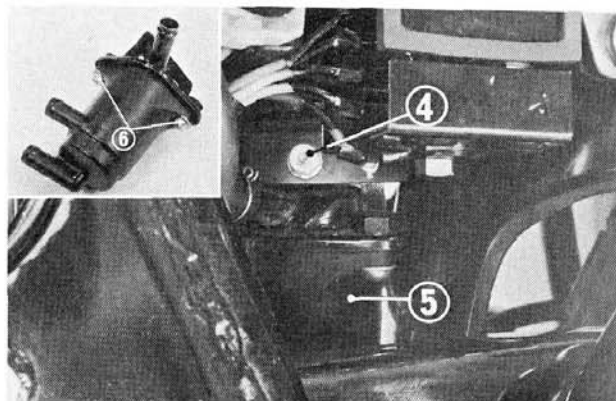


Fig. 6 ④ Breather element case mounting bolt
⑤ Breather element case ⑥ Screws

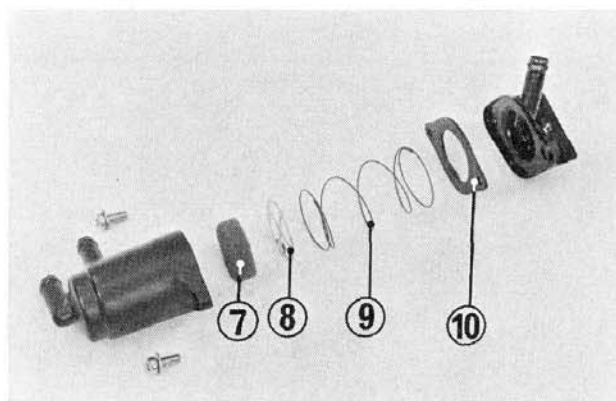


Fig. 7 ⑦ Breather element
⑧ Element retaining plate
⑨ Spring ⑩ Cover gasket

FRONT BRAKE

Disassembly

Caliper

1. Remove the caliper as an assembled unit.
2. To separate the calipers A and B, remove the caliper setting bolts.
To service the calipers mounted on the motorcycle, remove the oil pipe from the caliper beforehand.

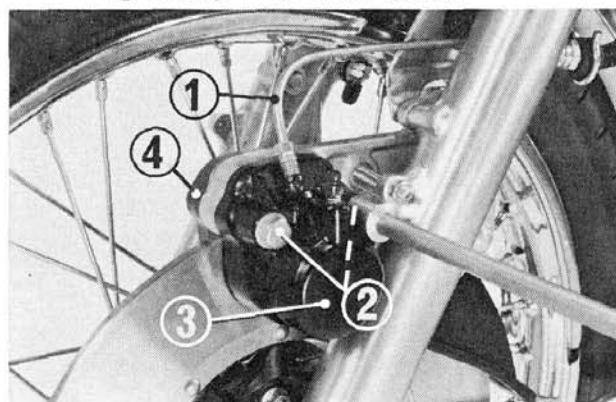


Fig. 8 ① Oil pipe ② Caliper setting ③ Caliper A
④ Caliper B

With the wheel bearing in place insert the axle shaft through the bearing. Place the axle shaft on V blocks, holding the wheel vertical. Check carefully for runout while rotating the wheel by hand.

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

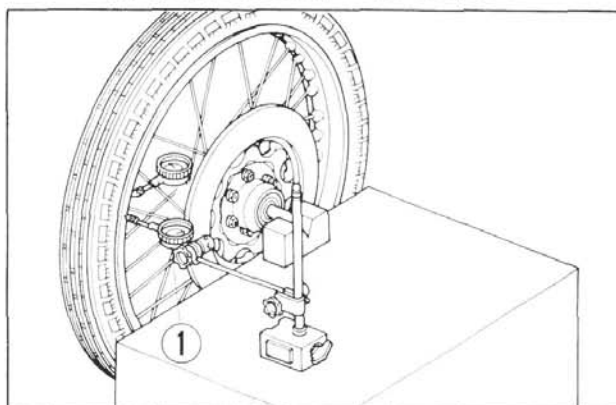


Fig. 9 ① Dial gauge

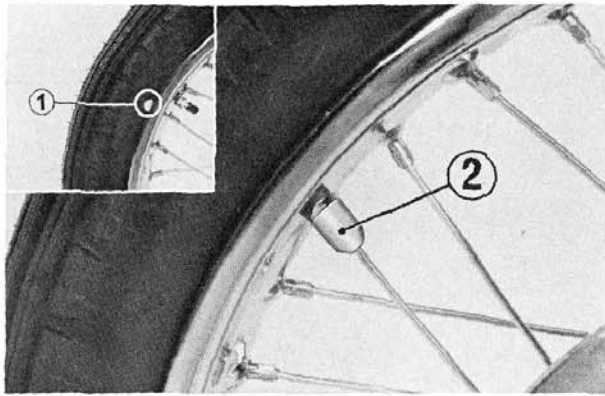


Fig. 10 ① Balancing mark
② Balancing weight

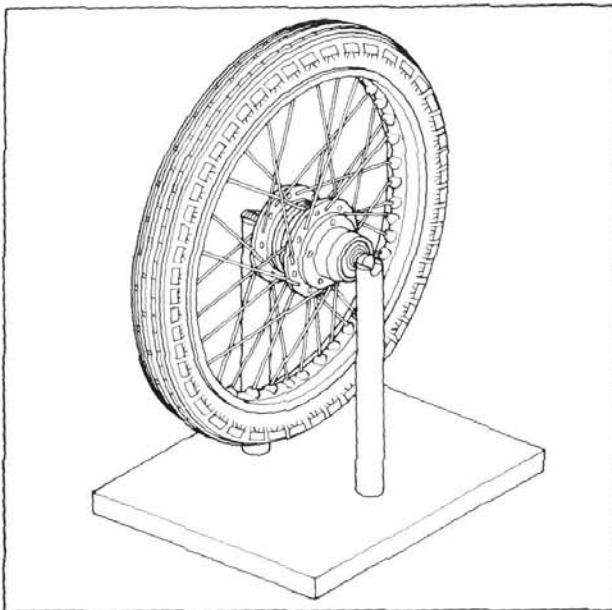


Fig. 11

Balancing the Front Wheel

1. Remove the front wheel.
2. Remove the speedometer gear box.
3. Remove the front wheel collars.
4. Remove the front brake disc.
5. Insert the axle shaft through the wheel and place the shaft on V blocks.
6. Make three chalk marks on the wheel and spin by hand, allowing the heavy part to roll to the bottom.
7. Attach compensating weights to the top section, and again spin the wheel to check the result.
8. The weights should be installed to the spoke. The following four weights are available: 5g, 10g, 15g and 20g.

REAR FORK

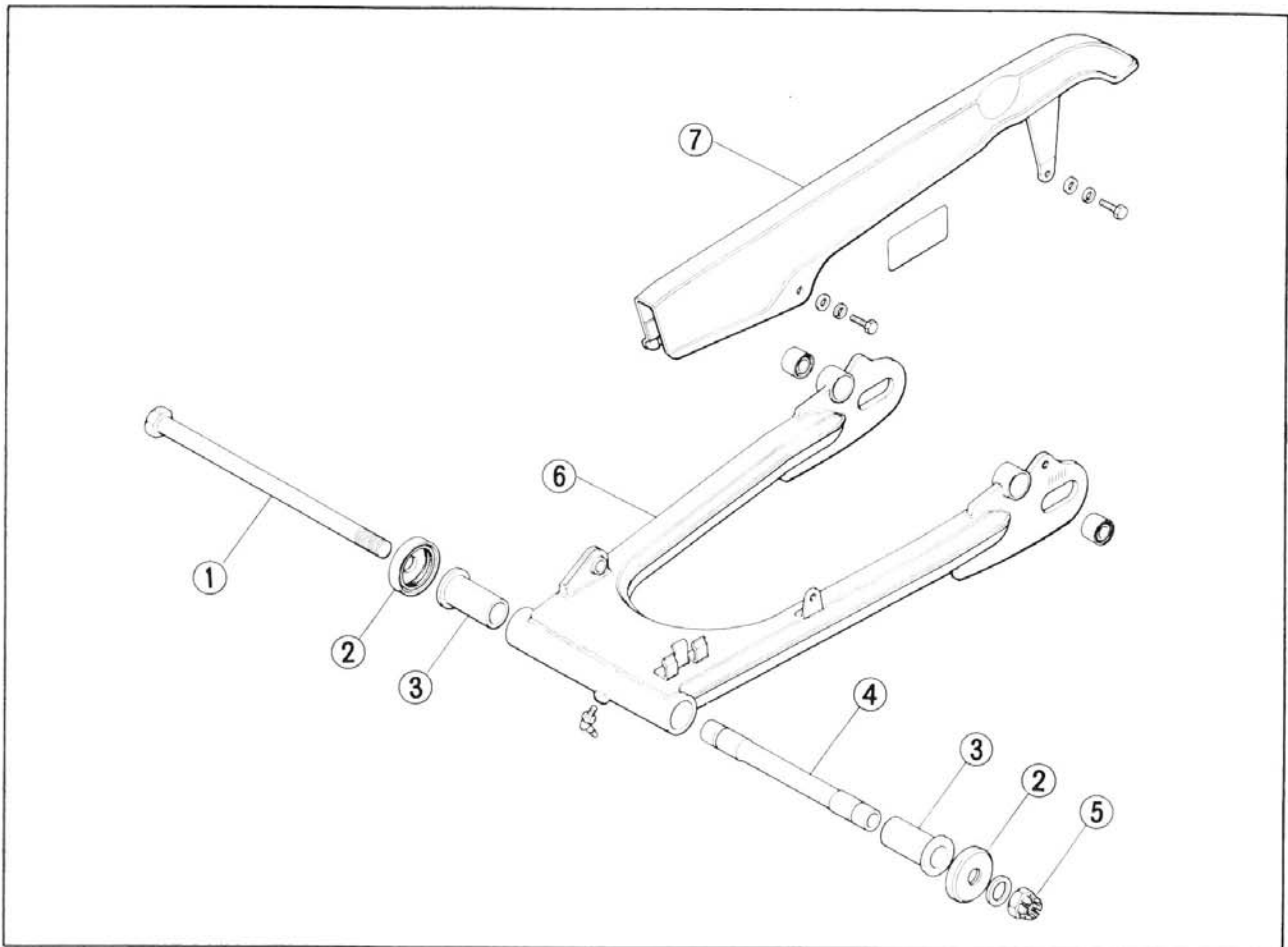


Fig. 12 ① Rear fork pivot bolt ③ Rear fork pivot bushing ⑤ 14 mm self-locking nut ⑦ Chain case
② Dust seal cap ④ Rear fork center collar ⑥ Rear fork

Disassembly

1. Remove the rear shock absorber mounting nut ②.
2. Remove the bolt ④ to remove the rear shock absorber.
3. Remove the torque link from the rear brake.

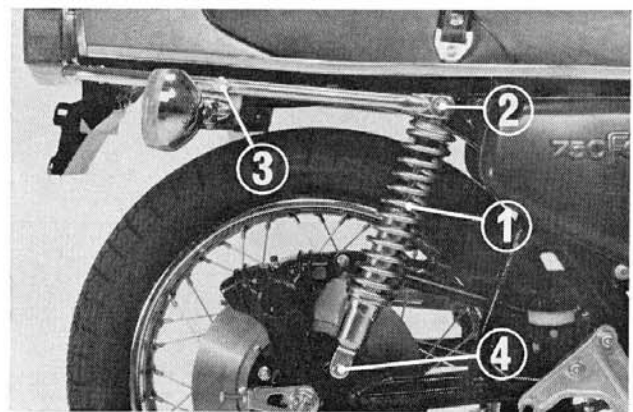


Fig. 13 ① Rear shock absorber ② Rear shock absorber mounting nut

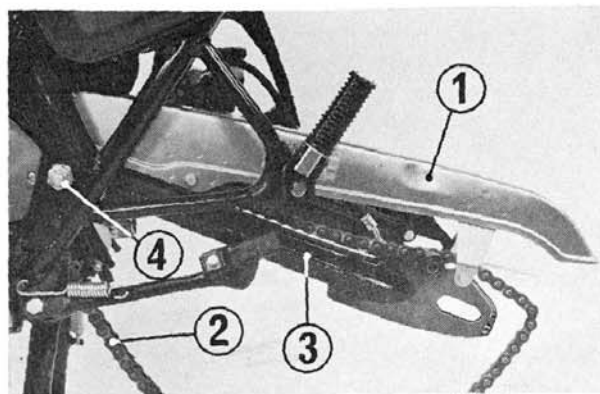


Fig. 14 ① Drive chain case ③ Self-locking nut
② Drive chain

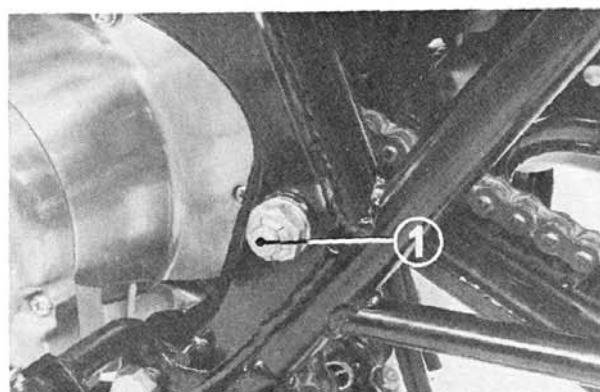


Fig. 15 ① Rear fork pivot bolt

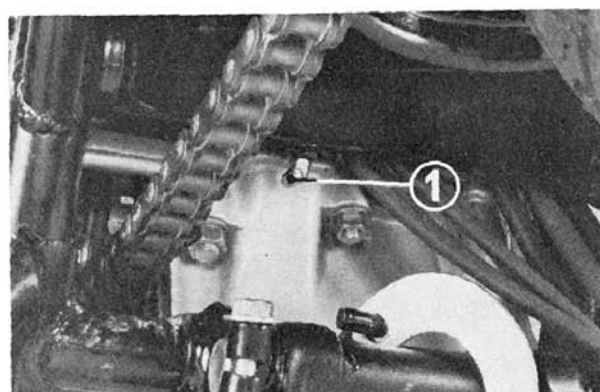


Fig. 16 ① Grease nipple

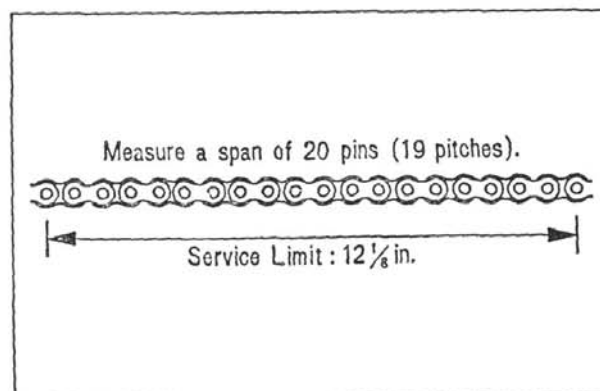


Fig. 17

4. Remove the chain case.
5. Remove the self-locking nut, pull off the rear fork pivot bolt and take the rear fork off the frame.
6. Remove the dust seal cap, pivot bushing and center collar from the rear fork.

