

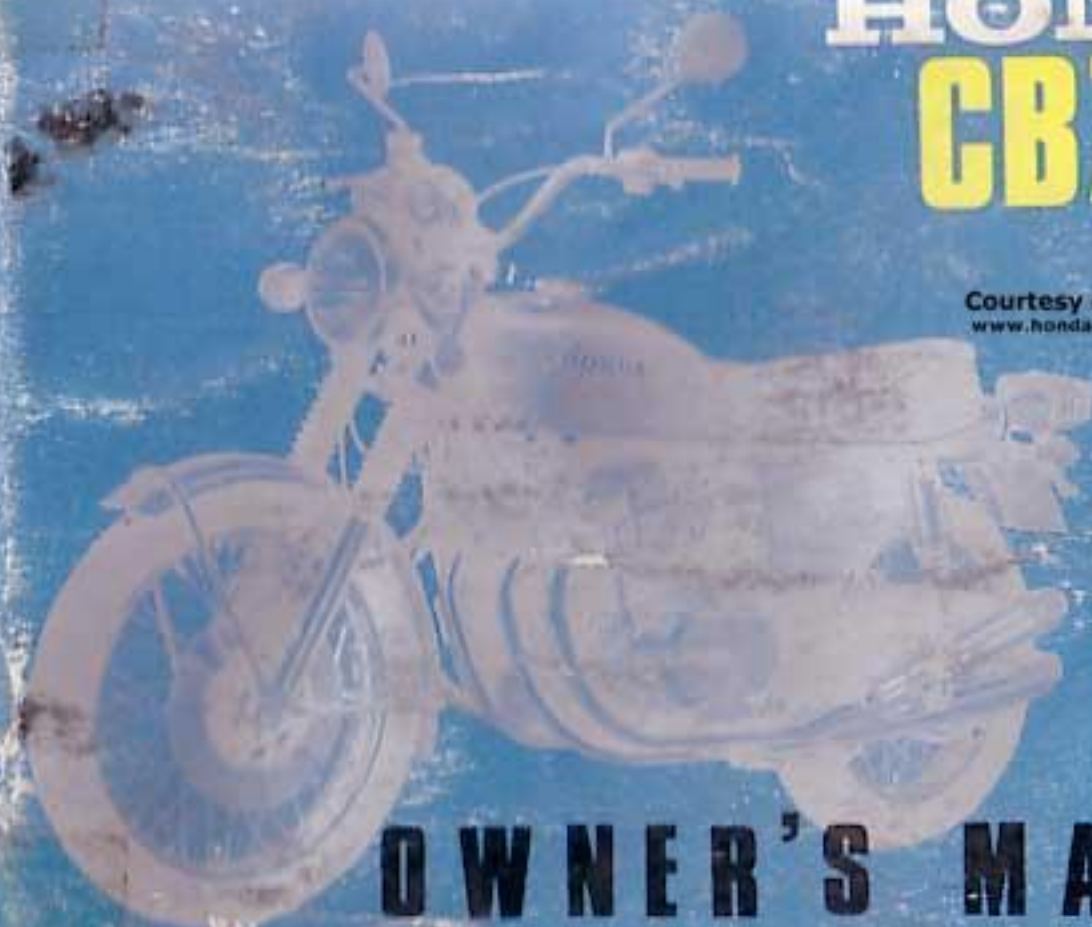


HONDA MOTOR CO., LTD.

323411

HONDA **CB750**

Courtesy of  Honda4Fun
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OWNER'S MANUAL

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CONSUMER INFORMATION

VEHICLE STOPPING DISTANCE

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

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

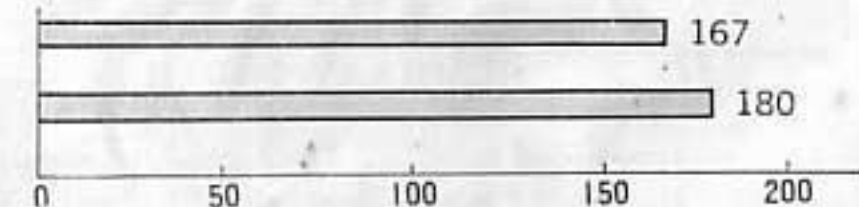
Description of vehicles to which this table applies: **HONDA CB 750**

Fully Operational Service Brake

Load

Light

Maximum



Stopping Distance in Feet from 60mph

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ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed on the next page.

The low-speed pass assumes an initial speed of 20MPH and a limiting speed of 35MPH. The high-speed pass assumes an initial speed of 50MPH and a limiting speed of 80MPH.

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

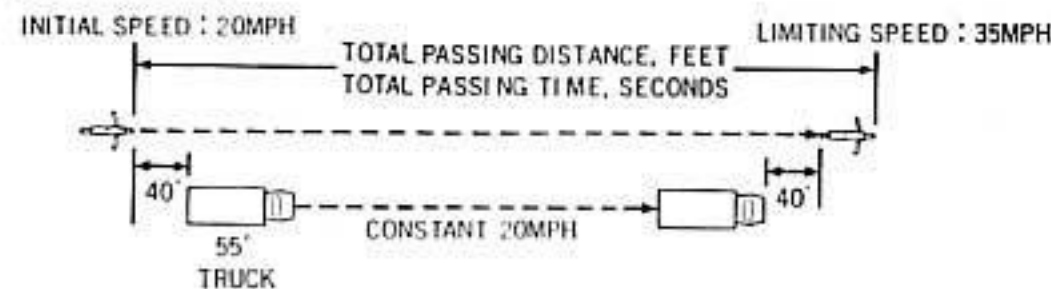
Description of vehicles to which this table applies: HONDA CB750

