

# BODY, OIL TANK, AIR CLEANER AND EXHAUST SYSTEM

GROUP

15

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## 15-1. GENERAL DESCRIPTION

### DIAGNOSIS

Trouble	Probable Cause	Remedy
Handle pull to one side	Bent frame	Repair or replace
Poor high speed operation	Dirty air cleaner	Clean or replace

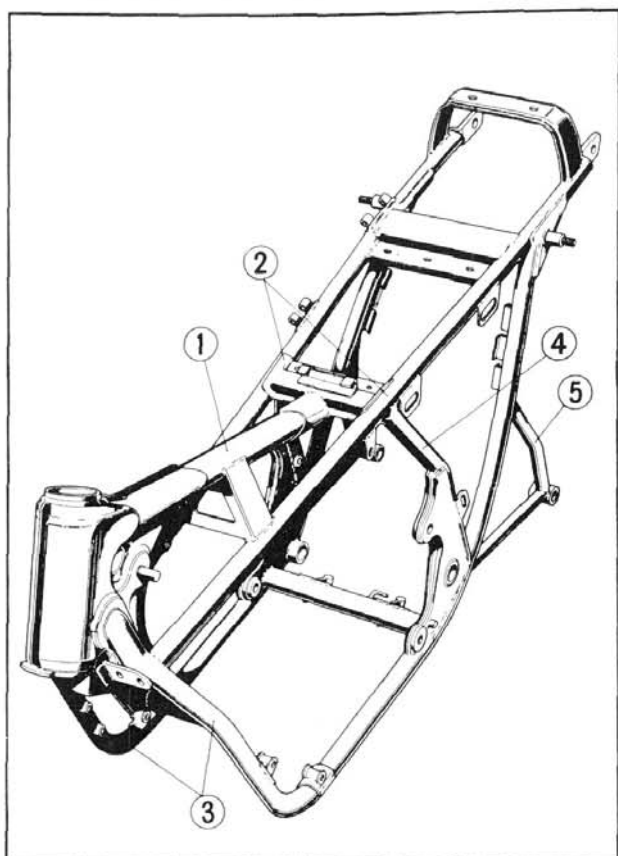


Fig. 15-1 ① Main pipe ② Sub tube ③ Under sub tube ④ Center pipe ⑤ Muffler setting stay

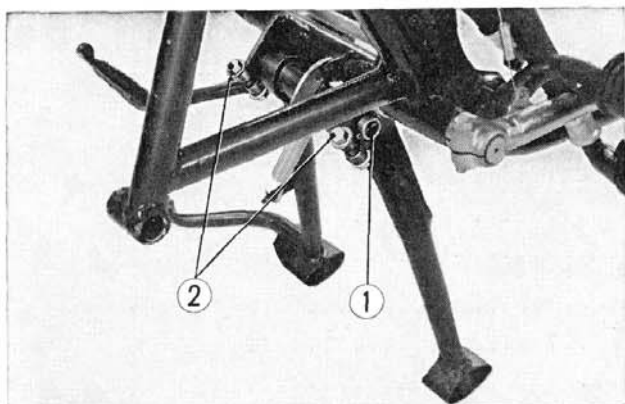


Fig. 15-2 ① Cotter pin ② Main stand mounting bolts

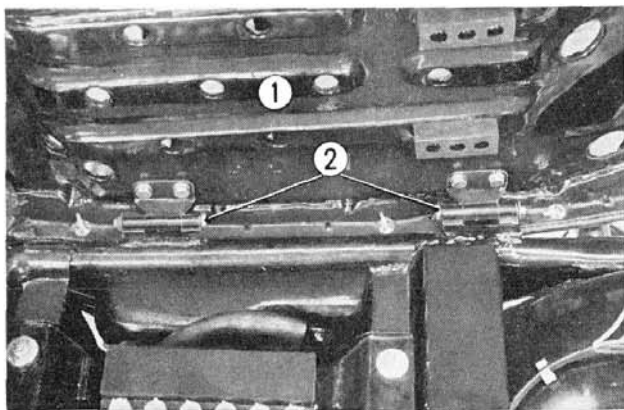


Fig. 15-3 ① Seat ② Seat hinge bars

## 15-2. BODY

### a. Description

The frame of the CB750 is of a double cradle steel tubing construction with a triple down tube head pipe section to provide the higher rigidity required for high speed riding. (Fig. 15-1)

### b. Disassembly

1. Refer to engine removal section on page 17~18 to remove the engine.
2. Refer to steering group on page 117~118 to remove the handle, steering stem.
3. Refer to wheel group on page 132 and 137 to remove front and rear wheels.
4. Refer to suspension group on page 120 and 125 to remove the front and rear suspensions.
5. Refer to electrical instrument group on page 160~167 to remove the electrical still going.
6. Remove the cotter pin from the main stand shaft collar and remove the two mounting bolts. (Fig. 15-2)
7. Unhook the main stand spring and remove the main stand.
8. Remove the two seat hinge bars and remove the seat from the frame. (Fig. 15-3)
9. Remove the two 6mm and two 8mm bolts and separate the rear fender, rear fender B from the frame.
10. Remove the upper and lower ball races from the steering head. Use wood blocks to prevent damage when driving out. (Fig. 15-4)

### c. Inspection

1. Check for bend and damage to the frame and repair using a press. (Fig. 15-5 shows the dimensions of the frame body.
2. Check the damages to the lower and top ball races and replace if necessary.

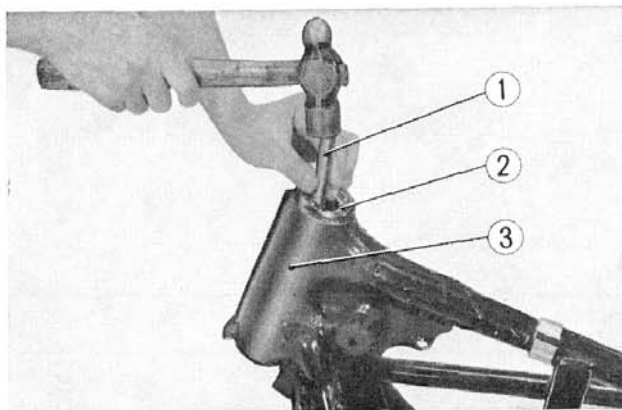
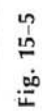


Fig. 15-4 ① Wooden drift ② Ball race ③ Head pipe



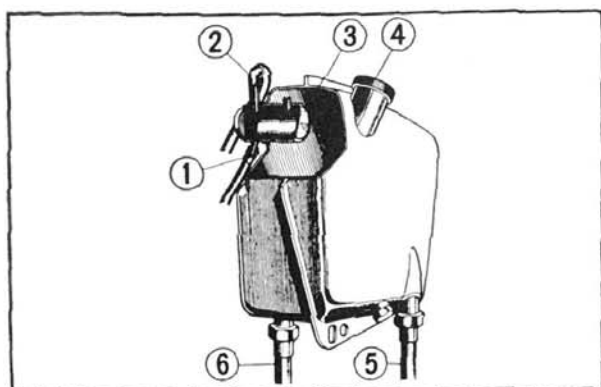


Fig. 15-6 ① Breather tube A  
 ② Oil tank breather pipe  
 ③ Breather chamber  
 ④ Oil filter cap  
 ⑤ Oil hose B (scavenge side)  
 ⑥ Oil hose A (delivery side)