Inspection

1. Check the rear fork for deformation, damage or other defects.
2. Check the rear fork center collar and bushing for excessive looseness.
3. Check the pivot shaft for bending along its entire length.
4. Check the axle holes in the rear fork ends for alignment.

Assembly

Assembly is the reverse order of the disassembly.

1. Apply a coating of grease to the rear fork center collar before installing the rear fork to the frame.
2. Coat the sealing lip of the dust seal with grease when assembling the dust seal cap.
3. Insert the rear fork pivot bolt from the right side with the end through the fork; install the self-locking nut on the end and tightening torque.
4. Pump grease through the grease fitting at the rear fork.

Measuring drive chain wears

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. It 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.

Engine oil change

Fill the oil tank with approximately 2.6 quarts of premium quality, SE, SEA 10W-40 oil. Start the engine and operate for a few minutes. Stop the engine, refill the tank with approximately 1.1 quarts of oil and check the oil level with the filler cap dipstick.

Fuel tank over flow tube inspection

1. Inspect the fuel tank over flow tube for defects.
2. Squeeze lower end of the over flow tube, and remove any oil or water which may have accumulated.

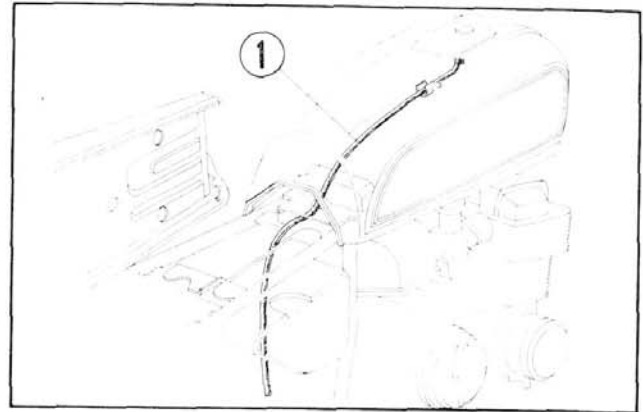


Fig. 18 ① Over flow tube

FRONT SUSPENSION

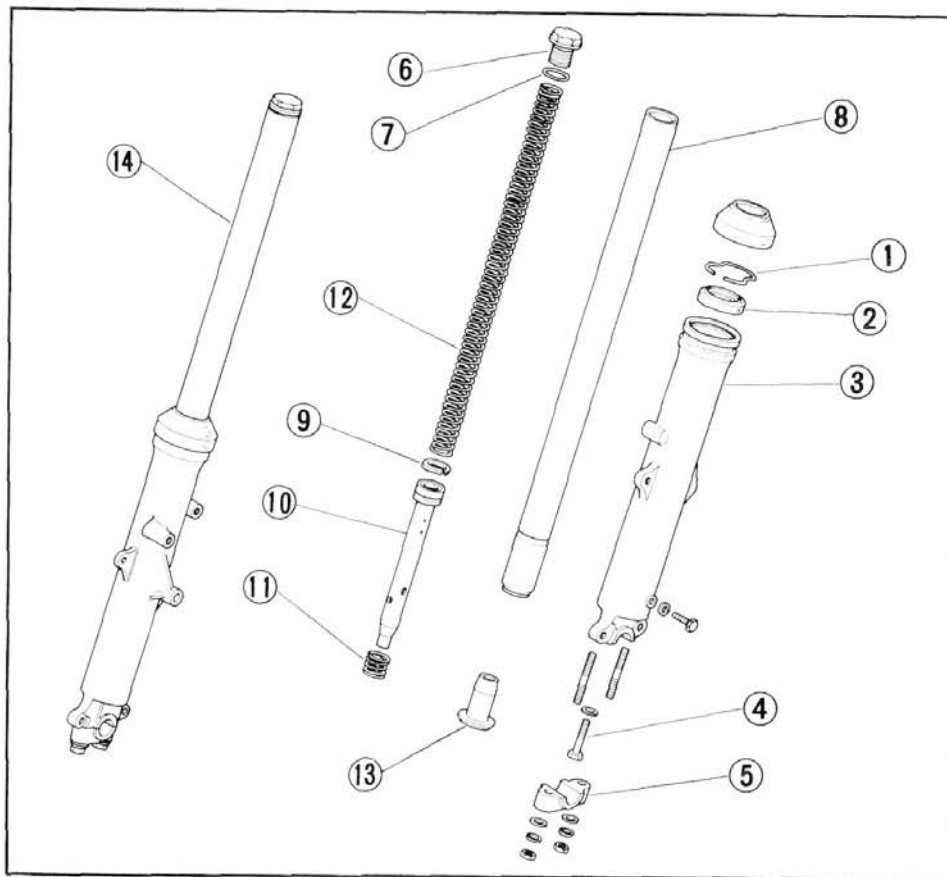


Fig. 19

① Oil seal stop	⑥ Fork bolt	⑪ Rebound spring
② Oil seal	⑦ O-ring	⑫ Front shock absorber spring
③ Bottom case	⑧ Front fork pipe	⑬ Oil lock piece
④ Socket bolt	⑨ Piston ring	⑭ Front shock absorber assembly
⑤ Front axle holder	⑩ Bottom pipe	

REAR SUSPENSION

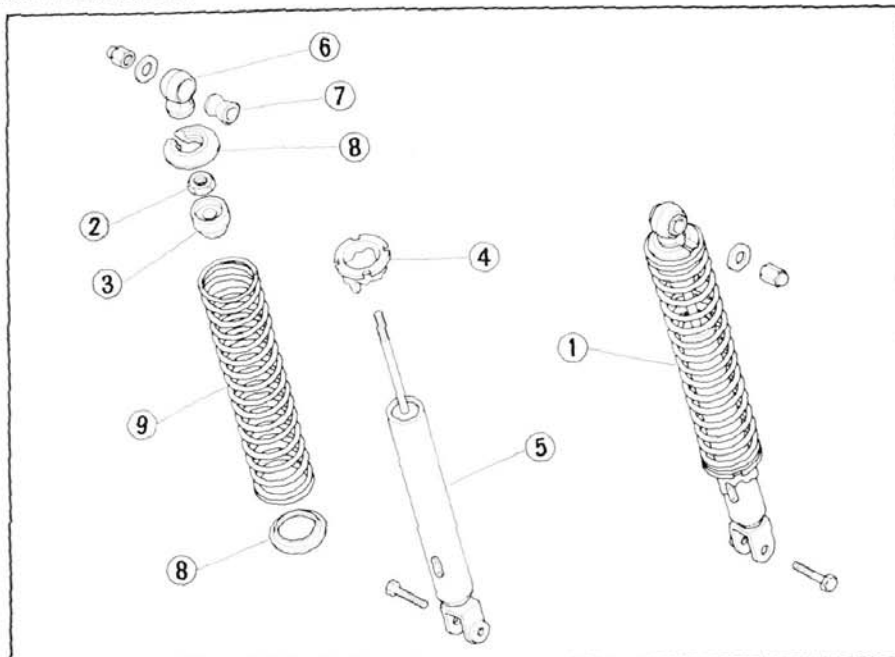


Fig. 20 ① Rear shock absorber assembly ④ Spring adjuster ⑦ Joint rubber
 ② Lock nut (10mm) ⑤ Rear damper ⑧ Spring seat stop
 ③ Stop rubber ⑥ Upper joint ⑨ Rear shock absorber spring

REAR BRAKE

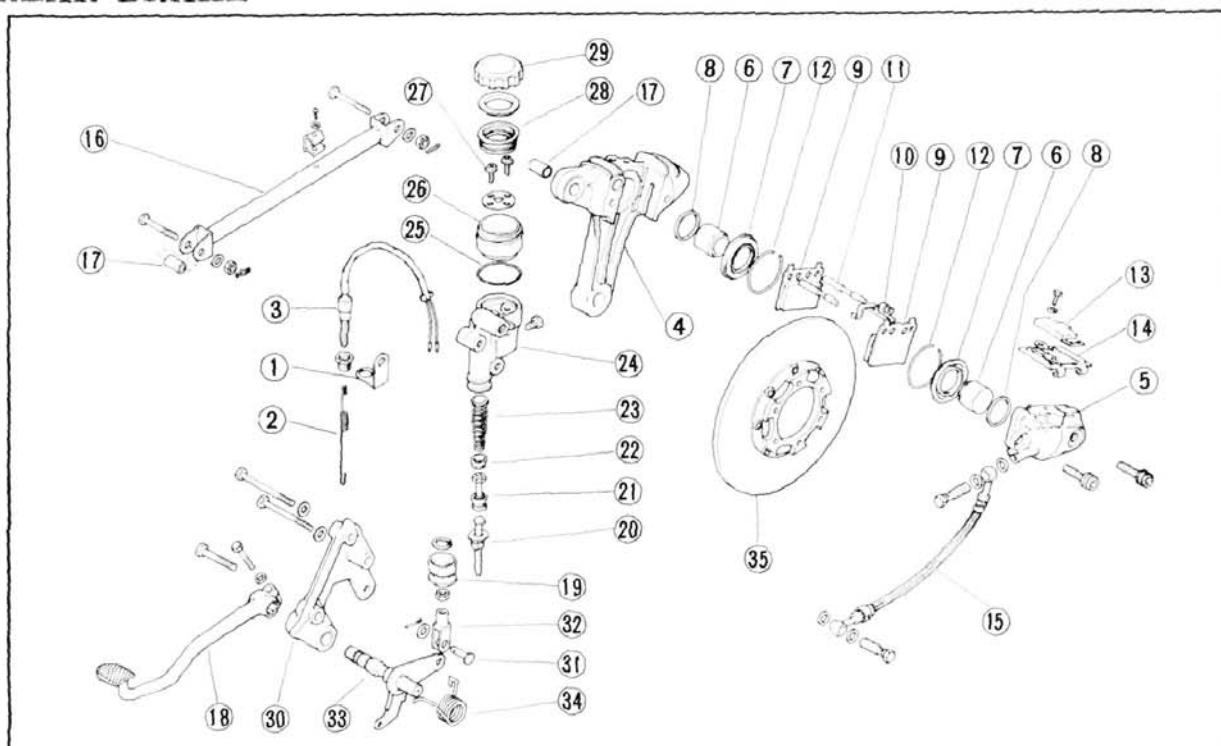


Fig. 21 ① Stop switch bracket ⑩ Spring pad set ⑲ Master cylinder, boot ⑳ Diaphragm
 ② Stop switch spring ⑪ Pad pin ㉑ Push rod ㉒ Oil cup, cap
 ③ Stop light switch ⑫ Dust cover, clip ㉓ Piston ㉔ Rear master
 ④ Caliper A ⑬ Indicator cover ㉕ Primary cup ㉖ Brake rod joint
 ⑤ Caliper B ⑭ Pad cover ㉗ Spring ㉘ Rear master cylinder
 ⑥ Piston ⑮ Rear brake hose ㉙ O-ring ㉚ Brake rod pin
 ⑦ Dust cover ⑯ Torque link ㉛ Oil cup ㉜ Brake pedal spring
 ⑧ Piston seal ⑰ Link collar ㉝ Oil cup screw ㉞ Rear brake disk
 ⑨ Pad ⑱ Rear brake pedal ㉟ Brake rod joint ㊱ Rear brake shaft

Removal of Caliper

1. Drain the brake system by loosening the caliper bleeder valve.
2. Remove the bolts (3) from the caliper and take out the torque link.