SUMMARY TABLE:

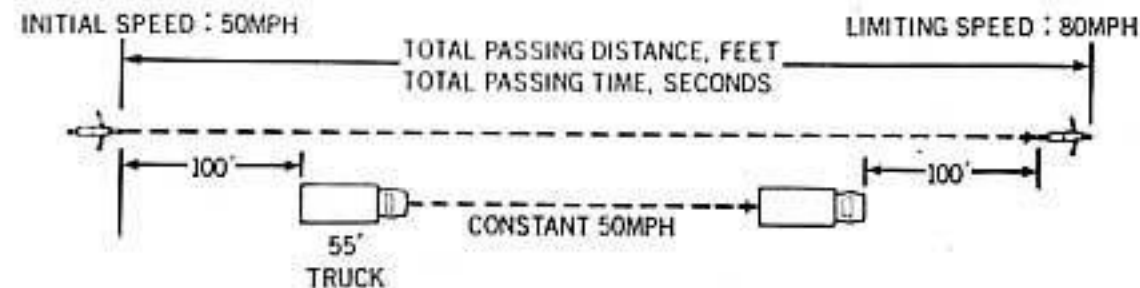
Low-speed pass..... 340 feet; 7.0 seconds

High-speed pass..... 889 feet; 8.6 seconds

LOW-SPEED



HIGH-SPEED



PREFACE

It is with great pleasure that we welcome you to THE HONDA FOUR CB750. You have selected the finest high speed touring sport motorcycle available. The CB750 has been designed, engineered and tested to meet the demands and requirements of the most discriminating motorcyclist.

This manual is provided so that you can operate and maintain your HONDA CB750 at the highest level of performance. Therefore, for your satisfaction it is IMPORTANT

that you read and observe the information contained herein

When service is necessary, consult the HONDA dealer from whom you purchased the motorcycle or any authorized HONDA dealer and you will receive prompt and satisfying service.

We take this opportunity to thank you for selecting a HONDA and to assure you of our continuing interest in your safe and pleasant motorcycling.

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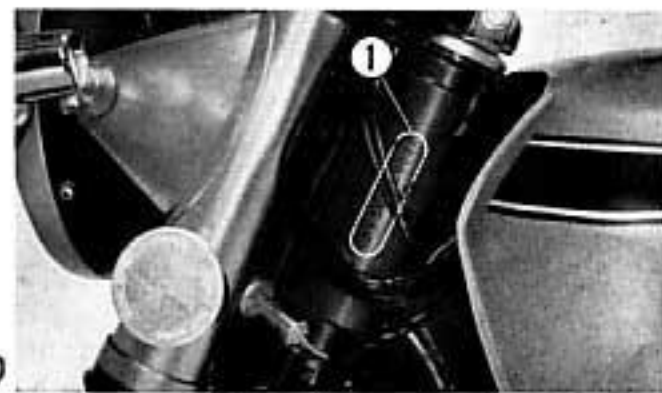
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GENERAL DESCRIPTION

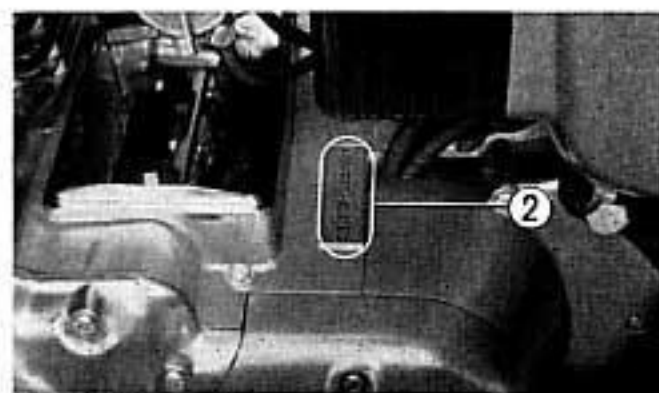
SERIAL NUMBER LOCATION

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

motorcycle and also for processing warranty claims. Further, when ordering spare parts, engine serial number for engine parts and frame serial number for frame parts should be stated.