Fig. 15-7 ① Oil tank drain plug

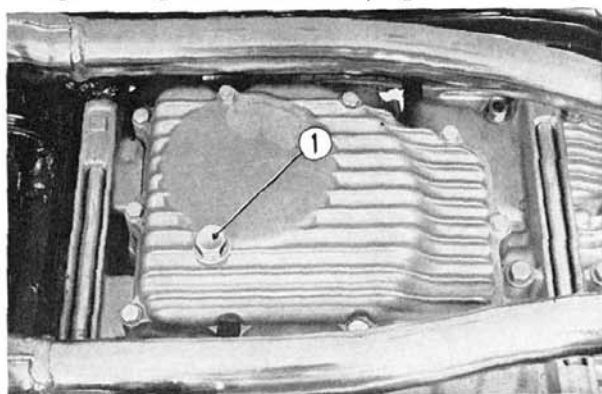


Fig. 15-8 ① Crankcase oil drain plug

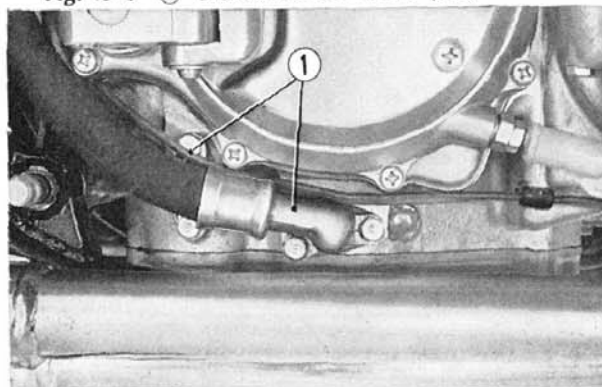


Fig. 15-9 ① Engine oil hoses

3. Inspect the main stand damage, crack bent and repair if condition is serious, the main stand should be replaced.

#### d. Reassembly

1. Install the upper and lower steering ball races fully into the steering head.
  2. Assemble the rear fender and rear fender B on the frame with the 6mm and 8mm bolts (2 of each).
  3. Refer to the electrical and instrument group on page 161~170 and install the electrical equipments.
  4. Place the main stand against the bracket and insert the main stand shaft and then torque the two mounting bolts.
- Note:** These bolts should not be over tightened.
5. Install a new cotter pin and lock.
  6. Install the seat with the two hinge bars.
  7. Refer to the suspension group on page 121 and 125 and install front and rear suspensions.
  8. Refer to the wheel group on page 133 and 138 and install front and rear wheels.
  9. Refer to the steering group on page 118~119 and install handle steering stem.
  10. Refer to the engine installation on page 19, install the engine and also install fuel tank and oil tank.

### 15-3. OIL TANK

#### a. Description

The oil tank is mounted on the right side center of the motorcycle and connected to the engine with two hoses. As shown in Fig. 15-6, the oil from the engine is routed through hose B under pressure and is returned to the oil tank: in the reverse, the oil flows through hose A to the engine.

A breather chamber is incorporated within the tank where the oil and air is separated. The air is released through the breather pipe to the atmosphere while the oil entering the breather chamber is returned to the engine through the breather tube A.

#### b. Disassembly

1. Remove the oil tank cover.
2. Remove the oil tank and crankcase drain plugs, and drain the oil. (Fig. 15-7, 8)
3. Disconnect the two oil hoses at the engine fittings. (Fig. 15-9)

4. Remove the three oil tank mounting bolts and dismount the oil tank. (Fig. 15-10)

### c. Inspection

1. Check the oil tank for damages and defects, and replace if tank is leaking.
2. Check the oil hoses fittings for tightness and free from leaks.

### d. Reassembly

1. Install the breather pipe and oil hoses securely on the tank.

**Note:** Make sure that hoses A and B are installed in their respective locations. (Fig. 15-11)

2. Make sure that the oil tank is mounted on the rubber mounts and install three mounting bolts.
3. Install the oil hoses to their respective fittings on the engine.

**Note:** Make sure not to forget the 15 mm O ring.

4. Install and tighten both the oil tank and crankcase drain plugs.
5. Refill tank with oil (refer to page 178).

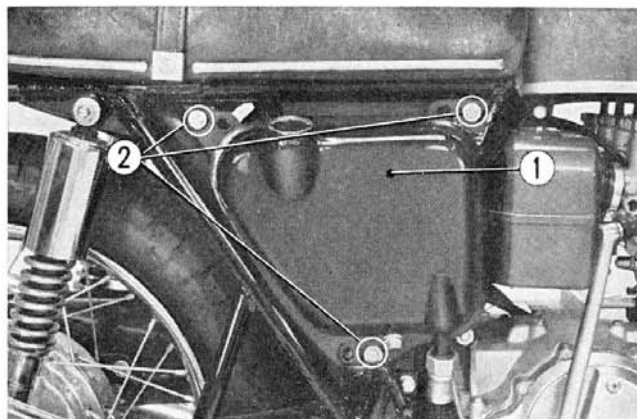


Fig. 15-10 ① Oil tank  
② Oil tank mounting bolts

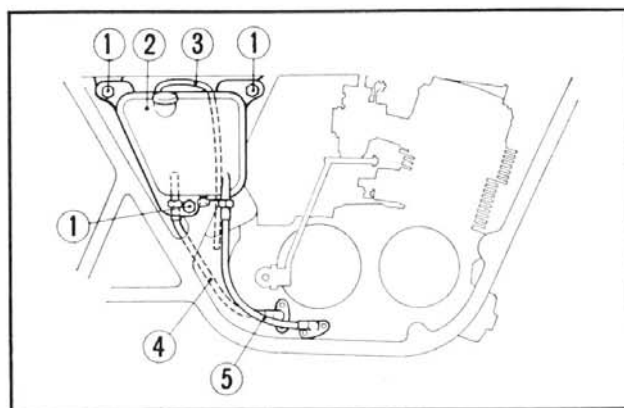


Fig. 15-11  
① 6 mm bolts ④ Oil hose A (delivery side)  
② Oil tank ⑤ Oil hose B (scavenge side)  
③ Breather tube A

## 15-4. AIR CLEANER

### a. Description

The air cleaner is mounted at the center of the motorcycle under the fuel tank. The air cleaner element is of filter paper. The clean air which passes through the air cleaner is fed to the each carburetor. (Fig. 15-12)

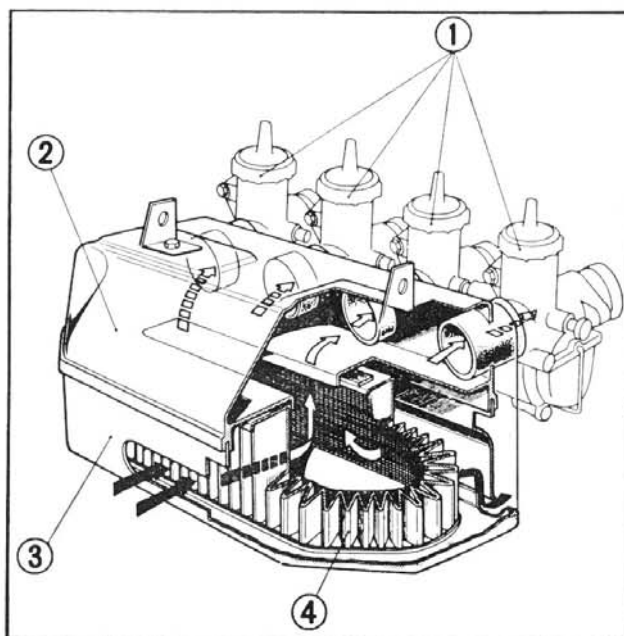


Fig. 15-12 ① Carburetors  
② Air cleaner case  
③ Air cleaner cover  
④ Air cleaner element



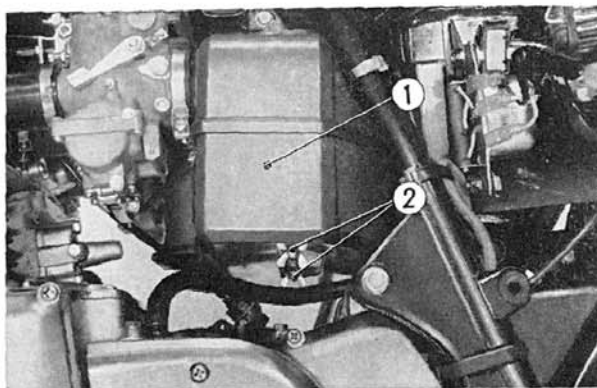


Fig. 15-13 ① Air cleaner cover ② Wing nuts

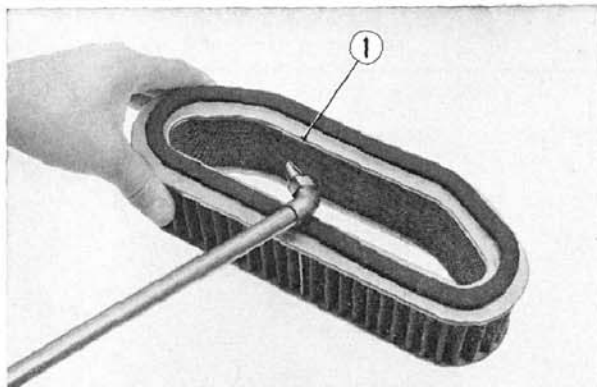


Fig. 15-14 ① Air cleaner element

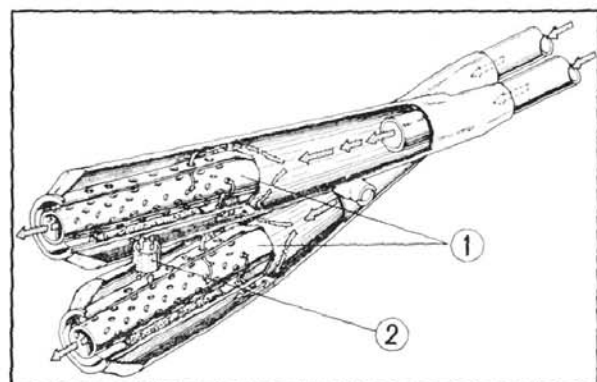


Fig. 15-15 ① Exhaust muffler  
② Muffler connecting tube

to the reduction in exhaust back pressure. (Fig. 15-15)

#### b. Disassembly

1. Loosen the 8 mm bolt on the exhaust joint and remove the pillion step bolt on both sides at the same time.
2. Loosen the muffler connecting band and disassemble the mufflers.