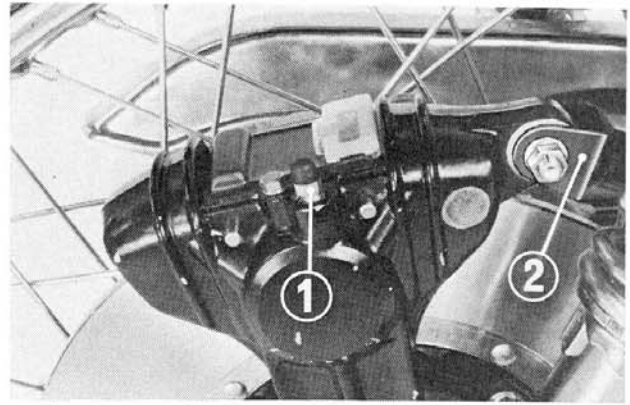


Fig. 22 ① Bleeder valve ② Torque link

3. Pry off the cotter pin, loosen off the axle nut, and remove the axle shaft.

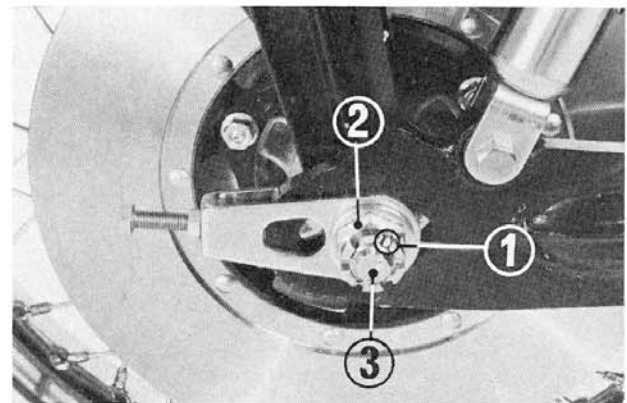


Fig. 23 ① Cotter pin ③ Axle shaft
② Axle nut

4. Remove the oil bolt and pull off the brake hose. Take out the caliper as an assembled unit.

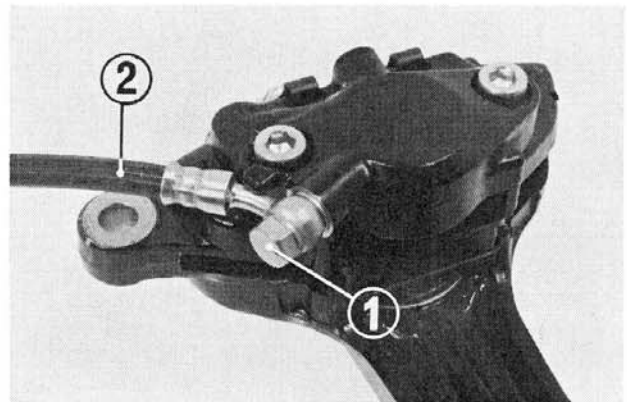


Fig. 24 ① Oil bolt ② Brake hose

Removal of Master Cylinder

1. Remove the rear brake hose off the caliper. Drain the brake system by pumping the brake pedal.
2. Using a suitable pair of pliers, pull off the cotter pin and then remove the brake rod pin.

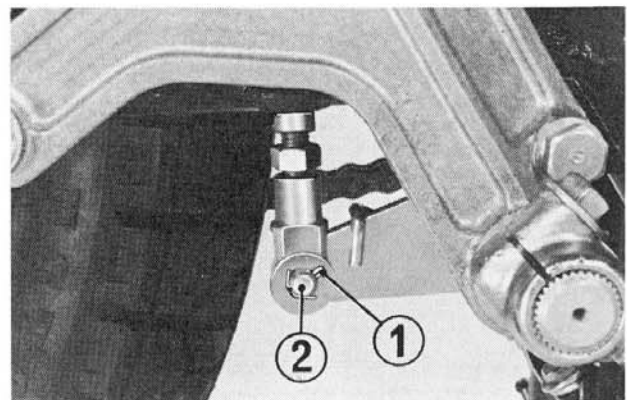


Fig. 25 ① Cotter pin ② Brake rod

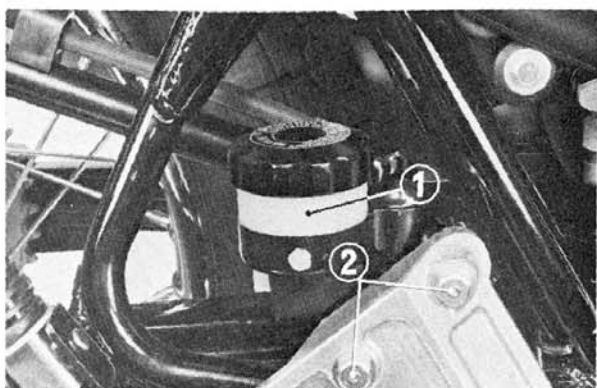


Fig. 26 ① Master cylinder

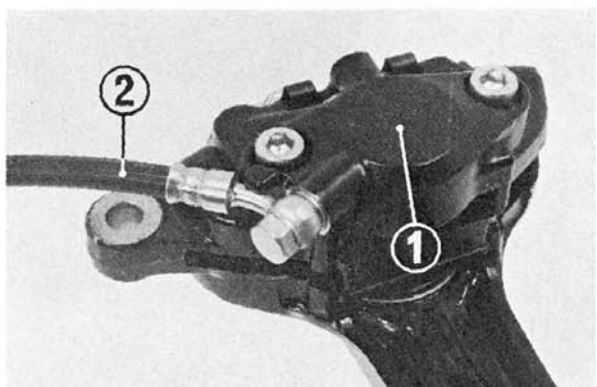


Fig. 27 ① Caliper ② Brake hose

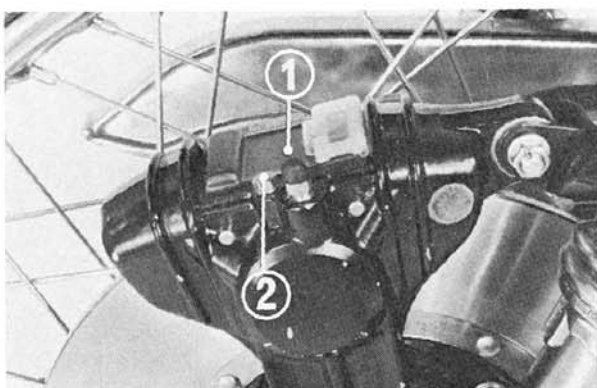
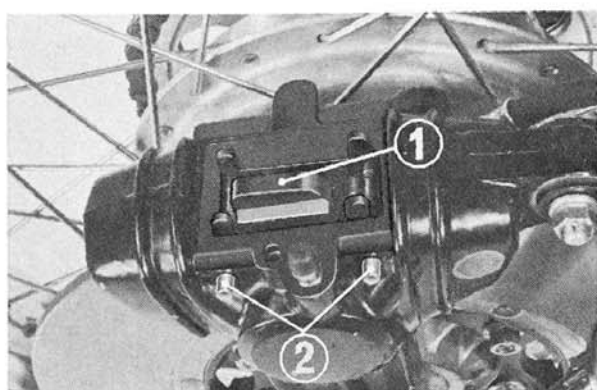


Fig. 28 ① Pad cover ② 5 mm bolt

Fig. 29 ① Brake pad set spring
② Brake pad pin

3. The rear brake master cylinder will be taken out easily by removing the bolt ②.

NOTE:

- Handle the master cylinder with care to avoid damaging the brake hose.
- Avoid getting grease on the friction surfaces of the pad and disc since a trace of oil or grease on the friction surface may cause erratic braking performance.
- Do not spill brake oil onto the tire.

Caliper

1. Disconnect the brake pipe from the master cylinder as per the instruction given in perceding paragraph.
2. Remove the caliper off the rear fork following the procedure under Removal of rear fork.
3. Disconnect the brake hose from the caliper.

Replacement of brake pad (rear)

1. Remove the 5mm bolts securing the pad cover to the caliper.
2. Press down on the brake pad set spring; without disturbing the above setup, withdraw the upper pin from the pad.

3. Assembly is the reverse order of the disassembly. The pad pin has a step. Hook the pad set spring over the pin at a point where the diameter is reduced.

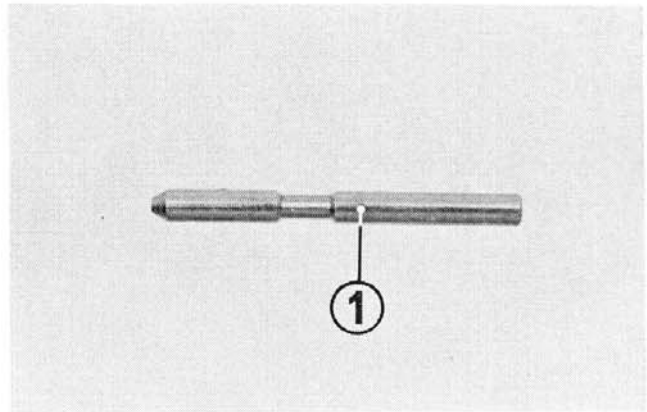
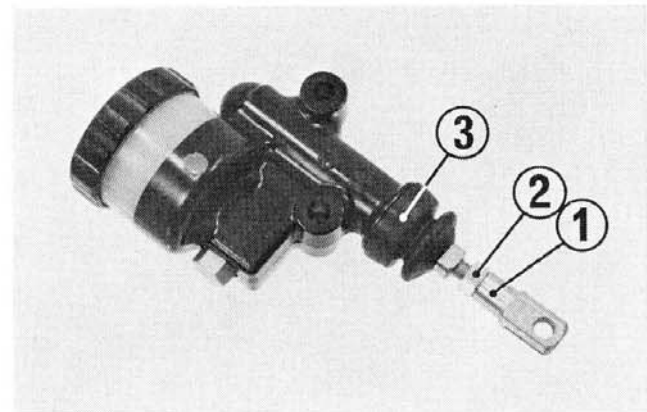


Fig. 30 ① Pad pin

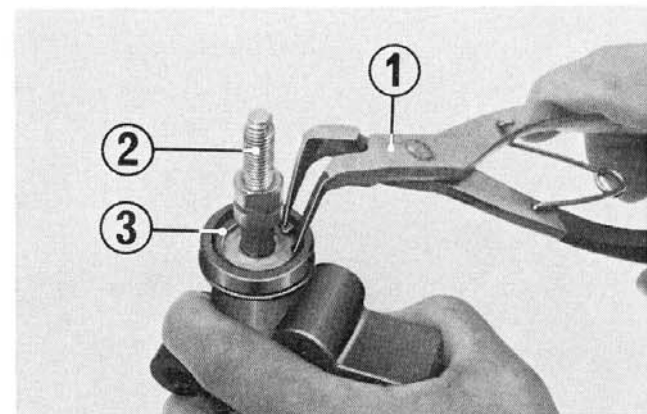
Disassembly

Master cylinder

1. Disconnect the brake rod joint from the push rod by loosening the 8mm nut.
2. Remove the 8mm nut and take out the boot.

Fig. 31 ① Brake rod joint ③ Boot
② 8mm nut

3. Using tool "Snap Ring Pliers" (Tool No. 07914-3230000), remove the internal snap ring. The push rod can then be taken out.

Fig. 32 ① Snap ring pliers ③ Snap ring
② Push rod

4. Remove the piston together with the secondary cup.
5. Remove the primary cup.
6. Remove the spring.
7. Remove the check valve.
8. Remove the oil cup cap diaphragm in the order listed.

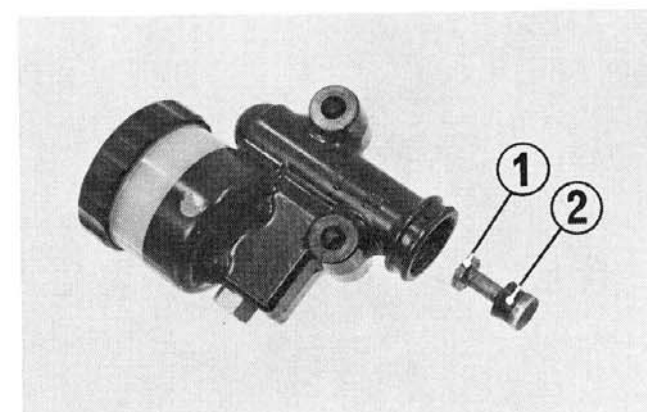


Fig. 33 ① Piston ② Secondary cup

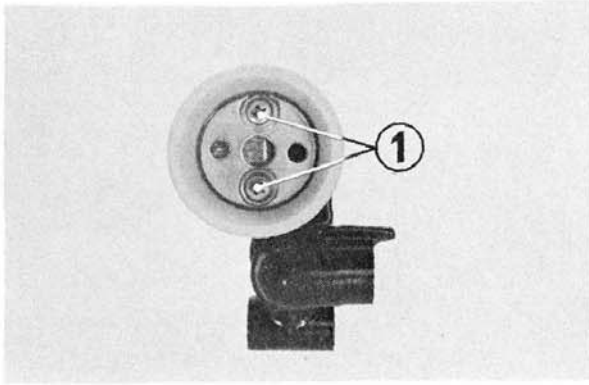


Fig. 34 ① Oil cup screw

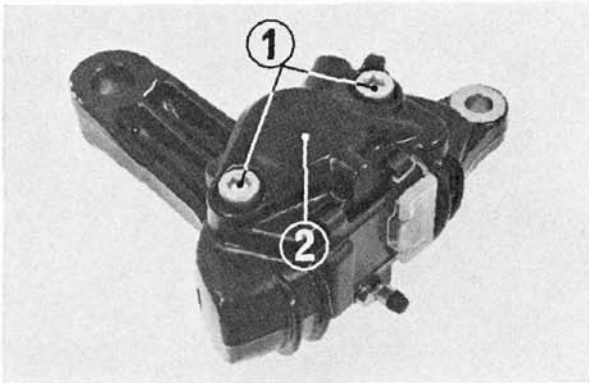


Fig. 35 ① Caliper set bolt ② Caliper B

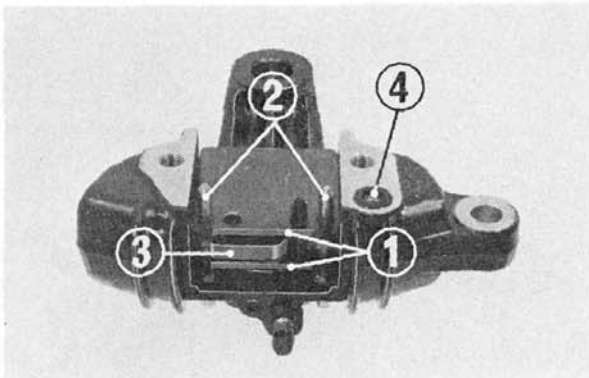
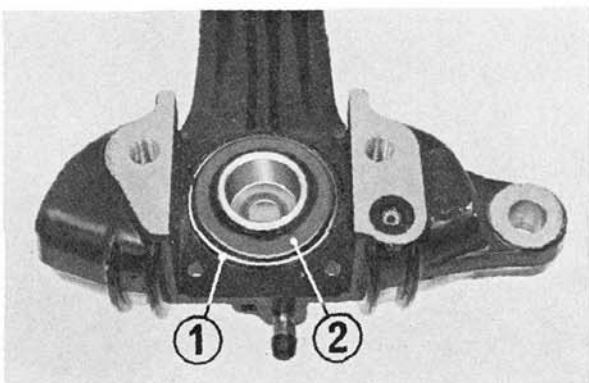
Fig. 36 ① Pad ③ Pad set spring
② Pad pin ④ Joint seal

Fig. 37 ① Dust seal clip ② Dust seal

9. Remove the oil cup screw and take out the oil cup plate.

10. Pull the oil cup off the master cylinder body.

11. Remove the O-ring.

Note: Above steps No. 9 thru. 11 describe the disassembly procedures for separate type master cylinder oil cup (up to Frame No. CB750F-1010686). For machines on and after 1010687, the oil cup is integrated with the master cylinder body.