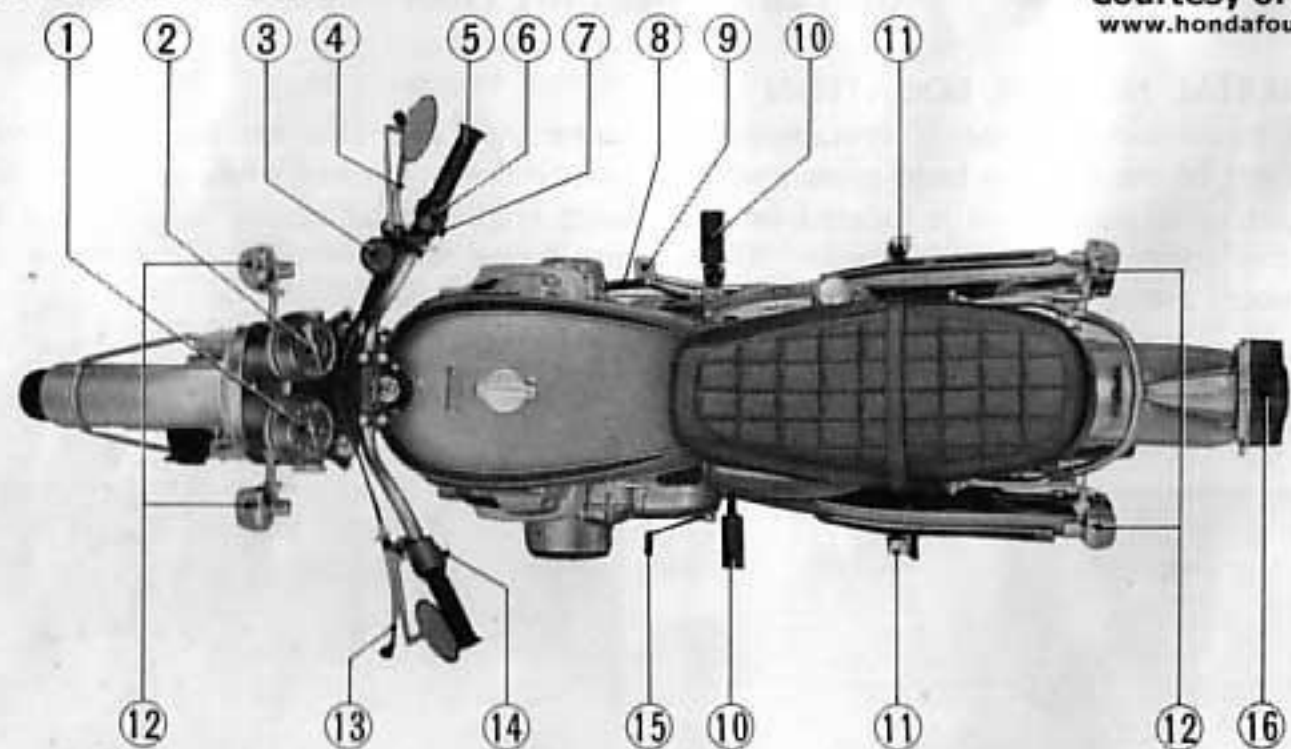
① Frame serial number



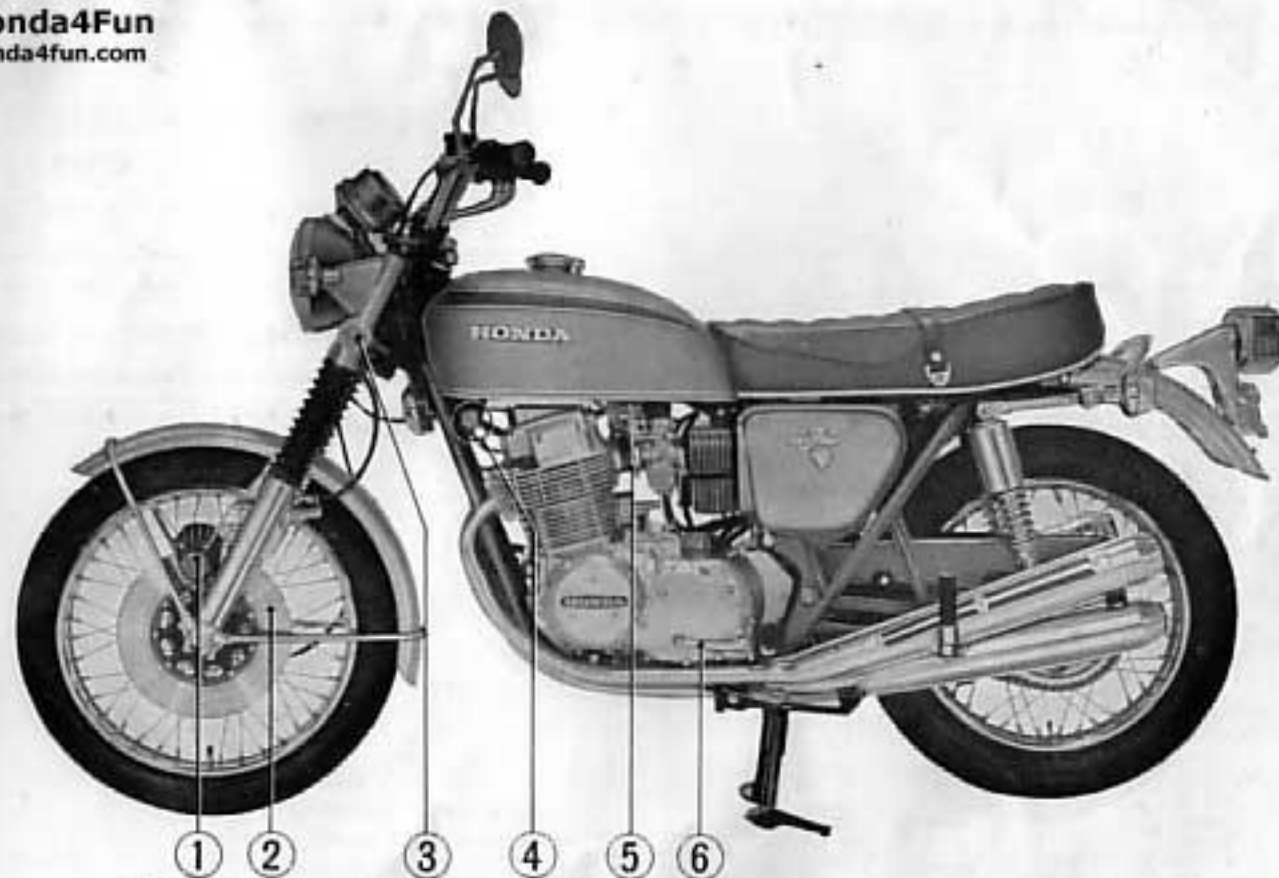
② Engine serial number

■ NOMENCLATURE

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- | | | |
|--|--|--------------------------------------|
| ① Speedometer | ⑦ Headlight beam selector switch (above) | ⑫ Turn signal lights |
| ② Tachometer | ⑧ Kick starter pedal | ⑬ Clutch lever |
| ③ Disc brake fluid reservoir and master cylinder | ⑨ Rear brake pedal | ⑭ Turn signal control switch (above) |
| ④ Front brake lever | ⑩ Foot rests-rider | ⑮ Horn button (below) |
| ⑤ Throttle control grip | ⑪ Foot rests-passenger | ⑯ Gear change pedal |
| ⑥ Ignition switch | | ⑰ Tail, stop and parking light |



- | | | |
|-----------------------|-------------------------|---------------------|
| ① Front brake caliper | ③ Side marker reflector | ⑤ Choke lever |
| ② Front brake disc | ④ Main key switch | ⑥ Gear change pedal |



- ① Oil tank filler cap
- ② Kick starter pedal

- ③ Rear brake pedal
- ④ Fuel control valve and filter screen

OPERATING INSTRUCTIONS

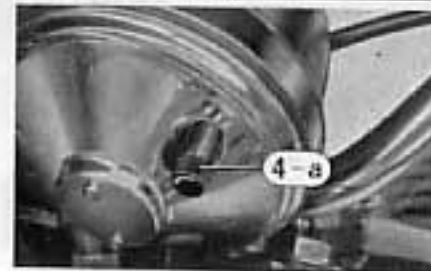
INSTRUMENTS AND INDICATOR LAMPS

The instruments are mounted above the headlight case and the indicator lamps in the indicator panel built in the upper holder of handlebars.

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



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



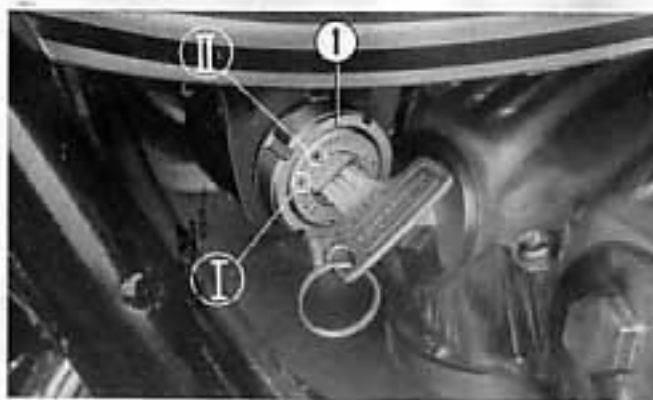
Ref. No.	Description	Function and Operating Method
1.	Tachometer	Indicates engine RPM.