#### c. Inspection

1. Inspect the muffler gasket for damage.
2. Inspect the muffler for cracks, dents and other defects.

#### d. Reassembly

1. Install the exhaust pipe gasket on the cylinder head and mount the exhaust flange on the head with two 8 mm screws.
2. Install the exhaust pipe joint on the exhaust flange and mount the muffler to the frame with pillion step bolt and 8 mm bolt.

**Note:** Make sure that the muffler connecting tube is connecting the upper and lower sections of the muffler. (Fig. 2-9 on page 19)

#### b. Disassembly

1. Remove the air cleaner cover by loosening the two wing nuts and remove the air cleaner element. (Fig. 15-13)
2. Remove the air cleaner upper case by loosening the four air cleaner hose clamp screws and the two mounting bolts.

#### c. Inspection

1. Dust on the air cleaner element can be removed by tapping lightly and blowing off the loose dust particles with compressed air. (Fig. 15-14)
2. Inspect the air cleaner element to make sure that it is not damaged or clogged by soilage.
3. Also inspect the bonded section to make sure that the joints are not cracked or open.

#### d. Reassembly

1. Install the air case by screwing the two air cleaner case setting bolts.
2. Install the air cleaner to the carburetors and clamp the hoses with screws.
3. Install the air cleaner element together with the air cleaner cover and mount with the two wing nuts.

## 15-5 EXHAUST SYSTEM

#### a. Description

The CB 750 mounts on individual muffler for each of the four cylinders.

Though the mufflers have only a small expansion chamber capacity, the unique design of the exhaust system provides effective silencing without sacrifice to power output by joining the two mufflers on each side with muffler connecting tube at the silencing compartments. This effect provides an added silencing capacity, with a minimum of power loss due

# BODY ELECTRICAL AND INSTRUMENTS

GROUP  
16

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## 16-1 GENERAL DESCRIPTION

### DESCRIPTION

The following equipments are installed on the motorcycle to insure safe riding. Also included are control to operate these equipments.

- Speedo/tachometer
- Lighting equipments
- Switches
- Horn
- Flasher relay
- Wire harness

### SPECIFICATIONS

Headlight type Headlight bulb	Sealed lamp 12 V-50/40 W
Tail/stop light blub Turnsignal light bulb Meter lamp bulb	12 V-7/23 W 12 V-25 W 12 V-3 W
Flasher relay type Horn	Signal-stat 142 Curling type

### DIAGNOSIS

Trouble	Probable Causes	Remedy
<b>Lights do not operate</b>	1. Broken filament of bulb 2. Poor contact of socket 3. Low charge battery 4. Defective wires	Replace bulb Repair Charge battery Repair or replace
<b>Turn signal light does not operate</b>	1. Defective flasher relay 2. Broken filament of bulb 3. Poor contact of socket 4. Defective wires	Replace Replace Repair Repair or replace
<b>Horn does not operate</b>	1. Low charge battery 2. Poor contact of switch 3. Defective wires	Charge battery Repair Repair or replace

## 16-2 SPEEDO/TACHOMETER

### a. Description

Speedometer and tachometer are separate units. The speedometer including the odometer and the trip meter is driven from the front wheel through a flexible shaft. Tachometer is driven off the camshaft, also through a flexible shaft. Constructions of both the speedometer is shown in **Fig. 16-1**.

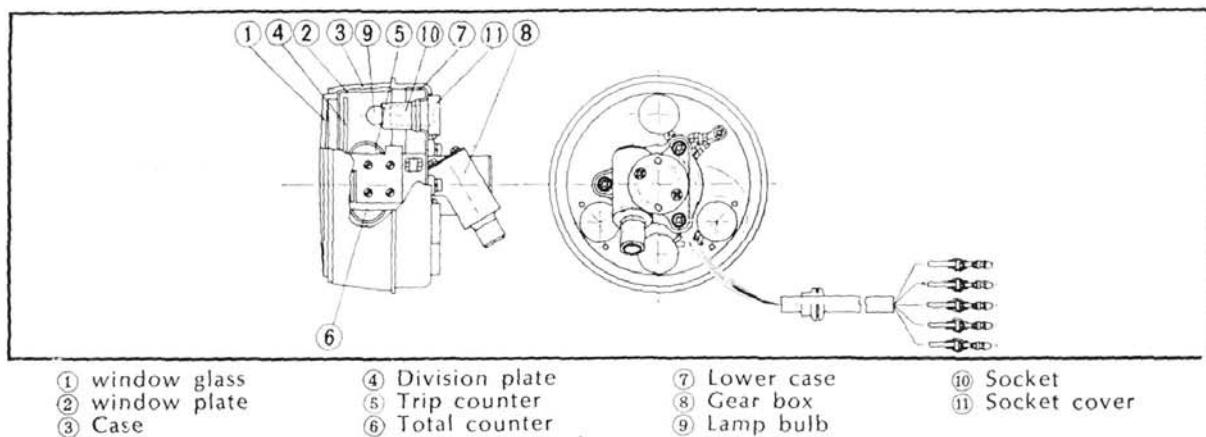


Fig. 16-1

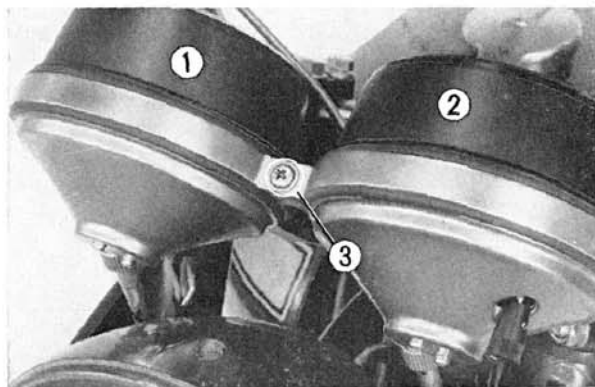
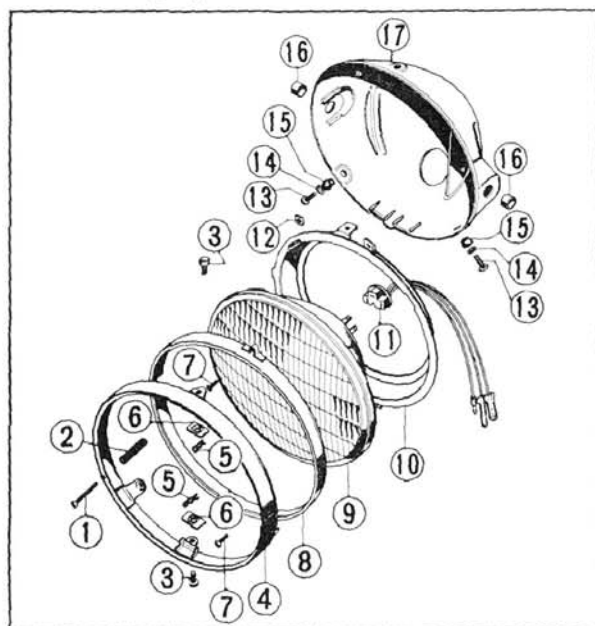


Fig. 16-2 ① Tachometer ② Speedometer ③ Setting screw



- |                         |                            |
|-------------------------|----------------------------|
| ① Beam adjusting screw  | ⑩ Mounting ring            |
| ② Beam adjusting spring | ⑪ Headlight cord socket    |
| ③ Unit holder screw     | ⑫ Beam adjusting nut       |
| ④ Headlight rim         | ⑬ 5 mm cross screw         |
| ⑤ 5 mm cotter pin       | ⑭ 5 mm spring washer       |
| ⑥ Unit holder nut       | ⑮ Headlight setting collar |
| ⑦ 3 mm cross screw      | ⑯ Headlight case collar    |
| ⑧ Retaining ring        | ⑰ Headlight case           |
| ⑨ Sealed beam unit      |                            |

Fig. 16-3

### b. Disassembly

1. Remove the headlight unit in accordance with 16-3. b on page 161, and disconnect the electrical leads which are from the speedo/tachometer.
2. Disconnect the speedometer and tachometer cables from back of the respective meter.
3. Loosen the meter setting screw and remove the meter from the meter bracket. (Fig. 16-2)
4. Remove the meter under plate by unscrewing the two cross screws and remove the meter bulbs.