Caliper

1. Remove the 5mm bolt securing the pad cover to the caliper. The wear indicator cover will then be removed together with the pad cover.

2. With help of a 8mm Allen wrench, unscrew the caliper set bolt. Separate the calipers A and B.

3. Remove the pads, pad pins and pad springs.

4. Remove the joint seal.

5. Remove the dust seal clip to remove the dust seal.

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

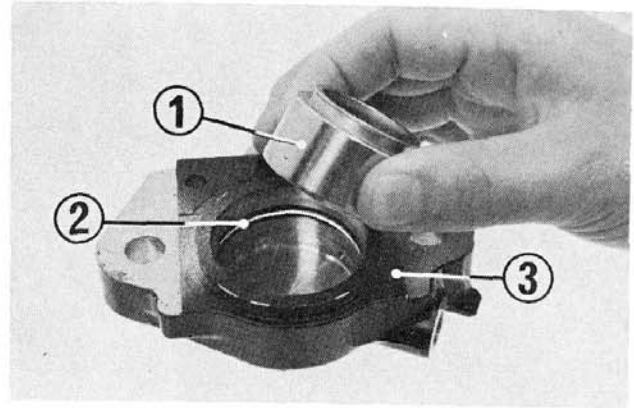


Fig. 38 ① Piston ② Piston seal ③ Caliper B

Inspection

Master Cylinder

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

Standard value	Service limit
14.000~14.043 mm	14.055 mm

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

Standard value	Service limit
13.957~13.980 mm	13.940 mm

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

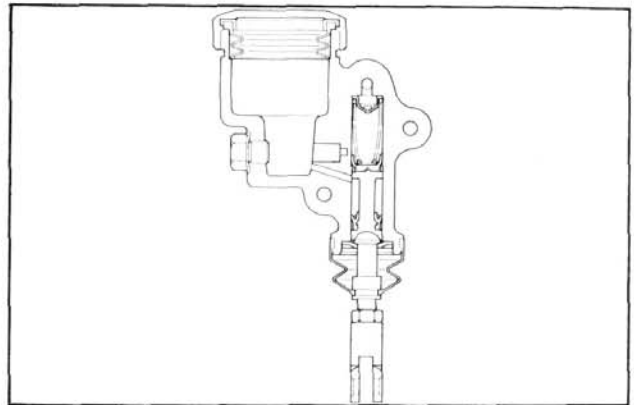


Fig. 39 ① Master cylinder

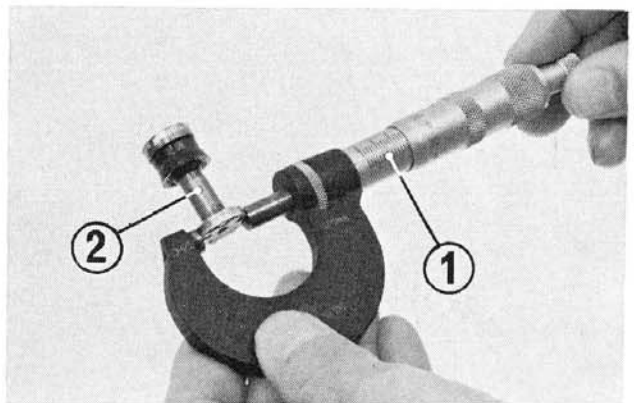


Fig. 40 ① Micrometer ② Piston

Caliper

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

Standard value	Service limit
38.18~38.28 mm	38.245 mm

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

Standard value	Service limit
3.1115~38.148 mm	38.105 mm

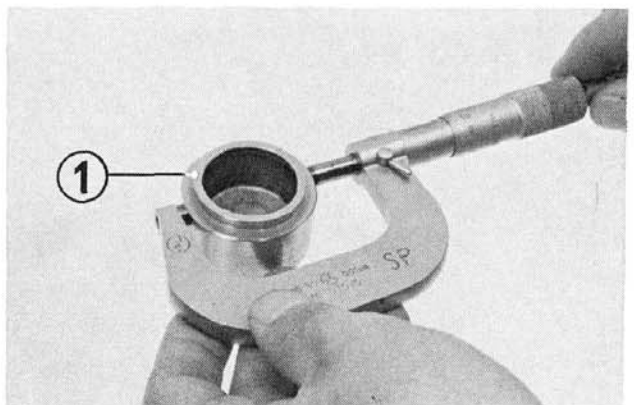


Fig. 41 ① Piston

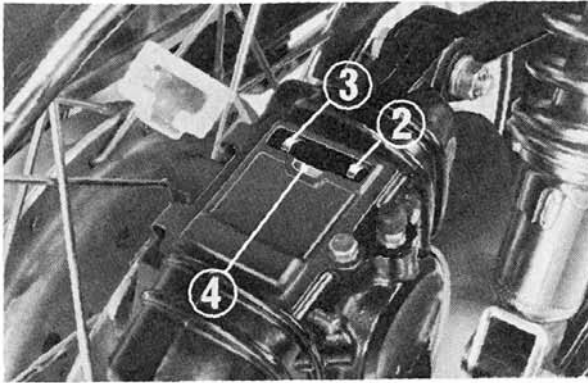


Fig. 42 ① Right brake pad ③ Red mark
② Left brake pad

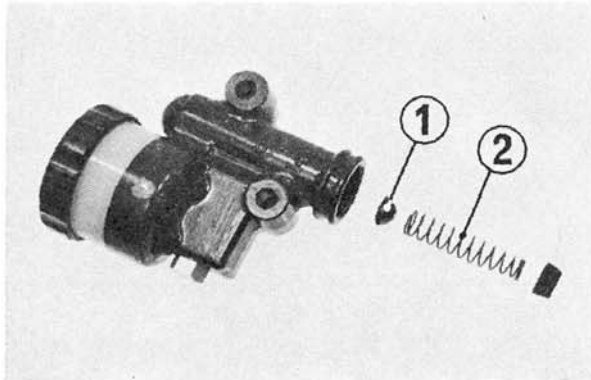


Fig. 43 ① Check valve ② Spring

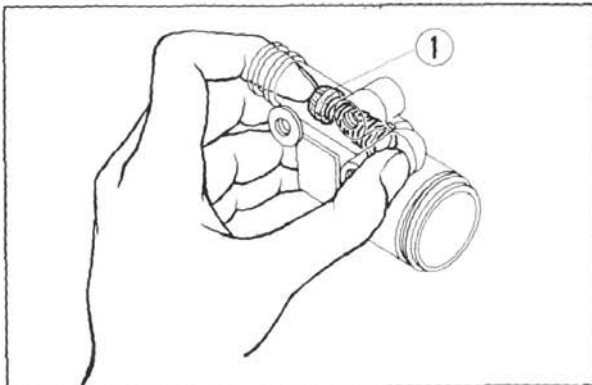


Fig. 44 ① Primary cup

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

Brake Hose

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

Assembly

Master Cylinder

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

Caliper

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

Rear Brake

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

Brake pedal height adjustment

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

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

Bleeding the Brake System

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

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

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

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

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

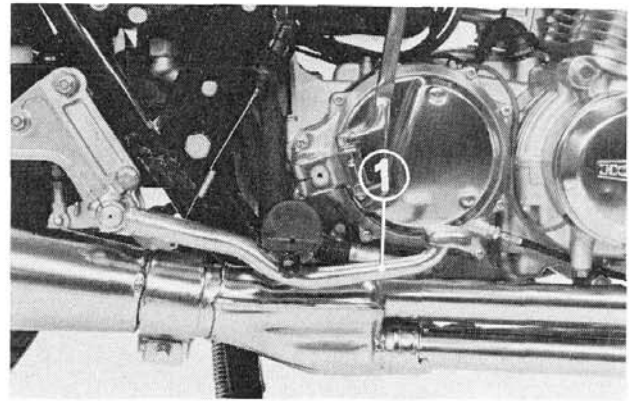


Fig. 45 ① Rear brake pedal

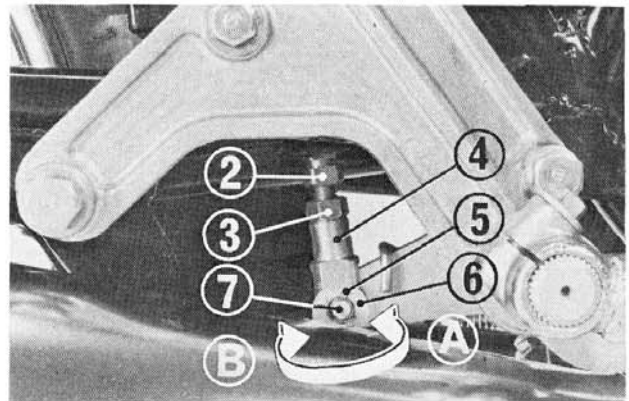


Fig. 46 ② Hex nut ⑤ Cotter pin
③ Lock nut ⑥ Plain washer
④ Brake rod ⑦ Pedal pin

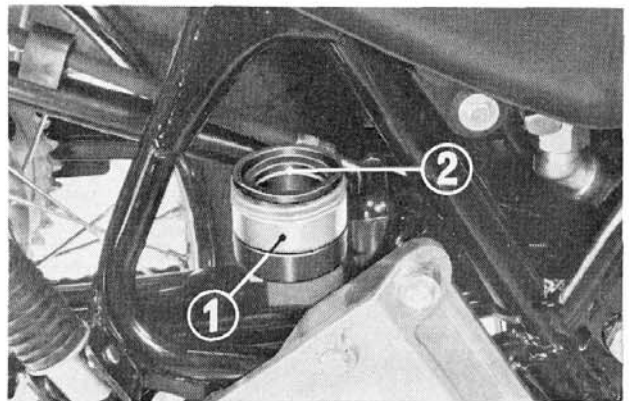