1-a.	Tachometer RED ZONE	Indicates critical engine operating range. To avoid over-stressing engine components the tachometer needle must NEVER be permitted to enter the RED ZONE.
2.	Speedometer	Indicates driving speed.
3.	Odometer	Indicates total accumulated distance travelled.
4.	Trip-meter	Indicates distance travelled (meter can be reset for each trip).
4-a.	Trip-meter reset knob	Reset the trip-meter to zero (0) by turning the trip-meter reset knob in the direction of the arrow.
5.	High beam indicator lamp (red)	Lamp will be on when headlight is on high beam. (Refer to page 16)
6.	Turn signal indicator lamp (amber)	Lamp will flash when the turn signal light is operating. (Refer to page 17).

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

■ ELECTRICAL CONTROLS

● Main Key Switch

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



① Main key switch

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

● Ignition Switch

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

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

mally remain in the "ON" position.

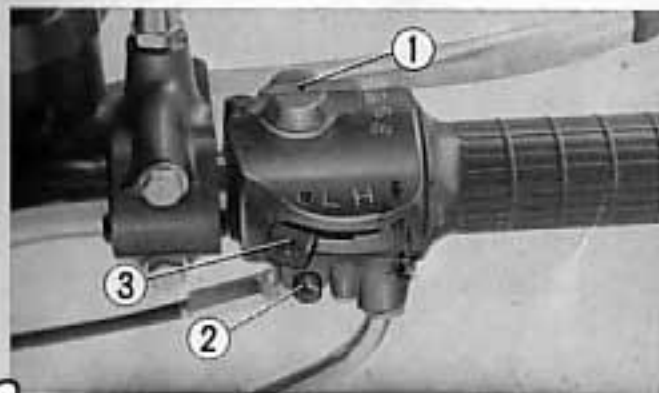
The ignition will not operate unless the main key switch is in the "ON" position. When parking the motorcycle the main key switch must be turned to the "OFF", or parking position and the key should be removed.

● Starter Switch

This is a push button switch ② located directly below the headlight control switch ③. While the starter switch is depressed the starter motor will crank the engine. Refer to the section on STARTING THE ENGINE (page 24) for the correct starting procedure.