### c. Inspection

1. Inspect the respective meter for defect or crack.

### d. Reassembly

Perform the reassembly in the reverse order of disassembly.

## 16-3 HEADLIGHT

### a. Description

The headlight is of sealed beam type and adjusted in the vertical and horizontal directions. (Fig. 16-3)

**c. Disassembly**

1. Loosen the three headlight mounting screws and remove the headlight unit from the headlight case.
2. Disconnect the leads from the headlight unit. (Fig. 16-4)
3. Unscrew the two headlight units setting screws, the beam adjusting screw and remove the unit from the headlight rim. (Fig. 16-5)
4. Loosen the two headlight screws and remove the beam unit. (Fig. 16-5)

**c. Inspection**

1. If the headlight is inoperative, remove the headlight unit and check for broken filament either visually or with a tester.  
If the filament is broken, replace it with a specified headlight unit.
2. Also check the condition of the wiring and if they are damaged or frayed, make a repair or replace the wiring.

**d. Reassembly**

Perform the reassembly in the reverse order of disassembly.

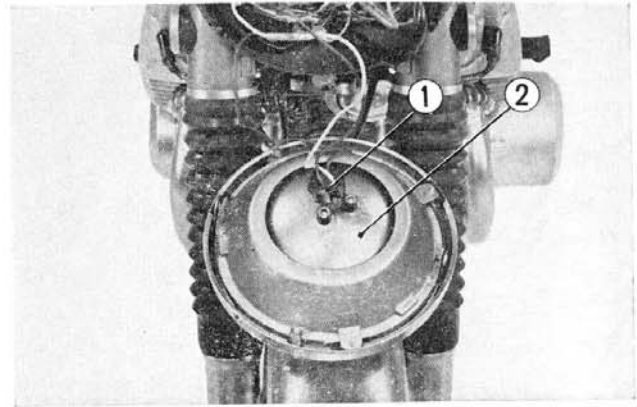


Fig. 16-4 ① Headlight socket ② Headlight unit

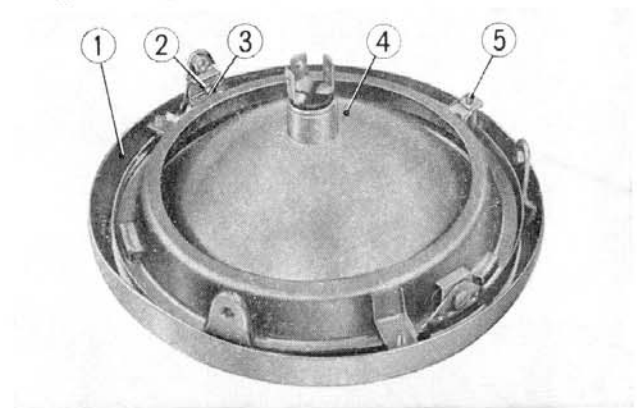


Fig. 16-5 ① Headlight rim ④ Headlight beam unit  
② Cotter pin ⑤ Adjusting screw  
③ Headlight beam unit screw

**16-4 TAIL/STOPLIGHT****a. Description**

The tail/stoplight contains two filaments within a bulb. (Fig. 16-6)

**b. Disassembly**

1. Disconnect the tail/stoplight leads at the connectors and then remove the tail/stoplight bracket. (Fig. 16-7)
2. Remove the taillight lens and then remove the tail/stoplight bulb. (Fig. 16-8)

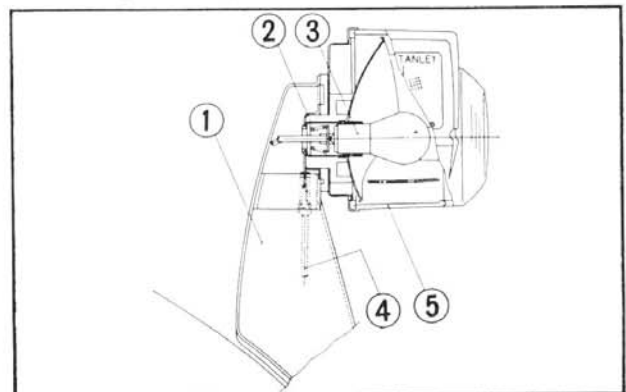


Fig. 16-6 ① Number plate bracket  
② Taillight socket ④ Taillight ground cord  
③ Taillight bulb ⑤ Taillight lens

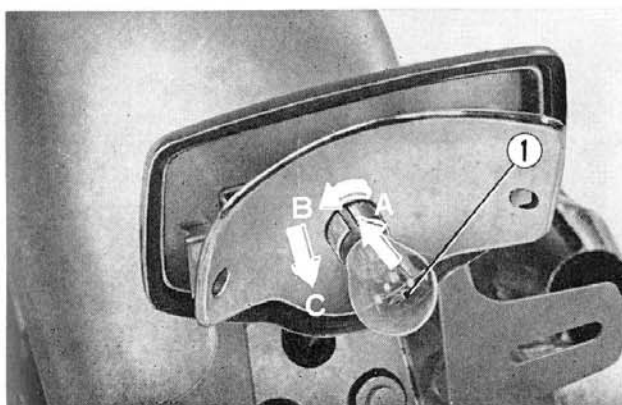


Fig. 16-8 ① Tail/stoplight bulb

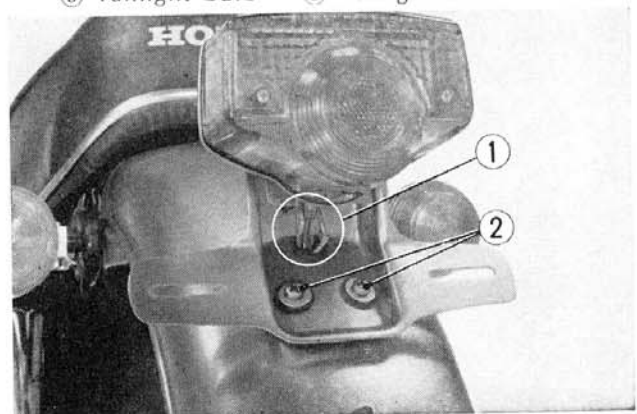
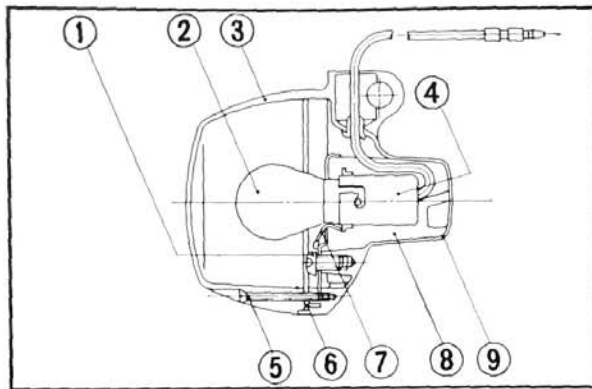
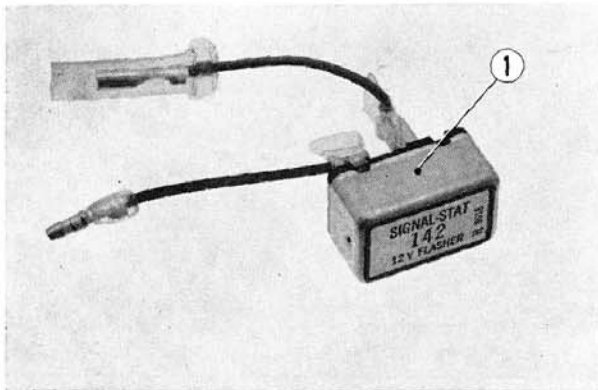


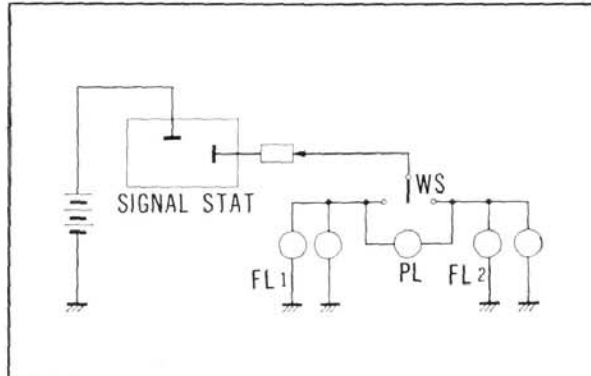
Fig. 16-7 ① Lead connectors  
② Taillight bracket screws



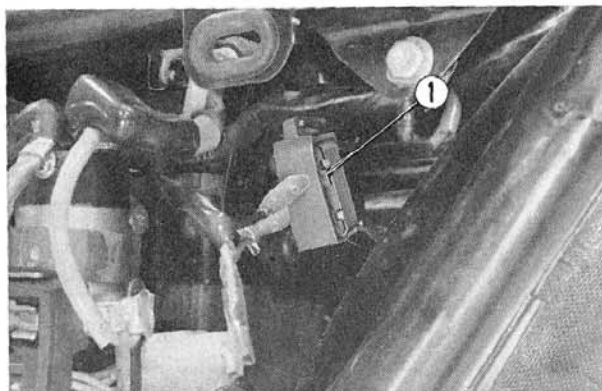
**Fig. 16-9** ① Cross screw ⑥ Lens packing  
② Turn signal light bulb ⑦ Socket holder  
③ Turn signal light lens ⑧ Socket cushion  
④ Turn signal light socket ⑨ Turn signal light base  
⑤ Oval screw



**Fig. 16-10** ① Signal-stat flasher relay



**Fig. 16-11** Wiring diagram of signal stat



**Fig. 16-12** ① Signal stat

### c. Inspection

When the bulb does not operate, remove the bulb and check for broken filament visually or with a tester and if found defective, replace the bulb with one that is of a specified rating.