Fig. 47 ① Master cylinder ② Diaphragm

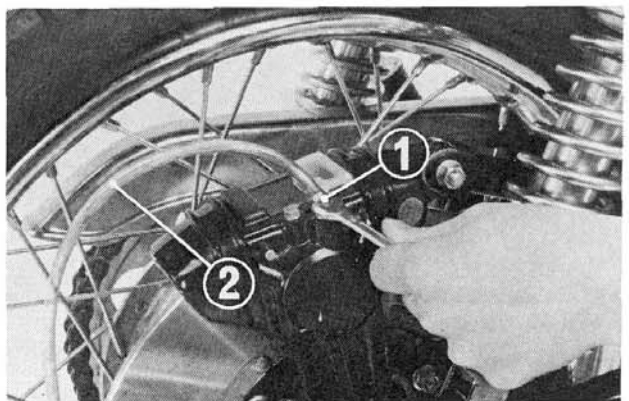


Fig. 48 ① Bleeder valve ② Pipe

REAR WHEEL

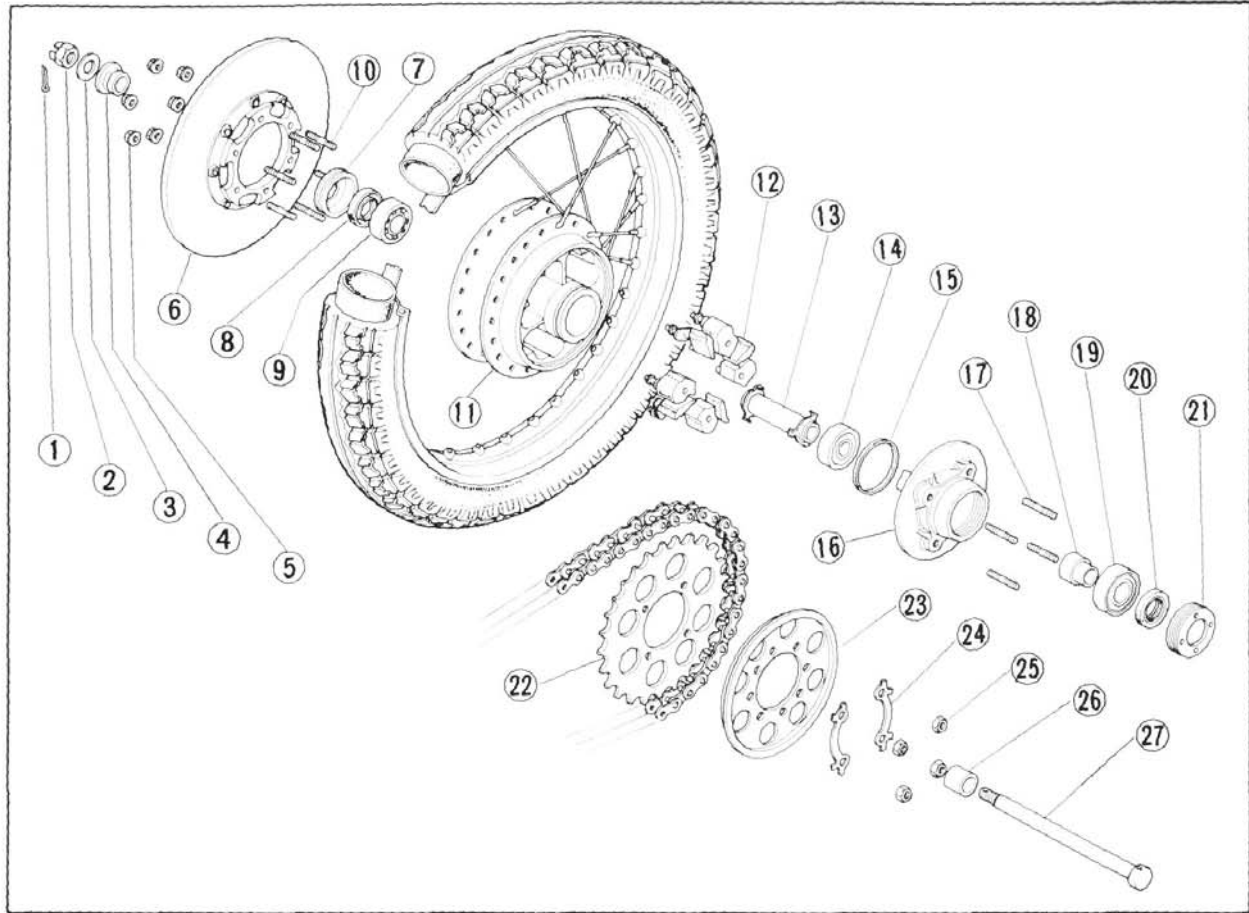


Fig. 49

- | | | | |
|--------------------|---------------------|----------------------|-----------------------|
| ① Cotter pin | ⑧ Oil seal | ⑮ O-ring | ⑳ Drive sprocket |
| ② Rear axle nut | ⑨ 6304 bearing | ⑯ Final drive flange | ㉑ Plate sprocket side |
| ③ 18.5×34 washer | ⑩ Stud bolt | ⑰ Stud bolt | ㉒ Lock washer |
| ④ Side collar | ⑪ Rear wheel hub | ⑱ Axle sleeve | ㉓ Hex Nut |
| ⑤ Disc nut | ⑫ Rear wheel damper | ⑲ 6305 bearing | ㉔ Side collar |
| ⑥ Disc | ⑬ Distance collar | ⑳ Oil seal | ㉕ Rear wheel axle |
| ⑦ Bearing retainer | ⑭ 6304 bearing | ㉖ Bearing retainer | |

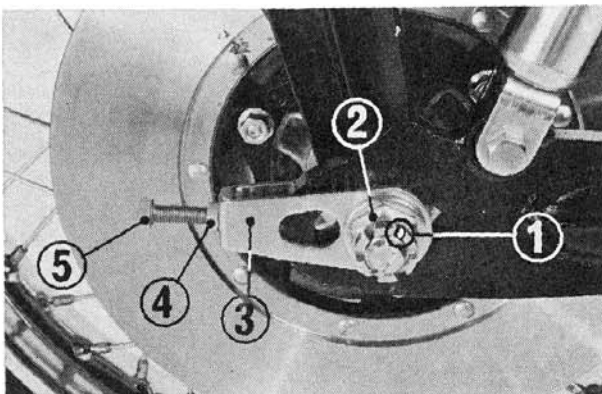


Fig. 50 ① Cotter pin ④ Lock nut
② Axle nut ⑤ Chain adjusting bolt
③ Drive chain adjuster

Disassembly

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

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

Inspection

1. Wear of disc

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

Standard value	Service limit
0~0.1 mm	0.3 mm

2. Surface runout of disc

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

Standard value	Service limit
0~0.1 mm	0.3 mm

3. Thickness of disc

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

Standard value	Service limit
0.05 mm	0.3 mm

4. Wear on rear wheel hub

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

5. Surface and axial runouts of rear wheel rim

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

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

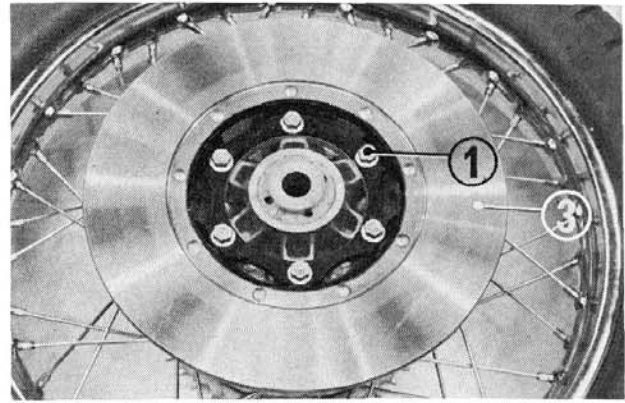


Fig. 51 ① Disc nut
② Disc

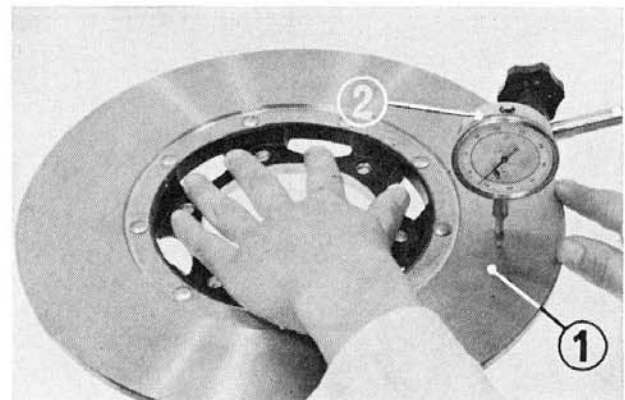


Fig. 52 ① Brake disc
② Dial gauge

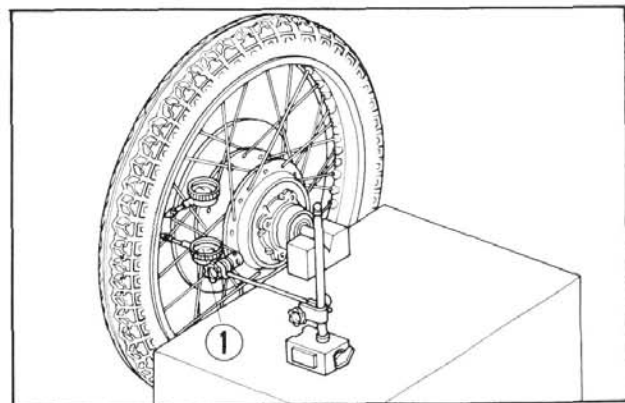


Fig. 53

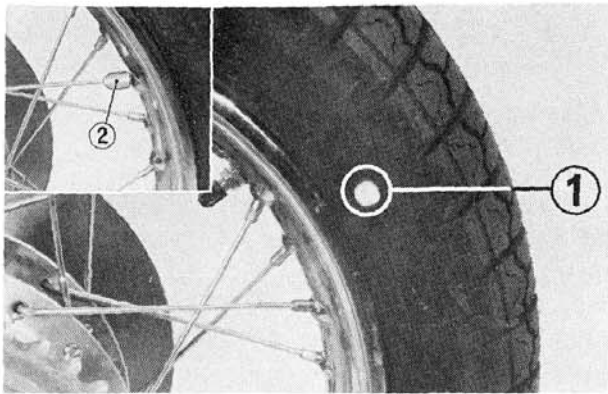


Fig. 54 ① Balancing mark
② Balancing weight

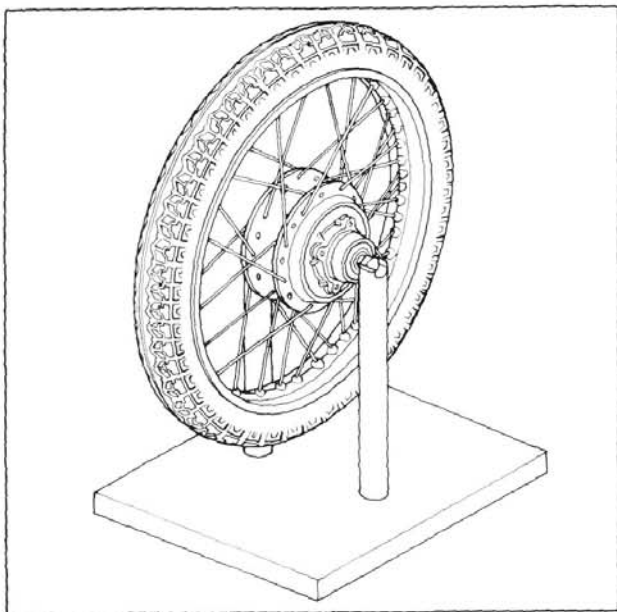


Fig. 55

6. Balancing the Rear Wheel

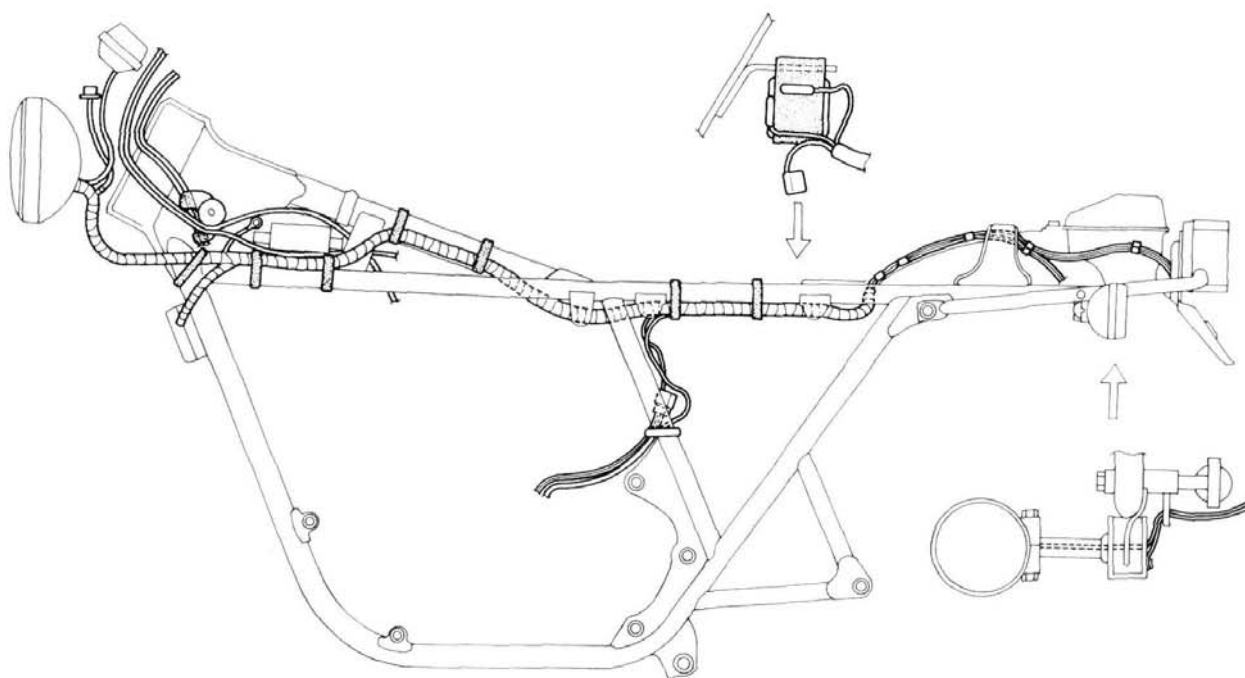
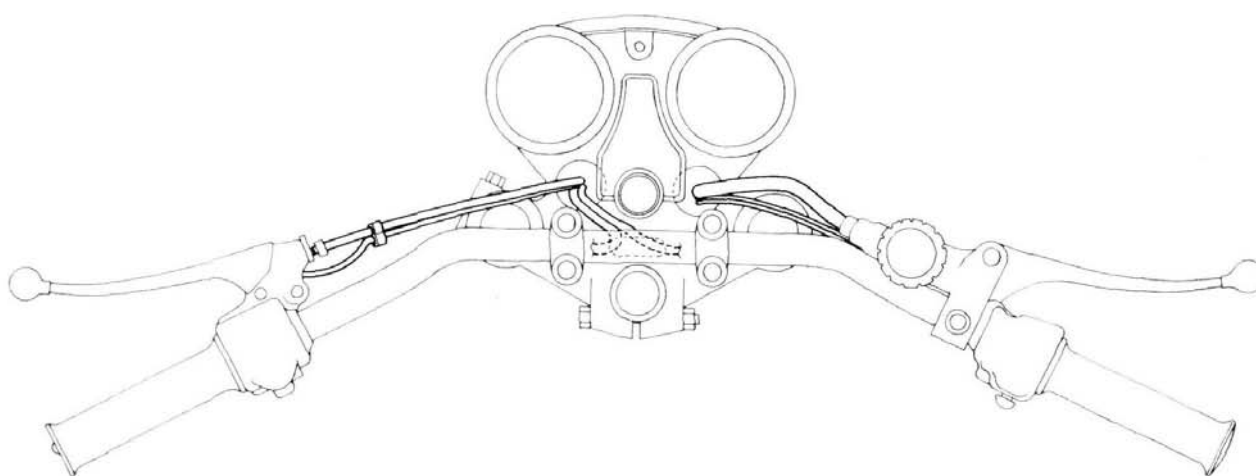
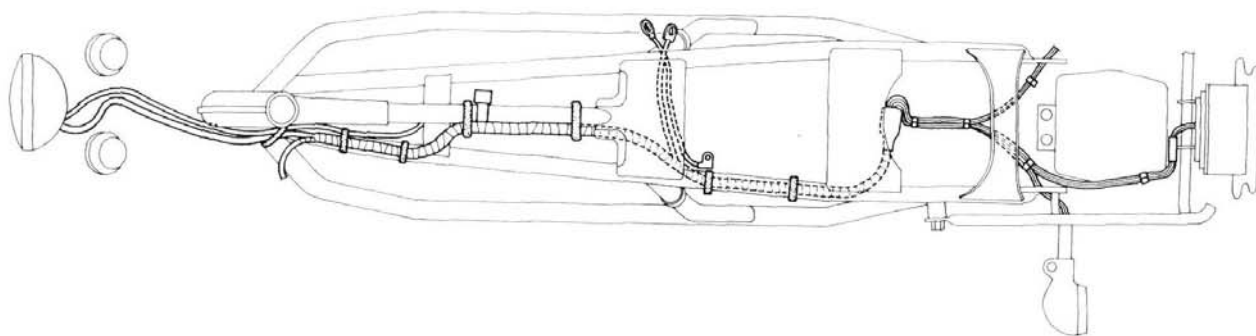
- a. Remove the rear wheel.
- b. Remove the side collars from both sides of the wheel.
- c. Remove the rear brake disc.
- d. Insert the axle shaft through the rear wheel and place the shaft V blocks, holding the wheel vertical.
- e. Make three chalk marks on the wheel and spin by hand, allowing the heavy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