● Headlight (Control) Switch

The click type, sliding switch ③ is located on the right handle grip switch housing. It can be operated without taking the hand off the handle grip. The red dot is the "OFF" position (headlight and tail light off). "L" is the low beam position (low beam light and tail light on). "H" is the

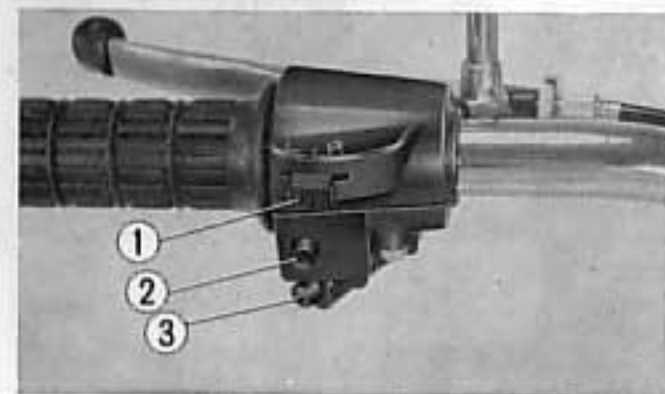


① Ignition switch ② Starter switch ③ Headlight control switch

high beam position (high beam light and tail light on). The headlight will only operate when the main key switch is in the ON position. Refer to main key switch page 15.

● Turn Signal (Control) Switch

The turn signal control switch ①, located at the left of handlebars, can be thumb-operated without taking the hand off the handle grip. Move the switch to the "L" position to signal a left turn and to the "R"



① Turn signal switch ③ Buzzer stop button
② Horn button

position to signal a right turn. A warning buzzer which starts sounding when the switch is moved to either position is provided to prevent a rider from forgetting to return the switch after completing a turn. When a turn signal has to be kept flashing for any length of time at a crossing or the like, the buzzer can be stopped by pushing the buzzer stop button ③.

● Horn Button

This is a push button switch ② located directly below the turn signal switch ①. While the horn button switch is depressed the horn will operate.

● Stop Light Switches

These switches operate the stop light when the front or rear brake is applied. The front brake switch is incorporated in the front brake hydraulic system and requires no adjustment. The rear brake switch, which is adjustable plunger type, is located near the rear brake pedal (See page 59).

■ MECHANICAL CONTROLS

● Steering Lock

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



① Steering key lock

● Seat Lock

The seat lock ① is located at the left center of bottom side. To raise the seat, insert the key into the lock and turn it counter-clockwise. The document box ② is built in the seat and its lid is accessible from bottom side by raising the seat.



① Seat lock



② Document box

● Helmet Holder

Two helmet holders ① are located at the three-quarter rear side of the seat. To hang helmets, raise the seat, hang helmets and push down the seat.



① Helmet holder

● Front Brake (Control) Lever

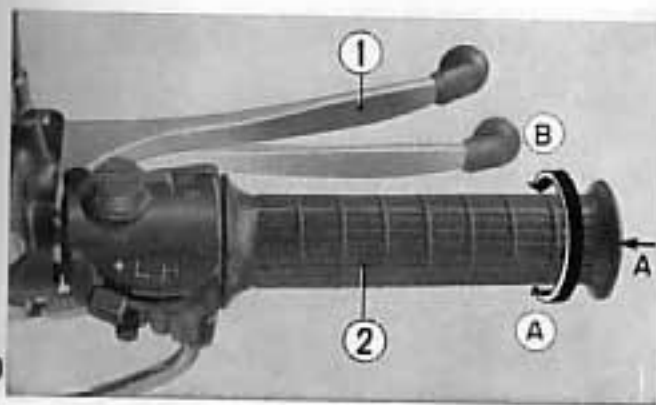
The brake lever ① (page 17) is located at the right handle bar grip. Application of the front brake is effected by squeezing the lever with a force proportional to the braking effort required.

NOTE: If lever free play is excessive, see page 55 for inspection and servicing information.

● Throttle (Control) Grip

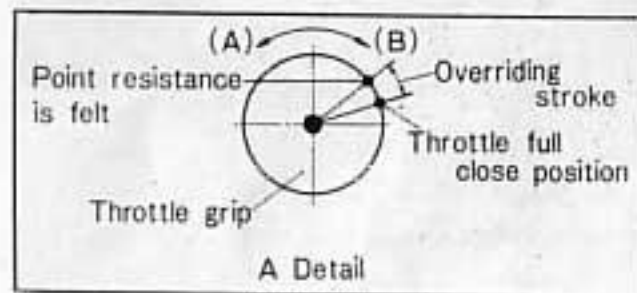
Throttle control is the right handle bar grip ②. Twisting the throttle grip inward ④ opens the throttle and increases the engine rpm; twisting the grip outward ③ will close the throttle. As the throttle grip is closed all the way, a resistance will be felt. At this point the engine

speed should drop to idling (950 rpm); if not, twist grip further into the overriding stroke. If the engine does not drop to the idle speed, the throttle control should be adjusted by referring to the section on THROTTLE CABLE and CARBURETOR ADJUSTMENT on page 43 to 44.