### d. Reassembly

Perform the reassembly in the reverse order of removal.

**Note:** When installing the taillight lens, do not overtighten the screws, as this may damage the lens.

## 16-5 TURN SIGNAL LIGHT

### a. Description

A large type turn signal light is used. (Fig. 16-9)

### b. Disassembly

The removal procedure is identical with that of the tail/stop light described on page 161.

### c. Inspection

1. If the bulb is inoperative, remove the bulb and check for broken filament and if found to be defective, replace the bulb with one of specified rating.
2. Check the wiring for loose connectors or break in the wires and if found defective, repair or replace.

### d. Reassembly

Perform the reassembly in the reverse order of removal.

## 16-6 FLASHER RELAY

### a. Description

The signal-stat 142 flasher relay is used on this model. (Fig. 16-10)

### b. Disassembly

1. Remove the battery cover.
2. Disconnect the electrical leads from the signal stat and remove it.

**c. Inspection**

1. Make sure that the turn signal light bulb of the proper rating is used. If bulbs of different rating are used, the flashing rate will be affected.
2. Check the operation of the flasher relay.

When the turn signal light flashing rate is not uniform, the flasher relay should be checked. Disconnect the leads from the left terminal of the relay and connect it to a 12 V–25 W bulb. If the flashing rate is between 65 to 90 cycles per minute, the relay is satisfactory.

**Note:** During the test make sure that the flasher is properly ground.

3. Switch on the turn signal switch and if the lamp stays on continuously and accompanied by a buzzing noise in the relay, check to make sure that the relay is properly ground or that the ground lead is not broken.
4. When the flasher switch is turned on, and the lamp does not flash, flasher bulb is probably defective. Check the bulb immediately.

**d. Reassembly**

Perform the installation in the reverse order of removal.

**16-7 MAIN IGNITION KEY SWITCH****a. Description**

This switch controls the entire electrical circuit including the OFF, ON (riding) and the parking position. (Fig. 16-13)

	BAT (red)	IG (black)	TL 1 (brown/white)	TL 2 (brown)	Function	Key removal
OFF					Electrical equipments are inoperative and the engine cannot be started	Removal
I	○—	○—	○—	○—	Electrical equipments are operative, the engine will start.	Not removal
II	○—	—	—	○—	Parking light is operative, engine cannot be started.	Removal

**b. Disassembly**

1. Remove the fuel tank.
2. Unscrew the main ignition key switch lock nut. (Fig. 16-14)
3. Disconnect the switch connector and remove the switch. (Fig. 16-14)

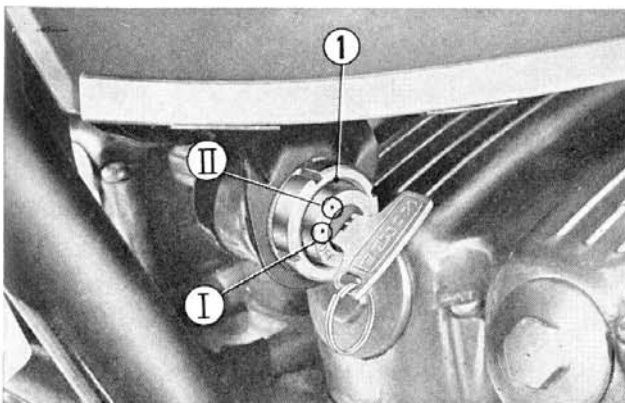


Fig. 16-13 ① Main ignition key switch

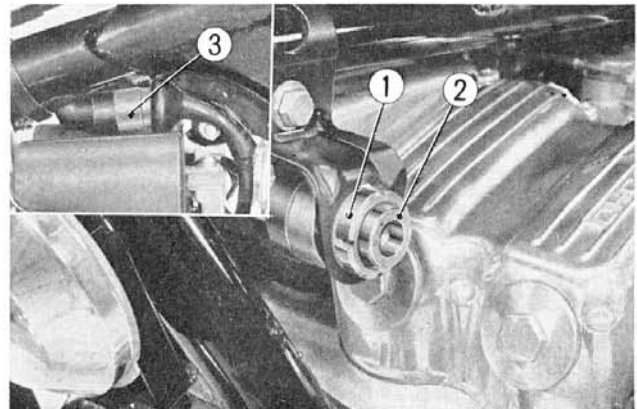


Fig. 16-14 ① Lock nut  
② Main ignition key switch  
③ Connector



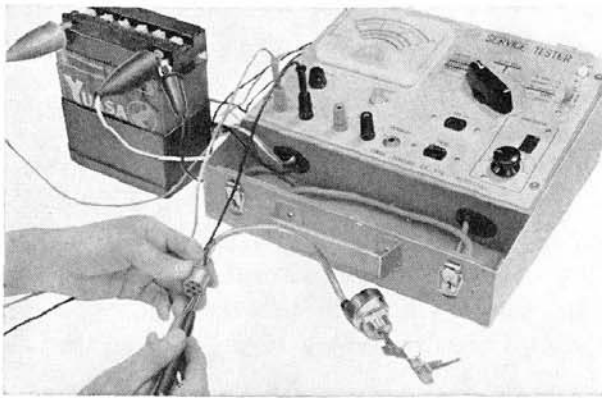


Fig. 16-15 Continuity test of the main key switch

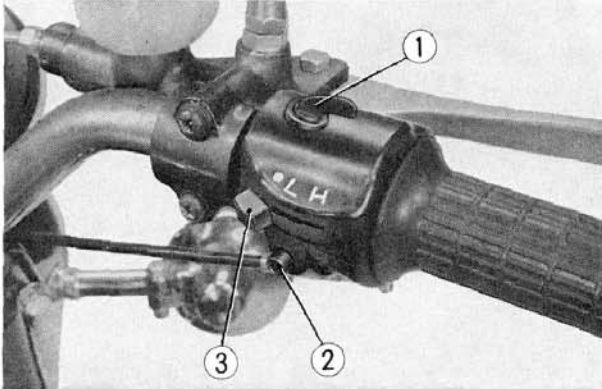


Fig. 16-16 ① Ignition switch  
② Starter switch  
③ Headlight control switch

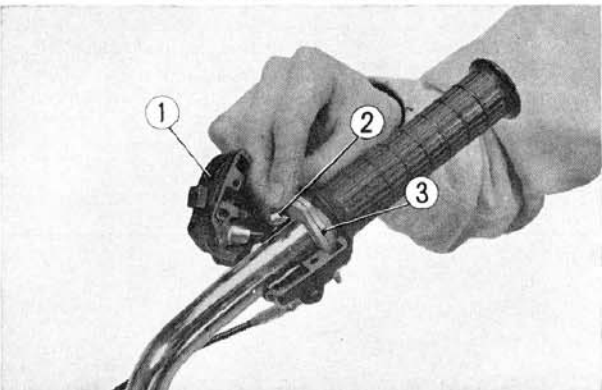


Fig. 16-17 ① Starter lighting ignition switch assembly  
② Throttle cable  
③ Throttle control

Turn the main key switch to the on position and set the headlight control switch to the red dot position; the headlight and taillight will not be on.

In the L position the headlight low beam will be on; In the H position the headlight high beam will be on. Further, the taillight will be on in both the H and L positions.

2. Push the starter button and check to see if the starting motor turn over.

#### d. Reassembly

Perform the reassembly in the reverse order of disassembly.

**Note:** When installing the switch lower half on the handle, make sure that the pin is inserted into the handle bar stopper hole and is tightened together with the switch upper half.