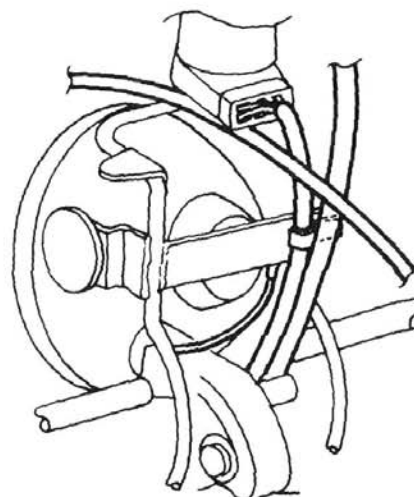
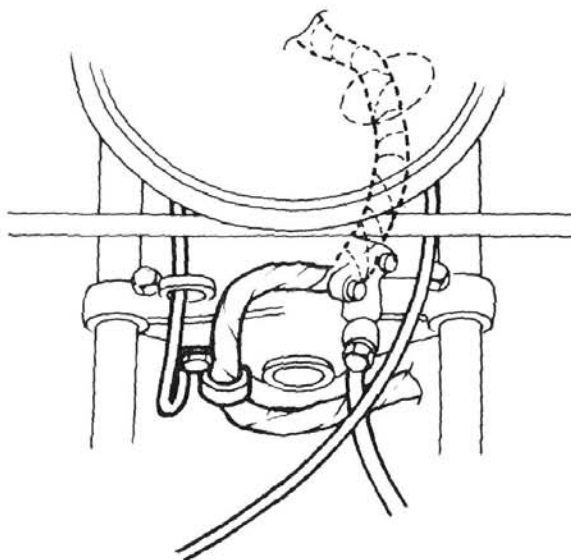
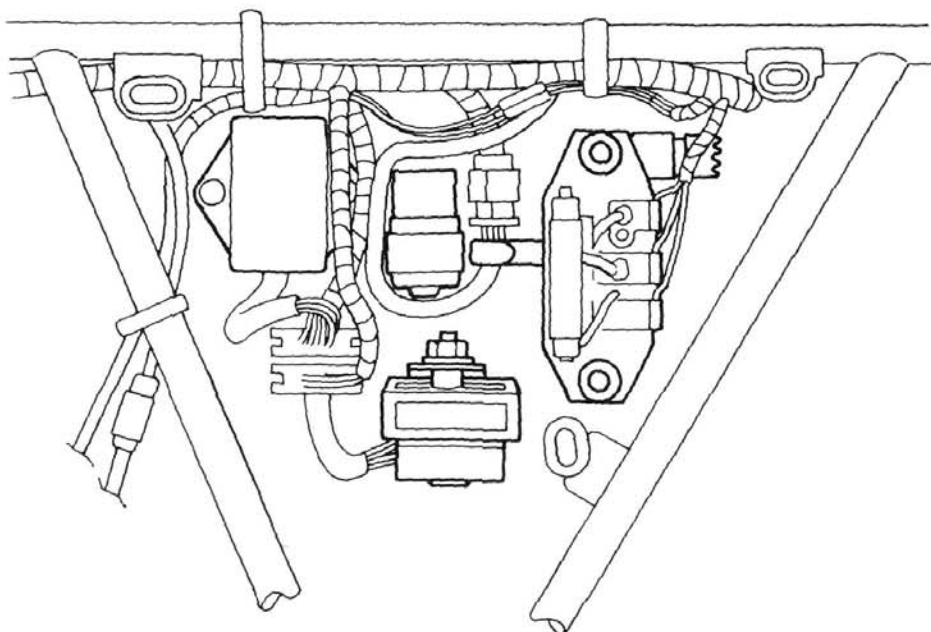
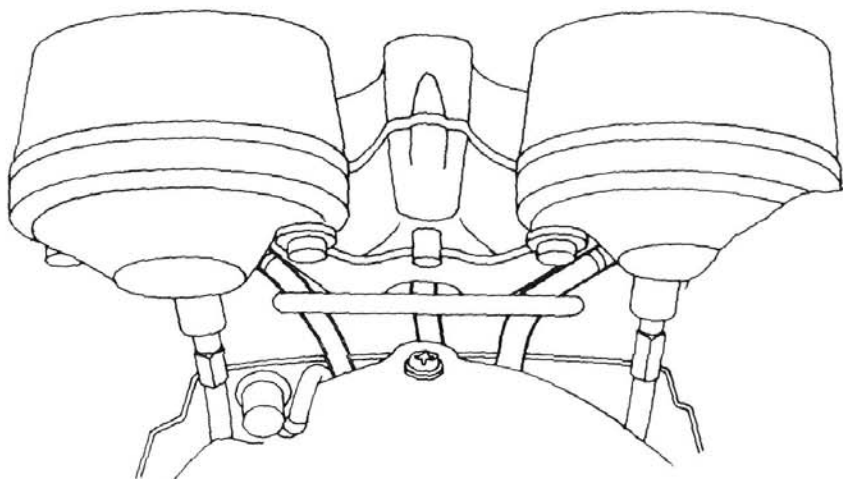
Assembly

1. Assembly is the reverse order of the removal.

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

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

WIRING



TIGHTENING TORQUE STANDARD

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

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

Standard parts

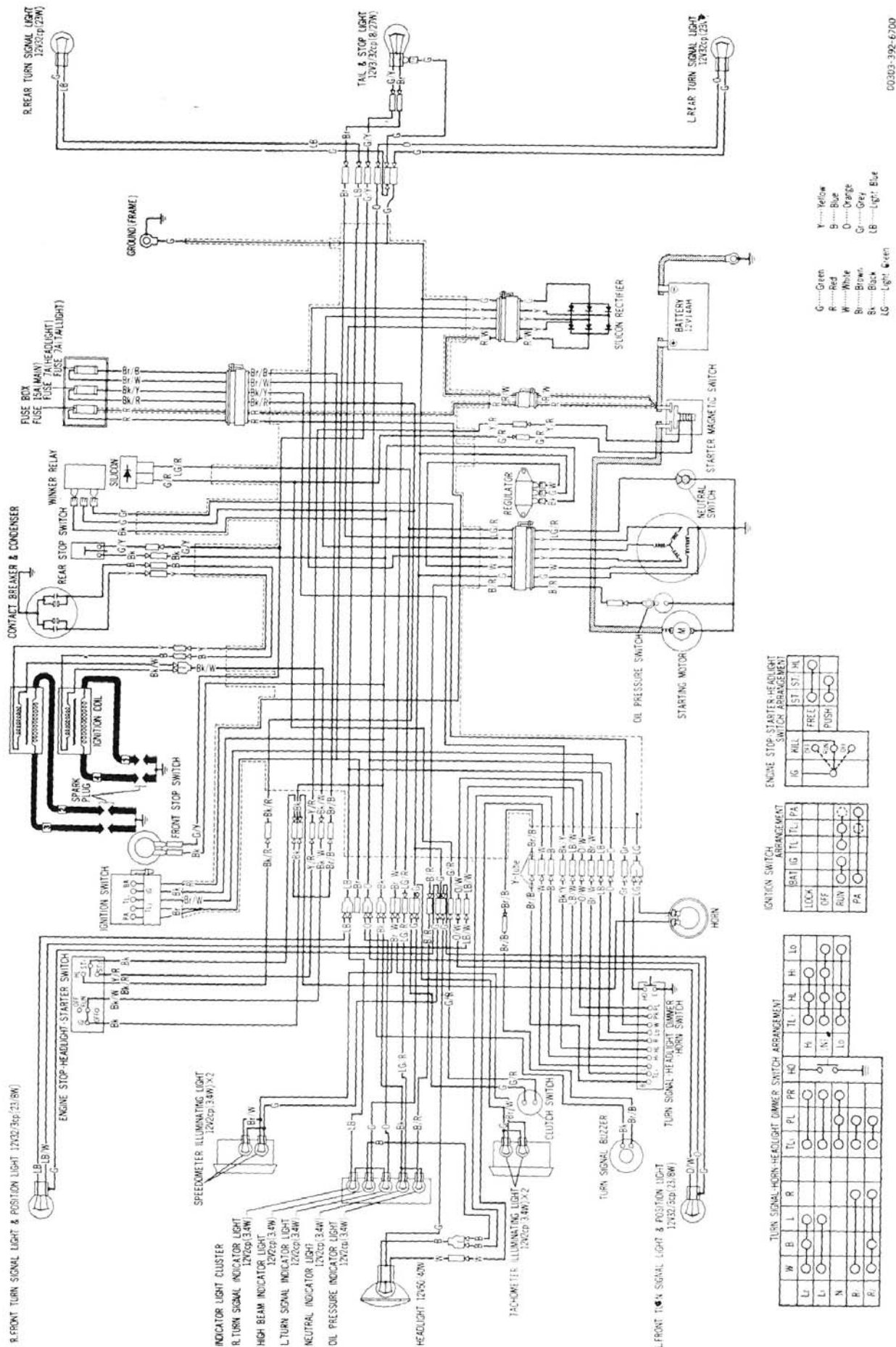
	Torque values			Torque values	
	kg-m	lbs-ft		kg-m	lbs-ft
SCREW pan 5 mm	0.35~ 0.5	2.5~ 3.6	BOLT hex. NUT hex 10 mm	3.0~ 4.0	21.7~28.9
SCREW pan 6 mm	0.7 ~ 1.1	5.1~ 8.0	BOLT hex. NUT hex 12 mm	5.0~ 6.0	36.2~43.4
BOLT hex. NUT hex 5 mm	0.45~ 0.6	3.2~ 4.4	BOLT flange 6 mm	1.0~ 1.4	7.2~10.1
BOLT hex. NUT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

SPECIFICATIONS CB 750 F

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

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

WIRING DIAGRAM CB750F



00303-392-6700

SUPPLEMENT TO CB750F2 ('77)

Engine No. CB750E—2600004 and
subsequent

Frame No. CB750F—2100001 and
subsequent

GROUP
25

1. FRONT BRAKE

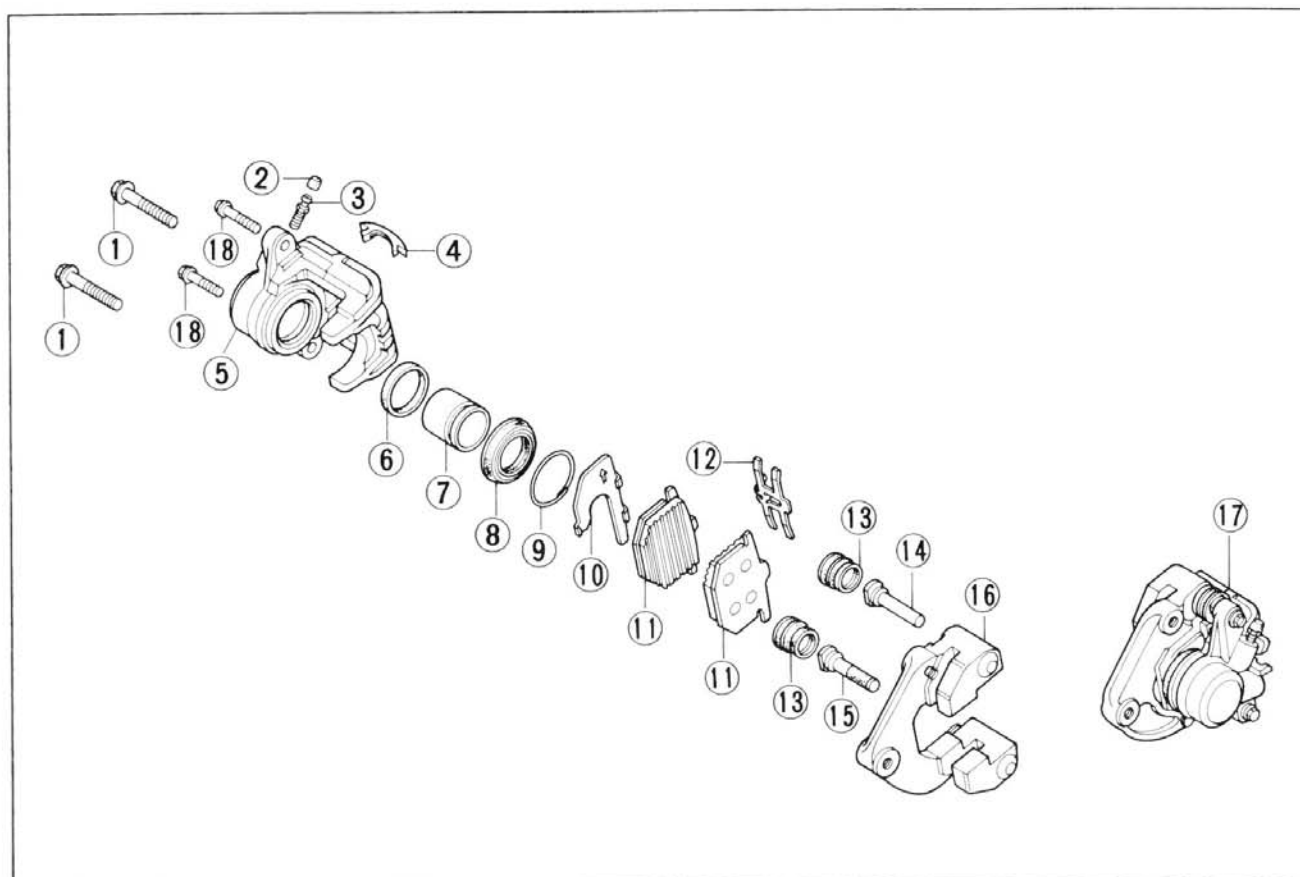


Fig. F2-1

① Flange bolt (10×32)	⑥ Piston seal	⑪ Brake pad	⑯ Right bracket
② Bleed valve cap	⑦ Piston	⑫ Pad spring	⑰ Left caliper assembly
③ Bleed valve	⑧ Piston boot	⑬ Dust cover	⑱ 8mm flange bolt
④ Indicator cap	⑨ Piston boot clip	⑭ Pin A	
⑤ Right caliper	⑩ Pad shim	⑮ Pin B	