① Front brake lever

② Throttle grip



● Rear Brake (Control) Pedal

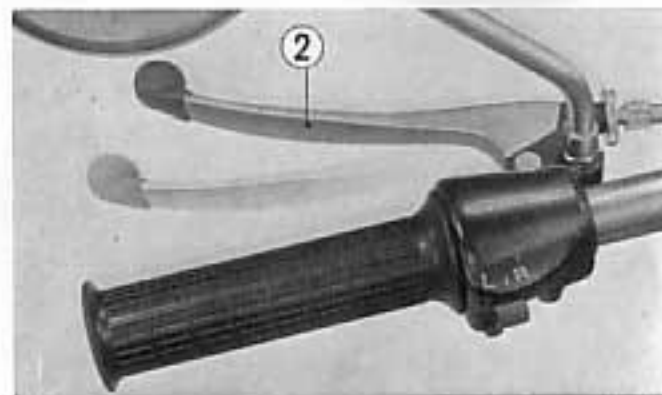
The rear brake pedal ① is located at the right foot rest. Application of the rear brake is effected by depressing the pedal with a force proportional to the braking effort required. If pedal free travel is excessive, see page 66 for inspection and servicing. Normal free travel is approximately 1 in. (25 mm).



① Rear brake pedal

● Clutch (Control) Lever

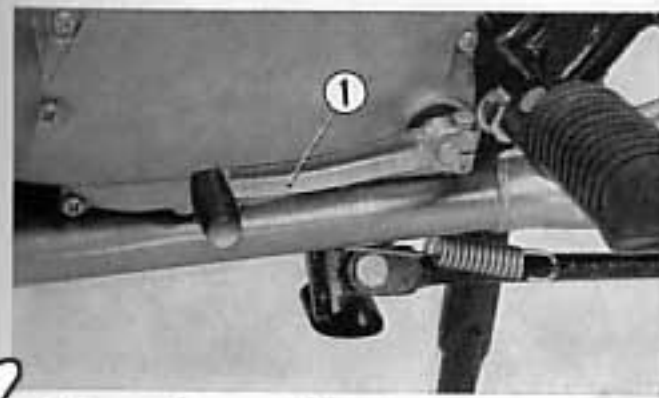
The clutch lever ② is located at the left handle grip. Squeezing the lever towards the handle bar grip disengages the clutch. Gradually releasing the lever will result in smooth clutch engagement. The clutch lever should have 0.4~1.0 in. (10~25 mm) free play measured at the lever end. See page 46 for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



② Clutch lever

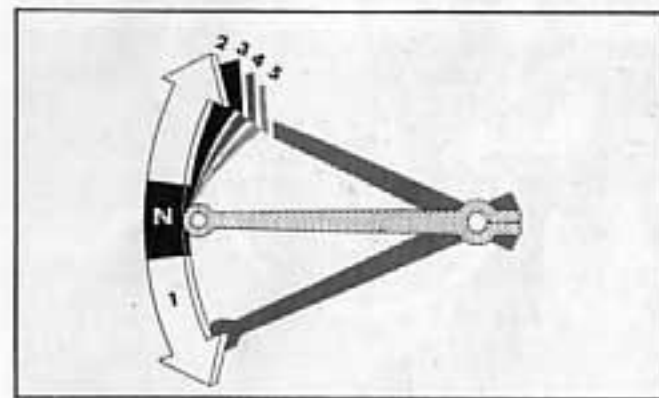
● Gear Change Pedal

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



① Gear change pedal

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



SHIFTING SEQUENCE

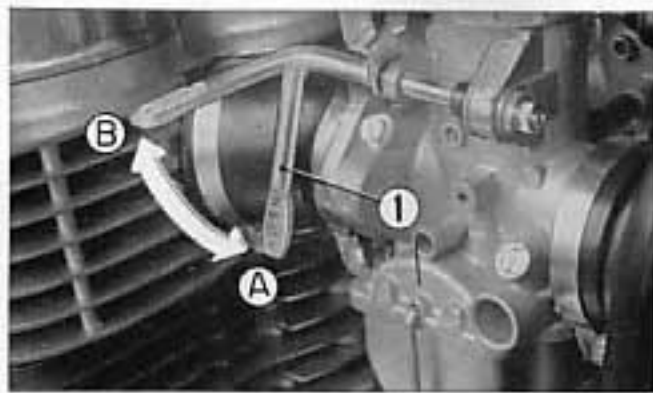
● Kick Starter Pedal

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

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

● Choke Lever

The choke lever ① is located at the left side of the engine near the left cylinder carburetor. When the choke lever is down ④ (normal driving position), the chokes are fully open. When the choke lever is up ③, the chokes are fully closed (Cold Engine Starting Position)



① Choke lever

■ FUEL AND OIL

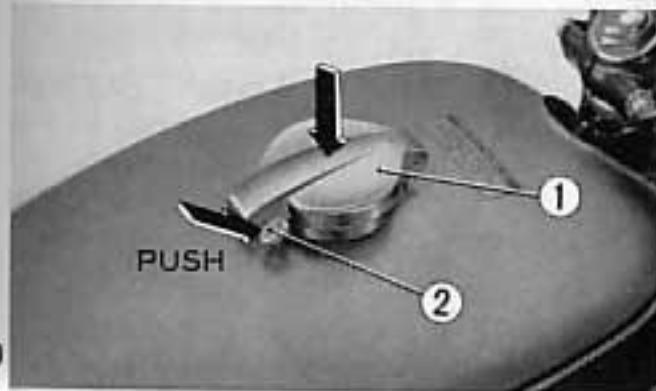
● Fuel Tank

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

Use of low-lead gasoline with 91 research octane number or higher is recommended. If such gasoline is not available, you may use a leaded regular grade gasoline.