#### c. Inspection

##### 1. Continuity test

Perform a continuity check to determine if there is a break in the switch lead or defective condition of the contacts. Insert the leads into the X terminal of the tester, turn the selector knob to the continuity position and then turn the main key switch to the on position using the key. Apply the test leads across the points to be checked; if the red continuity lamp is lit, the continuity condition is satisfactory. If the lamp does not come on, it indicates an open circuit. (Fig. 16-15)

#### d. Reassembly

Perform the installation in the reverse order of the removal.

### 16-8 STARTER LIGHTING IGNITION SWITCH

#### a. Description

The starter lighting ignition switch is incorporated in the right handle bracket. (Fig. 16-16)

#### b. Disassembly

1. Loosen the two switch mounting screws and separate the switch bracket at the right of the handle bar.
2. Disconnect the throttle cable from the throttle control and then remove the throttle cable connector from the switch lower side. (Fig. 16-17)
3. Disconnect the wiring within the headlight case and remove the switch assembly.

#### c. Inspection

1. Check to make sure that the respective switch positions are functioning properly.

## 16-9 TURN SIGNAL LIGHT/ HORN SWITCH

### a. Description

The turn signal light/horn switch is located on the left handle bar adjacent to the grip. The upper switch is the turn signal light switch and the lower is the horn button switch. (Fig. 16-18)

### b. Disassembly

1. Remove the headlight unit and disconnect the wiring within the headlight case.
2. Unscrew the two switch mounting screws and disassemble the switch upper and lower halves.

### c. Inspection

1. Turn the main key switch to the on position and set the turn signal control switch to the L position. The turn signal lights on the left side should be flashing and when the switch to the R position the right hand turn signal lights should be flashing.
2. Set the main key switch to the on position and when the horn button is pressed, the horn should operate.

### d. Reassembly

Perform the reassembly in the reverse order of disassembly.

**Note:** When assembling the switch lower half on the handle, make sure that the pin is inserted into the handle bar stopper hole and then tighten together with the switch upper half.

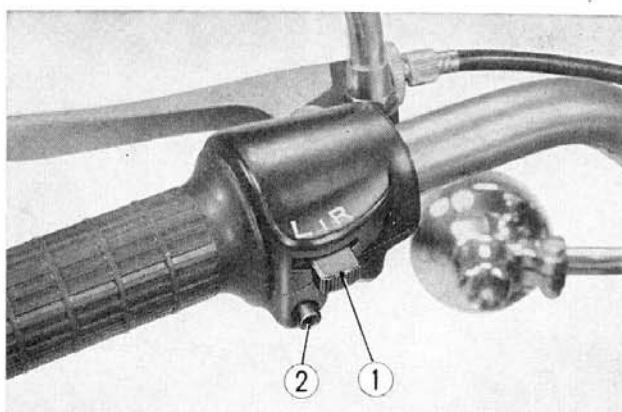


Fig. 16-18 ① Turn signal switch ② Horn button

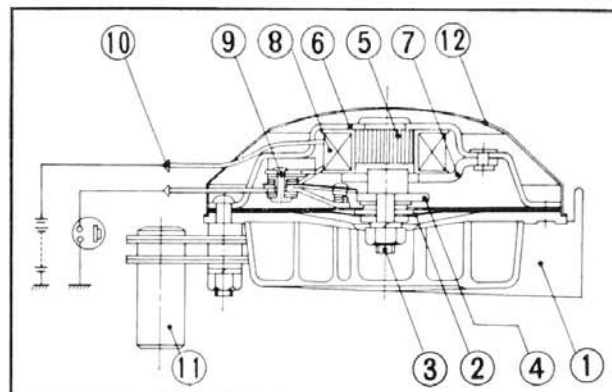


Fig. 16-19 ① Curling horn ⑦ Core plate  
② Diaphragm ⑧ Coil  
③ Pole B ⑨ Contact assembly  
④ Armature ⑩ Coupler (black)  
⑤ Pole A ⑪ Horn clamp  
⑥ Case ⑫ Cover

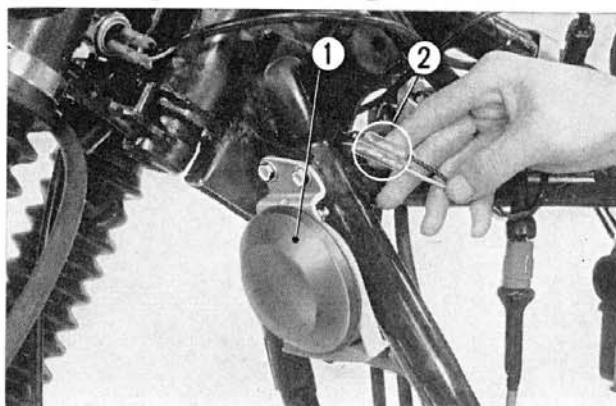


Fig. 16-20 ① Horn ② Lead connectors

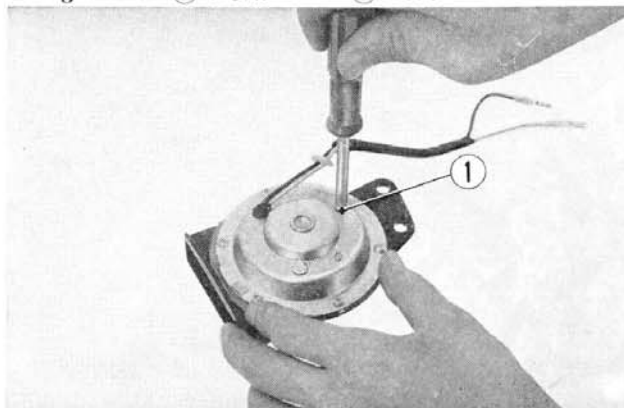


Fig. 16-21 ① Adjusting screw

## 16-10 HORN

### a. Description

The horn is of a curling type. The action of the electronic magnet within the horn sets up the specified vibrating frequency of a metal diaphragm and this produces the sound.

The construction of the horn is shown in (Fig. 16-19).

### b. Disassembly

1. Disconnect the electrical leads. (Fig. 16-20)
2. Remove the horn by unscrewing the two bolts from the frame. (Fig. 16-20)

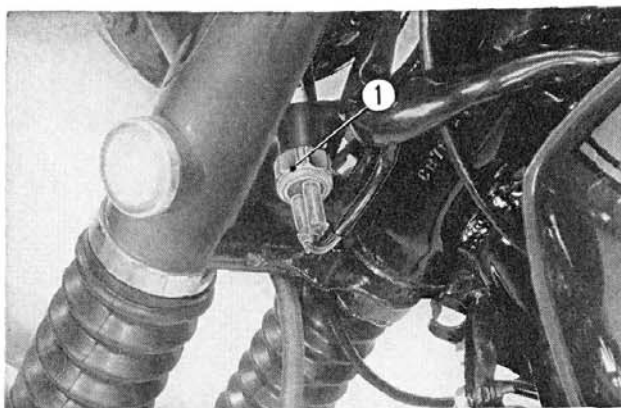
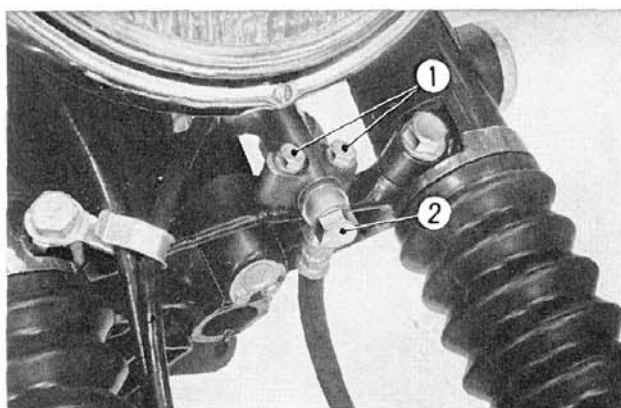
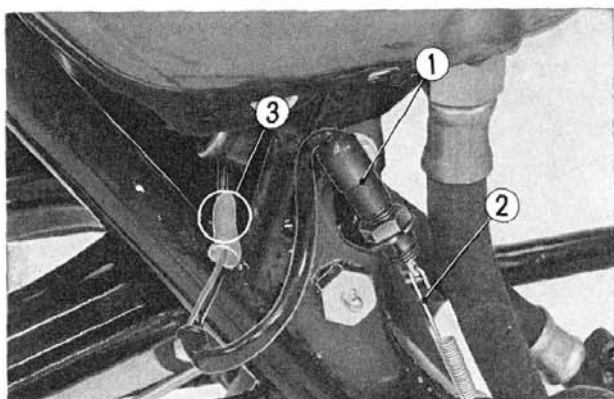


Fig. 16-22 ① Stop switch

Fig. 16-23 ① Joint mounting bolt  
② Joint boltFig. 16-24 ① Stop light switch  
② Stop switch spring  
③ Leads connectors

**Note:** The horn is accurately adjusted to produce the desired sound, therefore, the horn should not be disassembled if it is operating properly.