A. Disassembly

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

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

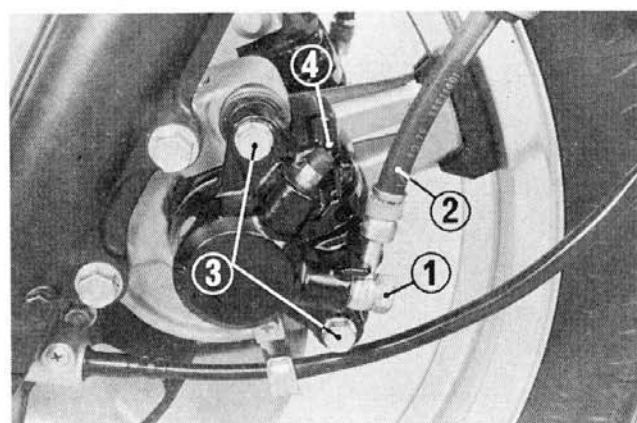


Fig. F2-2

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

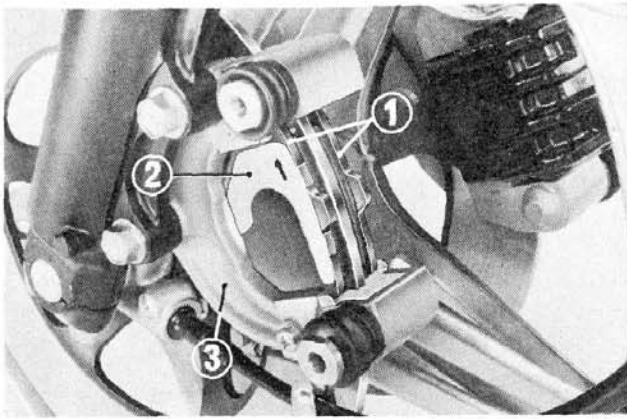


Fig. F2-3 ① Brake pad ② Shim ③ Caliper holder

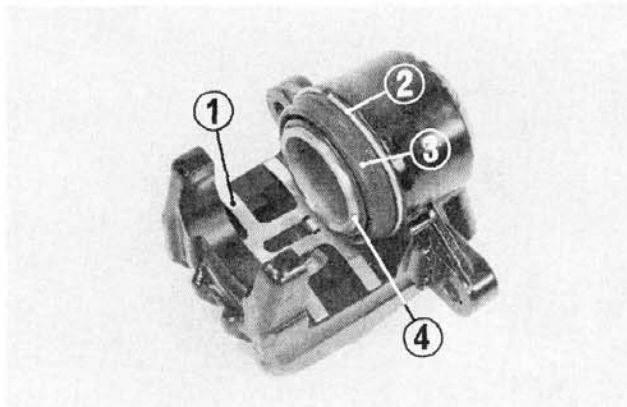


Fig. F2-4 ① Pad spring ② Boot clip ③ Piston boot ④ Piston

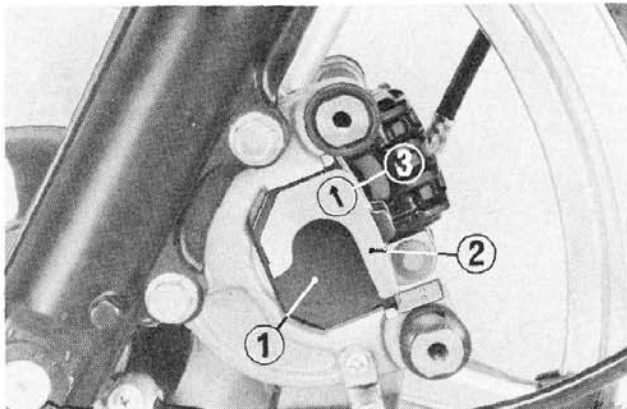


Fig. F2-5 ① Brake pad ② Shim ③ Arrow

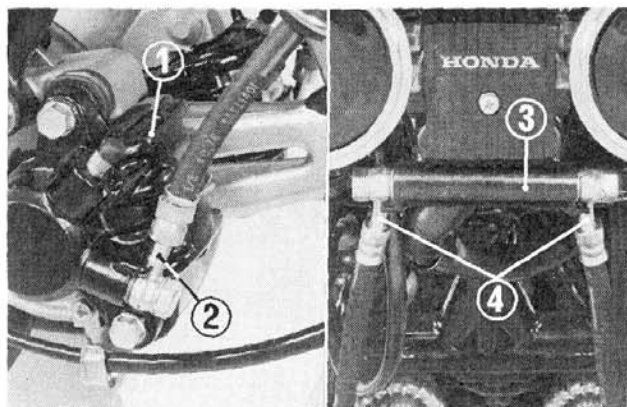


Fig. F2-6 ① Caliper ② Straight side ③ Three way joint ④ Bent side

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

B. Assembly

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

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

C. Brake pad inspection

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

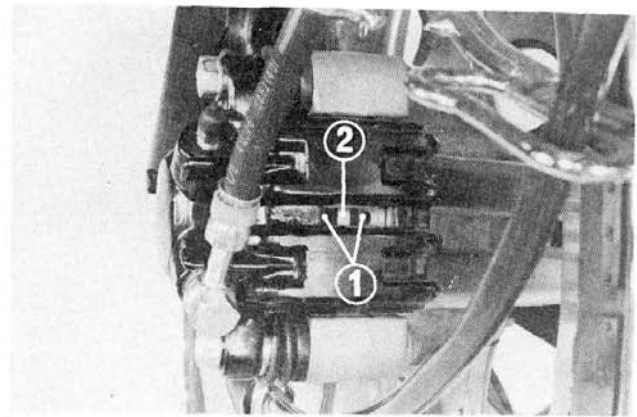


Fig. F2-7 ① Red line ② Brake disc

2. FRONT BRAKE SWITCH

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

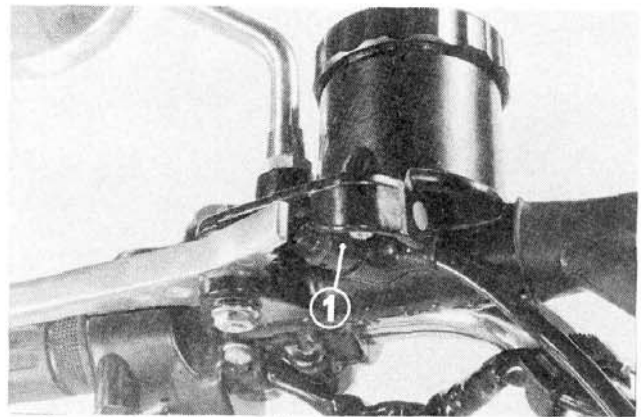


Fig. F2-8 ① Front brake switch

3. REAR BRAKE

A. Pedal free height adjustment

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

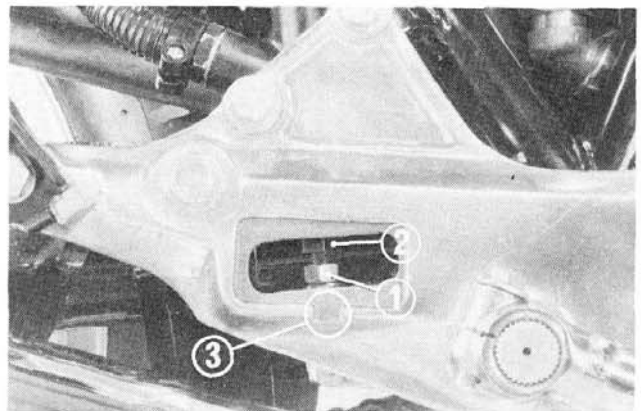


Fig. F2-9 ① Lock nut ② Adjuster ③ Groove

B. Rear brake hose

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

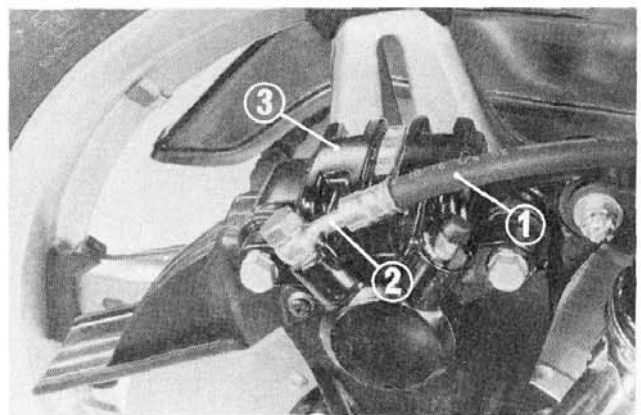


Fig. F2-10 ① Brake hose ② Bent side ③ Caliper

4. FRONT WHEEL

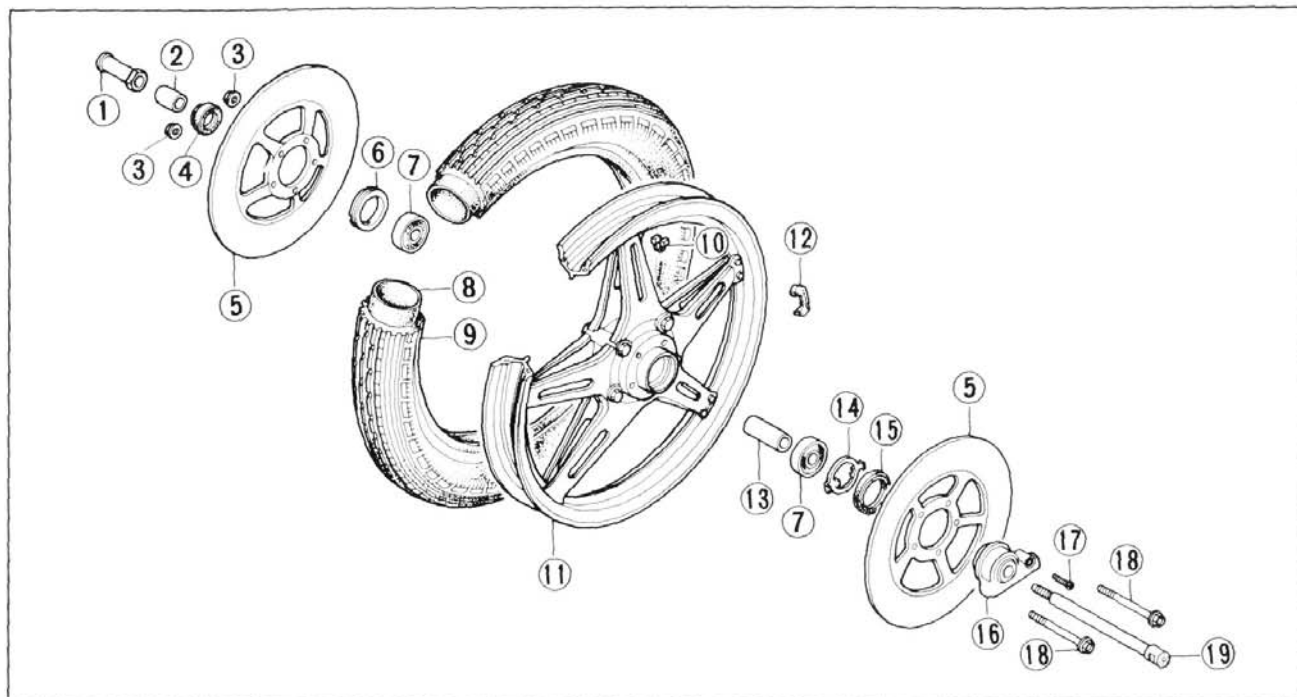


Fig. F2-11

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

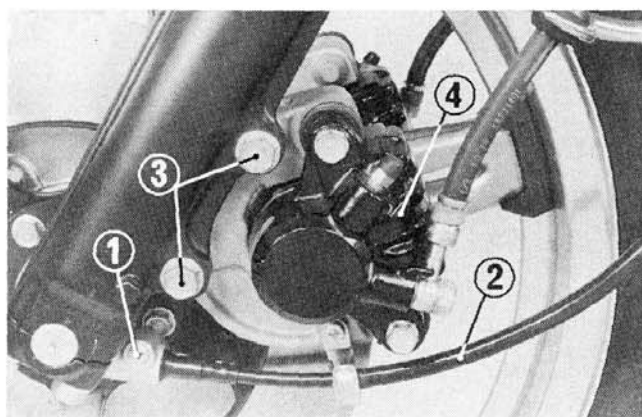


Fig. F2-12

① Screw	③ 10mm bolt
② Speedometer cable	④ Caliper

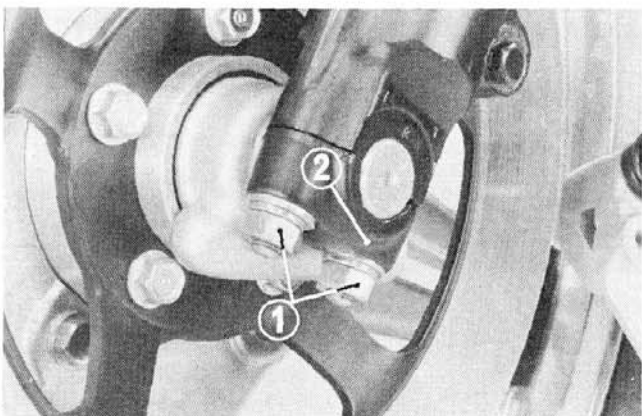


Fig. F2-13

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

A. Disassembly

1. Place a support block under the engine to raise the front wheel off the ground.
2. Remove the screw and remove the speedometer cable from the gear box.
3. Remove the four 10mm bolts and caliper assemblies from the front forks.