● Fuel Tank Cap

It is designed so that the cap ① cannot be opened by merely operating the lever to



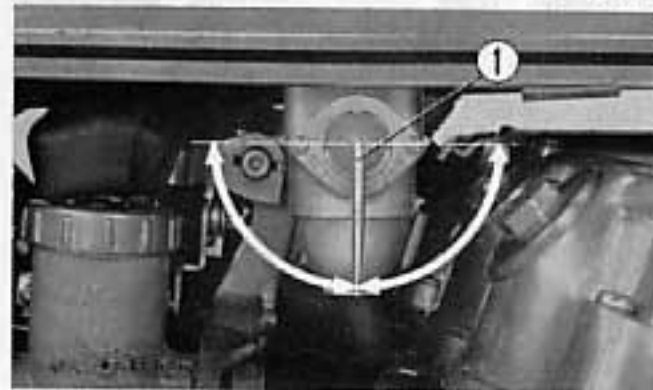
① Fuel tank cap

② Lock lever

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

● Fuel (Control) Valve

The fuel valve ① is located at the right under side of the fuel tank. When the fuel valve is in the "STOP" (forward) position, fuel can not flow from the fuel tank to the carburetors. The fuel valve should be set in this "STOP" position when the motorcycle is parked. Turning the fuel valve to the "ON" (straight down) position allows fuel to flow to the carburetors.



① Fuel valve

retors from the main fuel supply. Turning the fuel valve to the "RES" (rearward) position allows fuel to flow from the reserve supply. When the main fuel supply is exhausted, the fuel valve should be turned to the "RES" position thereby allowing you to proceed to the nearest service station. The fuel valve also incorporates a filter screen and sediment bowl which requires periodic inspection and cleaning. (See page 45)

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

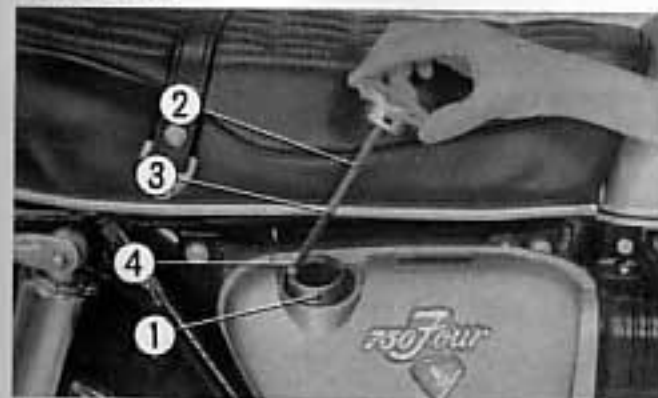
When adding fuel, avoid overfilling into tank filler cap neck.

● Oil Tank

The oil tank ① is located on the right side of the motorcycle below and to the rear of the seat center. This tank serves as a reservoir containing oil which is supplied to engine, transmission and clutch components by an oil feed pump. A scavenge pump returns the oil to the oil tank. The CB750 engine incorporates a "dry sump" lubrication system, therefore, oil level inspection and oil change are performed at the oil tank.

The oil tank capacity is 2.1 U.S. quarts. The motorcycle should be on the main stand when checking oil level. To check oil level, remove oil tank filler cap ② and observe oil level as indicated on the oil dipstick. If the oil level is between the upper ③ and lower ④ oil level marks on the dipstick, the engine can be operated. If the oil level is at or below the lower mark ④, yet some oil is visible in the tank, do not add oil to the tank

until the engine has been started and allowed to operate for several minutes and oil level on the dipstick has been rechecked



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

● Engine Oil Recommendation

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

Motor oils intended for Service SE will

show this designation on the container. The regular use of special oil additives is unnecessary and will only increase operating expenses.

Engine oil should be changed at the intervals prescribed in the Maintenance Schedule on page 29.

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

● Viscosity

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

General all temperatures	SAE 10W-40
Extreme high temperatures	SAE 20W-50
Alternate:	
Above 59°F (15°C)	SAE 30 or 30W
32° (0°C) to 59°F (15°C)	SAE 20 or 20W
Below 32°F (0°C)	SAE 10W

■PRE-RIDING INSPECTION

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

1. Oil Tank Level. (page 22)
2. Fuel Level. (page 21)
3. Front and Rear Brakes. (page 16, 18, 55)
4. Wheels and Tires. (page 63)
5. Steering Operation. (Page 66)
6. Front and Rear Suspension Units. (page 66, 68)
7. Lighting System. (page 12~14, 73~74)
8. Battery electrolyte. (page 70)
9. Drive Chain. (page 48)
10. Throttle Operation. (page 43)
11. Clutch Control Operation. (page 46)

12. Visually check the security of all controls, axles, suspension and steering components.

■STARTING THE ENGINE

● Cold Engine Starting Procedure

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

4. Raise the choke lever to the full closed position.
5. Twist the throttle grip inward slightly and depress the starter switch button. If the engine does not start within 5 seconds, release the starter button and allow the starter motor to rest for approximately 10 seconds before pressing the starter button again. If the engine does not start readily with the electric starter, to prevent excess battery discharge, use the kick starter pedal to start the engine.

If the engine fails to start after several repeated attempts, turn off the ignition switch and lower the choke lever to the full open position, twist the throttle grip inward fully and crank the engine using either the electric starter or the kick starter pedal. This is then followed by turning the ignition switch to the "ON" position and following the starting procedure outlined in steps 1 through

5, however, at this time the use of the choke is not necessary.