#### c. Inspection

If there is a change in pitch of the sound or if the loudness has decreased, check the horn by connecting it to a fully charged battery. If the quality of the sound is still poor, remove the horn cover and adjust by turning the adjusting screw. Turning the screw to the right will increase the loudness.

(Fig. 16-21)

#### d. Reassembly

Perform the reassembly in the reverse order of disassembly.

### 16-11 STOP SWITCH (FRONT)

#### a. Description

The front switch is actuated by the brake oil pressure and is located at the brake hose joint. (Fig. 16-22)

#### b. Disassembly

1. Remove the electrical leads from the front stop switch.
2. Loosen the joint mounting bolts and remove the front stop switch from the joint. (Fig. 16-23)

#### c. Inspection

1. Check to make sure that the stoplight is on when the front brake lever is applied, if the light will not be on the stop switch should be replaced.

#### d. Reassembly

Perform the reassembly in the reverse order of the disassembly.

### 16-12 STOP SWITCH (REAR)

#### a. Description

The stoplight switch is a pull type switch operated by the brake pedal. (Fig. 16-24)

#### b. Disassembly

Disconnect the wiring and remove the stoplight switch from the bracket.

#### c. Inspection

1. Adjusting the position of the stoplight switch operation. (Fig. 16-24)

- a. First, check the adjustment of the rear brake pedal in accordance with the procedure on page 149 to make sure that the brakes are properly adjusted.
- b. Turn on the main key switch (main key switch position "red" dot).
- c. Adjust the stoplight switch so that the stoplight will come on when the brake pedal is depressed to the point where the brake just starts to take hold. If the stoplight switch is late in switching on the stoplight, screw in the switch lock nut, and if the stoplight comes on too early, screw out the switch lock nut.
- d. **Reassembly**  
Perform the reassembly in the reverse order of the disassembly.

## 16-13 OIL PRESSURE SWITCH

### a. Description

The oil pressure switch is mounted on the upper crankcase behind the cylinder. When the oil pressure is over 56.9~85.3 lbs/in<sup>2</sup> (4~6 kg/cm<sup>2</sup>), the switch operates.

### b. Disassembly

1. Remove the oil pressure switch from the upper crankcase. (Fig. 16-25)
2. Disconnect the electrical lead.

### c. Inspection

The oil pressure warning lamp does not come on when the main key switch is switched on or the lamp does not go off when the engine is started, it is indication that the oil pressure switch is defective.

### d. Reassembly

Perform the installation in the reverse order of the removal.

## 16-14 NEUTRAL SWITCH

### a. Description

The neutral switch is mounted under the lower crankcase.

This switch operates the neutral indicator lamp located on the tachometer.

### b. Disassembly

1. Unscrew the neutral switch screw and disconnect the electrical lead.
2. Remove the neutral switch mounting bolt from the lower crankcase and remove the neutral switch. (Fig. 16-26)

### c. Inspection

1. Check to make sure that the green neutral pilot lamp comes on when the gear is shifted into the neutral position by the gear change pedal.
2. Check the operation and condition of the neutral switch.

### d. Reassembly

Perform the installation in the reverse order of the removal.

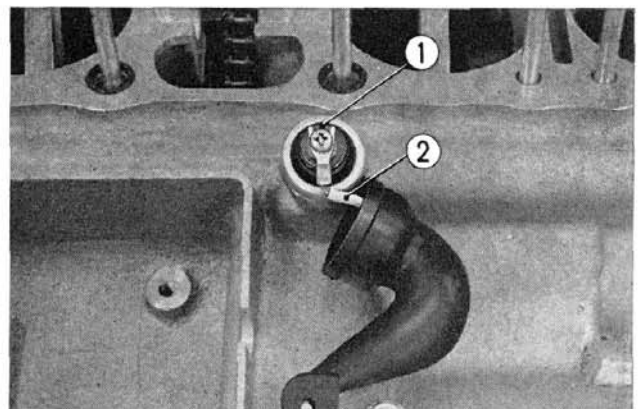


Fig. 16-25 ① Oil pressure switch  
② Electrical lead

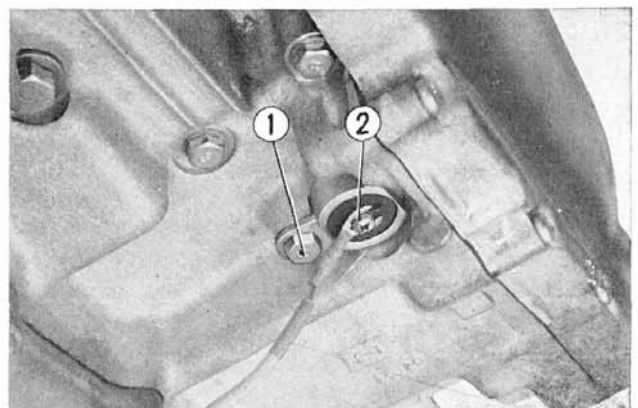


Fig. 16-26 ① Neutral switch mounting bolt  
② Neutral switch



## 16-15 WIRE HARNESS

### a. Description

The respective circuits in the wire harness are coded with different colors to make it easy to service electrical system.

### b. Disassembly

1. Open the seat and remove the fuel tank.
2. Remove the headlight and disconnect the leads installed of the inside of the head light case.
3. Disconnect the ignition coil leads.
4. Disconnect the horn leads.
5. Disconnect the front stop switch leads.
6. Disconnect the main key switch leads.
7. Disconnect the generator connector.
8. Disconnect the contact breaker/stop switch leads.
9. Remove the battery cover, and then remove the following parts; regulator, starter magnetic switch, rectifier connector, fuse case and signal stat. (Fig. 16-27)
10. Remove the leads on the rear fender. (Fig. 16-28)
11. Remove the wire harness bands, and then remove the wire harness from the frame.

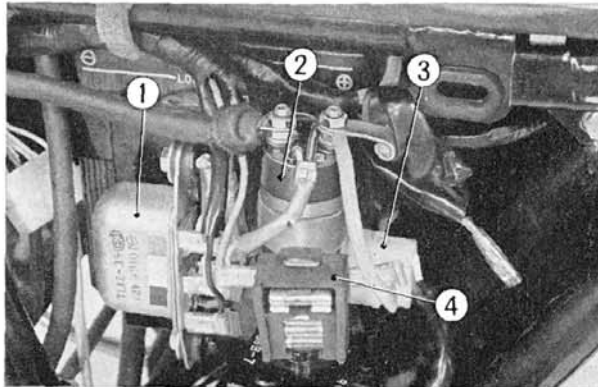


Fig. 16-27 ① Regulator  
② Starter magnetic switch  
③ Rectifier connector  
④ Fuse case

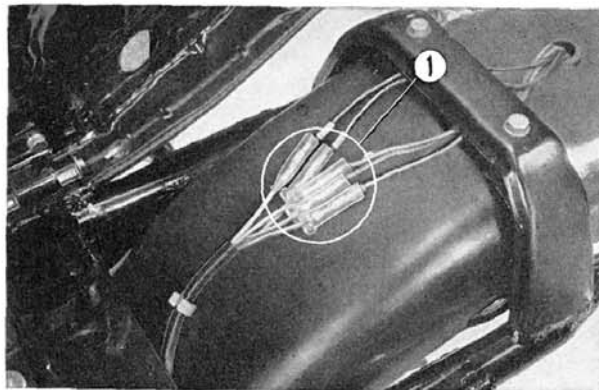


Fig. 16-28 ① Electric leads

### c. Inspection

1. Perform the continuity test for each socket connected wire leads in the same color. (Fig. 16-29)
2. If the wire harness tape is torn or deteriorated, replace it.