NOTE: Do not depress the brake lever when the wheel is off the motorcycle.

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

NOTE: Do not disassemble the front wheel rim assembly.

B. Assembly

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

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

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

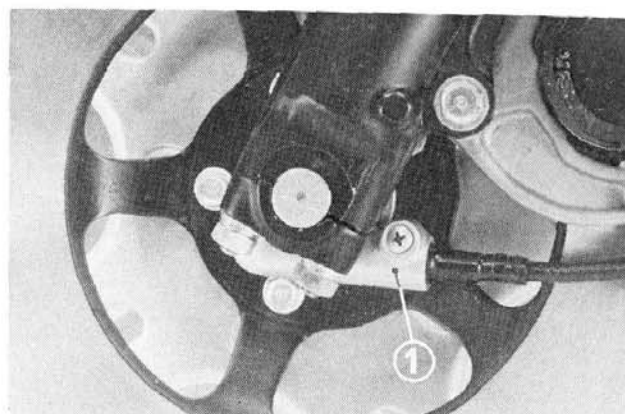


Fig. F2-14 ① Speedometer gear box

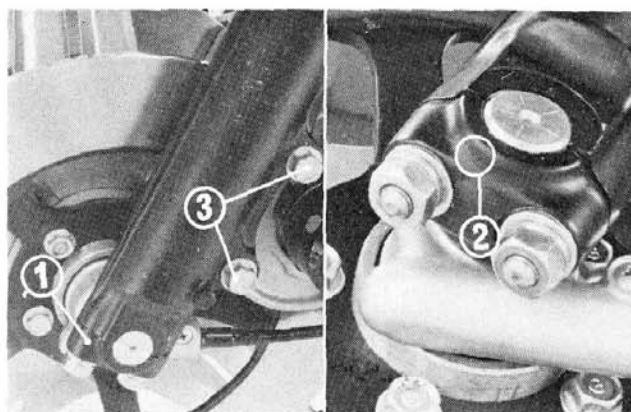


Fig. F2-15 ① Axle holder
② "F" mark
③ Caliper mounting bolt

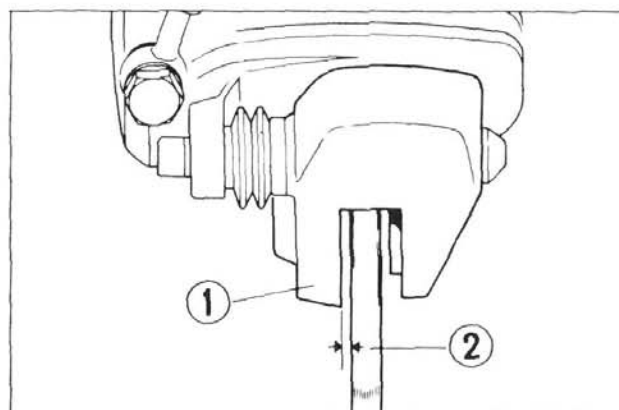


Fig. F2-16 ① Caliper holder ② Disc

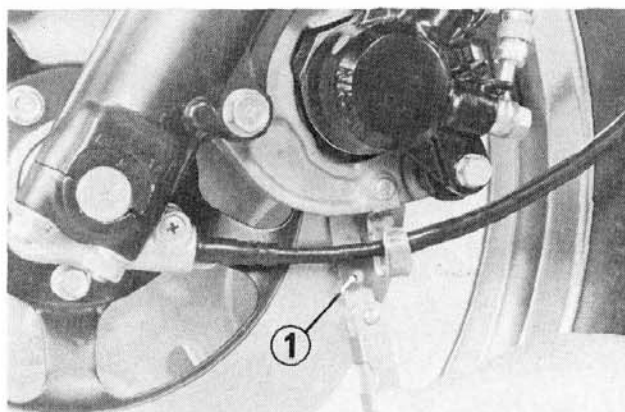


Fig. F2-17 ① Feeler gauge

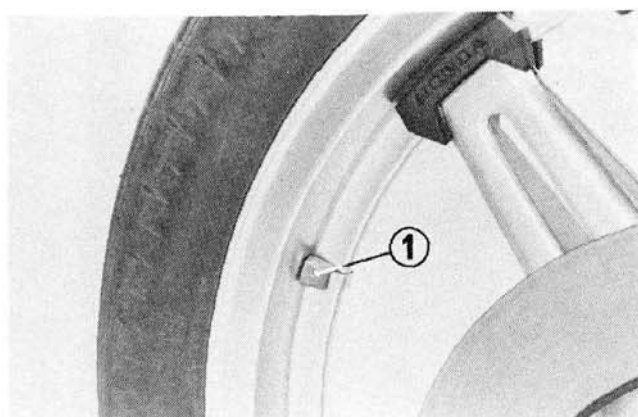


Fig. F2-18 ① Balance weight

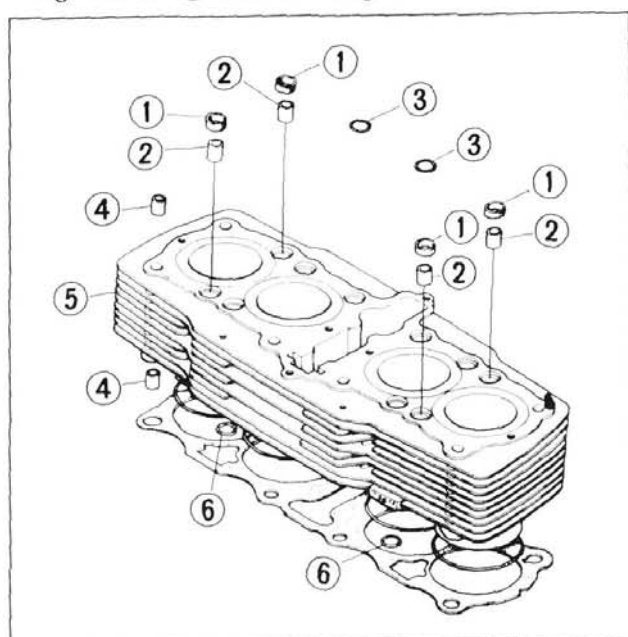


Fig. F2-19 ① Stud bolt packing
 ② Special knock pin (12mm)
 ③ O-ring (11×2.5)
 ④ Dowel pin (12×18)
 ⑤ Cylinder
 ⑥ O-ring

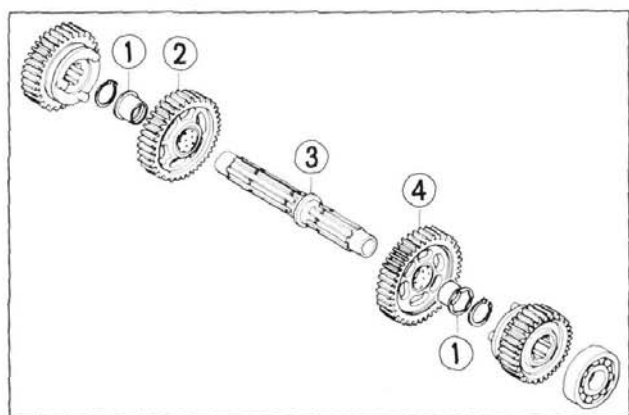


Fig. F2-20 ① 28mm bushing
 ② Countershaft 3rd gear
 ③ Countershaft
 ④ Countershaft 2nd gear

C. Wheel balance

(Refer to page 228.)

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

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

5. CYLINDER

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

6. TRANSMISSION

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

7. CARBURETOR

Refer to page 253.

Carburetor setting table

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

8. DRIVE CHAIN

Refer to page 258.

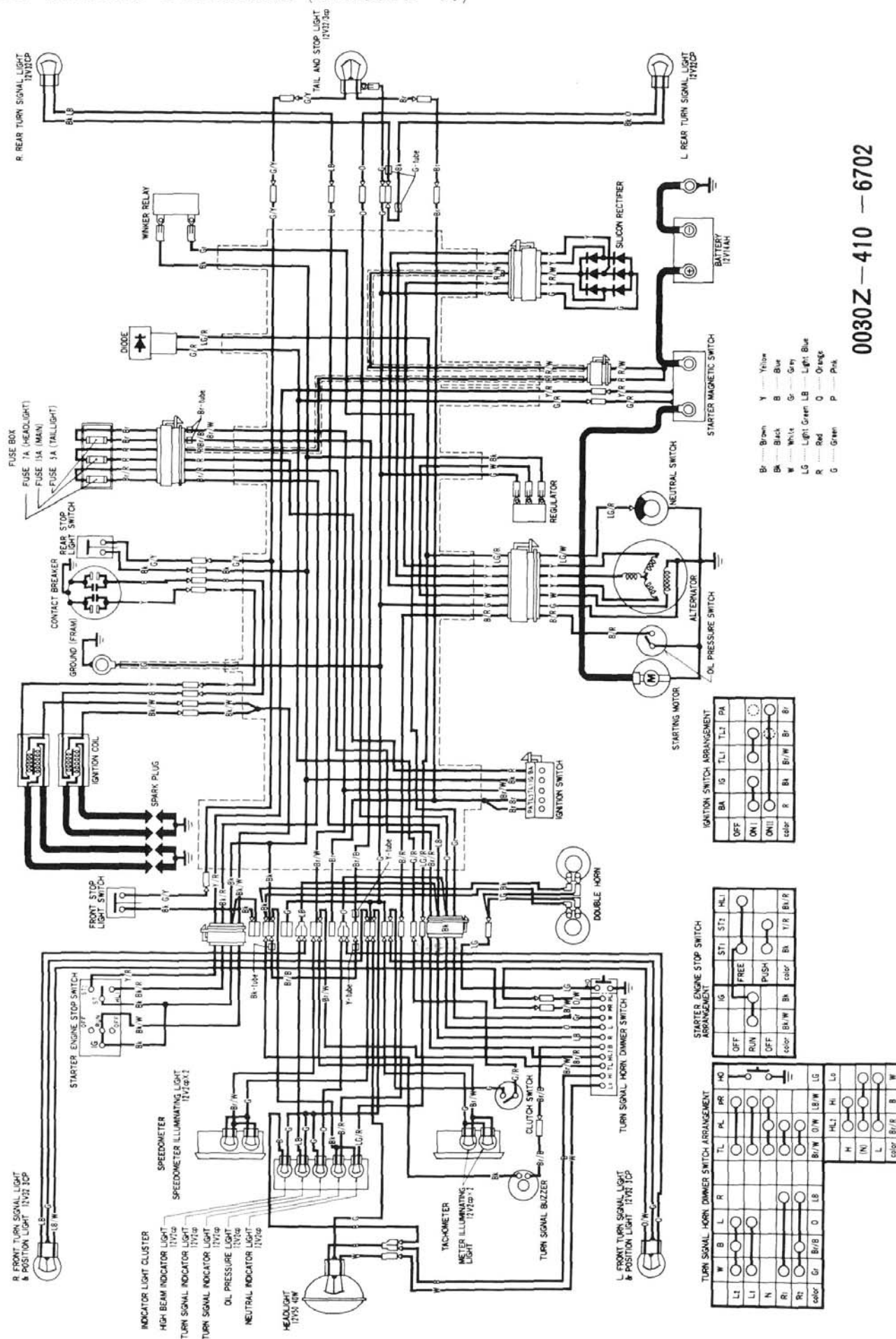
9. SWITCH HOUSING

Refer to page 260.

10. SPECIFICATIONS (CB750F2 '77)

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

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



SUPPLEMENT TO CB750F3 ('78)

**Engine No. CB750E—2200001 and
subsequent**

**Frame No. CB750F—3100002 and
subsequent**

**GROUP
27**

1. MAINTENANCE SCHEDULE

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

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

C: CLEAN

R: REPLACE

A: ADJUST

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

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

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

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

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

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

2. CARBURETOR

Carburetor Setting Table

Setting number	PD42A
Main jet	No. 105
Slow jet	No. 35
Pilot screw opening	1.3/4
Float height	14.5 mm (0.571 in.)

3. CONNECTING ROD

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

4. AIR CLEANER

See page 274.

5. SPECIFICATIONS

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

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