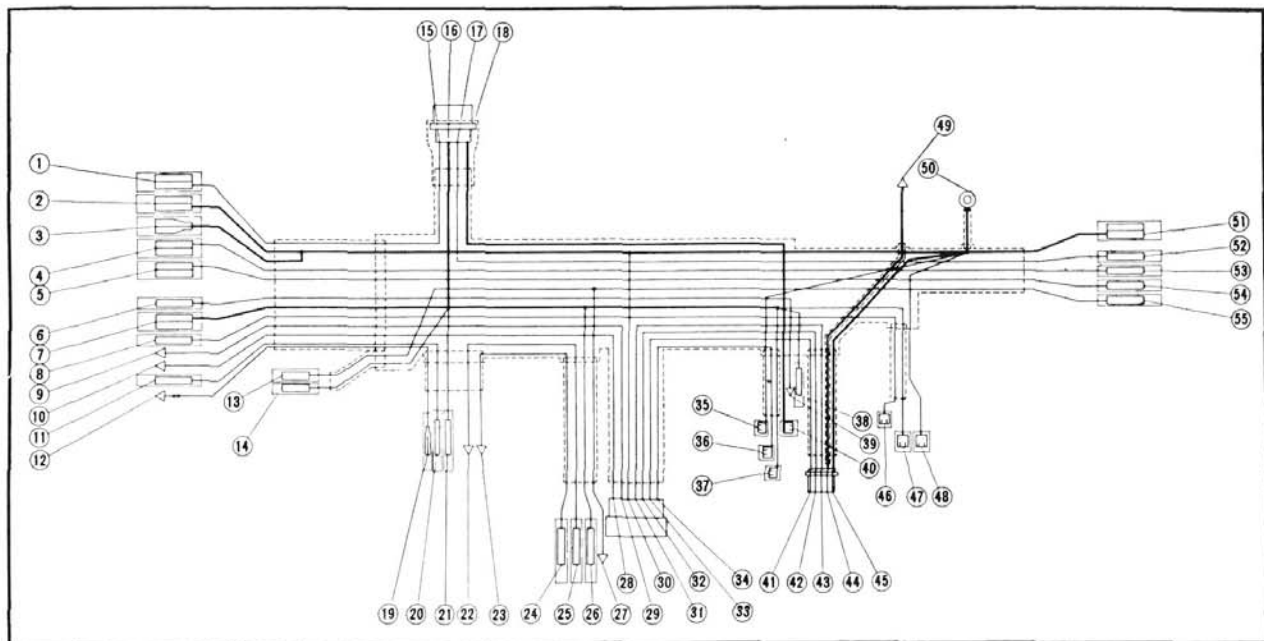
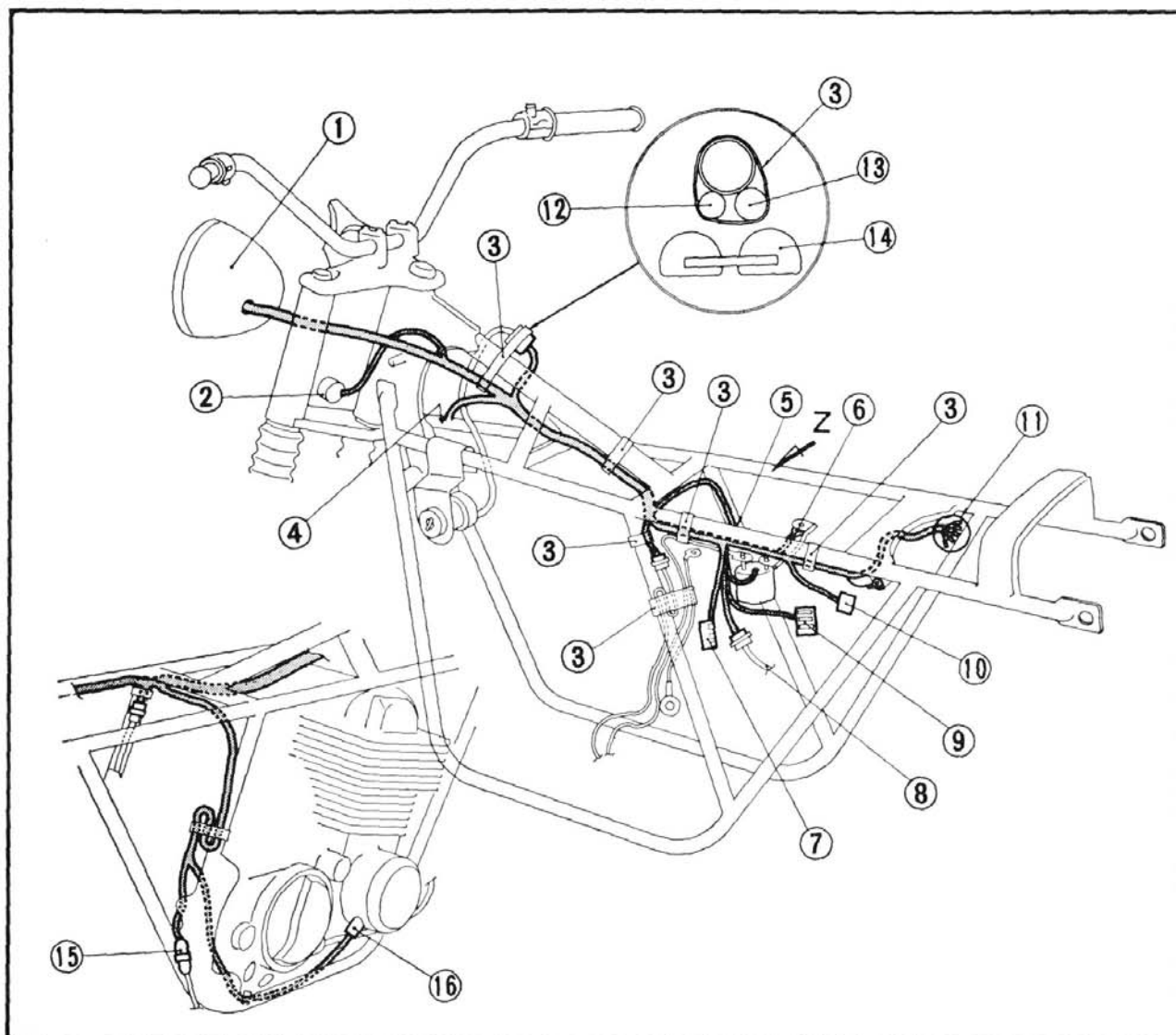


Fig. 16-29

No.	Lead color	Connection	No.	Lead color	Connection
①	Brown/White	Speedometer lamp, Beam selector switch, Tachometer lamp	②4	Yellow	Contact breaker
②	Green	Headlight, Speedometer, Tachometer	②5	Blue	"
③	Green	R. L front turn signal light	②6	Black	"
④	Light blue	R. front turn signal light, starter switch, turn signal pilot lamp	②7	Green/Yellow	Stop switch
⑤	Orange	Turn signal pilot lamp, L. front turn single light, Starter/turn signal switch	②8	Light green/Red	Neutral switch
⑥	Yellow/Red	Starter/turn signal switch	②9	Blue/Red	Oil pressure switch
⑦	Black	Neutral pilot lamp, Oil pressure lamp, Head light beam selector switch, ignition switch	③0	Green	A. C generator
⑧	Grey (white tube)	Starter switch, Turn signal switch	③1	Yellow	"
⑨	Blue/Red	Oil pressure lamp	③2	"	"
⑩	Light green/Red	Neutral pilot lamp	③3	"	"
⑪	Light green	Horn switch, Beam selector switch	③4	White	"
⑫	Black/White	Ignition switch	③5	Green	Regulator
⑬	Green/Yellow	Front stop switch	③6	White	"
⑭	Black	Front stop switch	③7	Black	"
⑮	Brown/White	Main key switch	③8	Black	Starter magnetic switch
⑯	Black	"	③9	Yellow/Red	"
⑰	Brown	"	④0	Red	Fuse
⑱	Red	"	④1	Yellow	Silicon rectifier
⑲	Black/White	Ignition coil	④2	"	"
⑳	Light green	Horn	④3	"	"
㉑	Black	Horn. ignition coil	④4	Red/White	"
㉒	Blue	Ignition coil	④5	Green	"
㉓	Yellow	Ignition coil	④6	Grey	Winker relay
			④7	Black	"
			④8	Green	—
			④9	Red/White	Starter magnetic switch
			⑤0	Green	Frame body
			⑤1	Green	Tail/stop light, turn signal light
			⑤2	Brown	Tail light
			⑤3	Light blue	R. rear turn signal light
			⑤4	Orange	L. rear turn signal light
			⑤5	Green/Yellow	Stop light

**d. Reassembly**

Perform the reassembly in the reverse order of disassembly by connecting each lead correctly in place. (Fig. 16-30)

**Fig. 16-30**

- |                                      |  |
|--------------------------------------|--|
| ① Headlight                          | ⑨ To fuse                                  |
| ② Stop switch (front)                | ⑩ To flasher relay                         |
| ③ Wire harness band                  | ⑪ To tail/stop light and turn signal light |
| ④ To horn and ignition coil          | ⑫ Wire harness                             |
| ⑤ To stop switch and contact breaker | ⑬ Main key switch coupler                  |
| ⑥ To battery                         | ⑭ Ignition coil                            |
| ⑦ To regulator                       | ⑮ Stop switch (rear)                       |
| ⑧ To rectifier                       | ⑯ To contact breaker points                |