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

NOTE: The oil pressure warning lamp should go off within several seconds after the engine is started. If the lamp remains lighted, turn off the engine immediately and check the oil tank level. If the oil level is adequate, do not operate the motorcycle until the lubrication system can be examined by a qualified mechanic.

● Starting in Extreme Cold Weather

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

● Warm Engine Starting Procedure

When the engine is to be re-started while it is still warm, proceed as for COLD ENGINE STARTING PROCEDURE. however, the use of the choke is not necessary.

■ BREAK-IN PROCEDURE

Continued excellence of performance and economy depend to a great degree upon the treatment and handling given during the first 600 miles of operation. It cannot be over-emphasized that not only will the engine benefit from proper break-in, but the motorcycle as a whole. During this crucial period the motorcycle must not be driven at full power over extended distances, nor should it be driven too slow. The general rules are as follows:

1. Maximum continuous engine speed during the first 600 miles must not exceed 5,000 rpm.
2. Increase the maximum continuous engine speed by 2,000 rpm between

odometer readings of 600 and 1,000 miles, meaning not to exceed 7,000 rpm. Drive briskly, vary speeds frequently, and use full throttle for short spurts only.

3. Bear in mind never to lug the engine with heavy throttle at low engine speeds. This rule is applicable not only during break-in but at all times.
4. Upon reaching an odometer reading of 1,000 miles, you can subject the motorcycle to full throttle operation, however, do not exceed 8,000 rpm at any time (observe RED ZONE limit on tachometer).

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

■ RIDING THE MOTORCYCLE

1. After the engine has been warmed up, the motorcycle is ready for riding.
2. While the engine is idling, pull in the clutch lever and depress the gear

change pedal to shift into low gear (1st).

3. Slowly release the clutch lever and at the same time gradually increase the engine speed by twisting the throttle grip inward. Coordination of the throttle and clutch lever will assure a smooth, positive start of the motorcycle.
4. When the motorcycle attains a speed of approximately 10 mph, close the throttle, pull in the clutch lever and shift to 2nd gear by raising the gear change pedal.
5. This sequence is repeated to progressively shift to 3rd, 4th and top gear (5th).

NOTE: When shifting gears either up or down, the throttle should be closed and the clutch disengaged. Also, special attention must be given when operating in low (1st) and 2nd gears because the engine revolution will easily exceed engine maximum (RED ZONE) rpm during rapid acceleration.

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

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

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

NOTE: When descending a steep grade, the engine may be used for braking without causing damage to the engine as long as the maximum rpm (RED ZONE) is not exceeded.

■ PARKING

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

■ SAFE RIDING SUGGESTION

1. Prior to starting riding, make PRE-RIDING INSPECTION (see page 24).
2. When it is necessary to make your motorcycle more visible to approaching cars or to persons during day-time riding, turn on the headlight.
3. Be sure to signal when making a turn or when changing a lane.
4. While riding, place your hands on the handlebars and your feet on the foot rests. Encourage a passenger to hold himself with both hands and use the passenger foot rests if necessary.
5. Always wear a helmet when riding. Keep in mind that a helmet is the only insurance against injuries to a rider.
6. It is recommended that you become familiar with your new HONDA CB 750 by riding it in an uncongested area under favorable conditions before going on a public road.
7. Never be a ramp rider. Remember that a motorcyclist should always preserve nature and structures.

MAINTENANCE

■ MAINTENANCE SCHEDULE

The month and mileage intervals shown in the service schedule are intended as a guide for establishing regular maintenance and lubrication periods for your HONDA CB750. Perform maintenance service according to the indicated intervals of months or miles whichever occurs first. For each service operation make reference to the respective page indicated in this MAINTENANCE SCHEDULE. Sustained severe or high speed operation under adverse conditions may necessitate more

frequent servicing. To determine specific recommendations for conditions under which you use your motorcycle, consult your authorized HONDA Dealer. Especially when your HONDA CB750 has been turned over or involved in a collision, have your HONDA dealer carefully inspected the major components, eg. frame, suspension and steering parts, for misalignment or damage to insure further safe operation.

Service Required	Months or Miles, whichever occurs first					Page Reference
	First	Second	Third	Repeat Every		
	Month	6	12	6	12	
	Mile	600	3,000	6,000	3,000	
km	1,000	5,000	10,000	5,000	10,000	
*Engine Oil—change	☐	Every 2,000 miles (3,000 km)				32
*Oil Filter Element—replace	☐	Every 4,000 miles (6,000 km)				32
Engine Oil Pressure—check			☐		☐	34
Oil Pump Strainer—clean	Every 24 months or 12,000 miles (20,000 km)					34
Oil Tank and Lines—check		☐	☐	☐		34
*Spark Plugs—clean and adjust to replace		☐	☐	☐		35
*Contact Breaker Points—check or service		☐	☐	☐		36
Ignition Timing—check or adjust	☐	☐	☐	☐		36
Valve Tappet Clearance—check or adjust	☐	☐	☐	☐		39
Cam Chain—adjust	☐	☐	☐	☐		41
*Air Cleaner—clean and replace		☐			☐	42
Throttle Operation—check		☐	☐	☐	☐	—
Carburetor—check or adjust		☐	☐	☐		43
*Fuel Valve Strainer—clean		☐	☐	☐		44
*Fuel Tank and Fuel Lines—check		☐	☐	☐		45
*Clutch—check or adjust	☐	☐	☐	☐		45
Drive Chain and Sprockets—adjust and lubricate or replace	☐	☐	☐	☐		46
	☐	☐	☐	☐		48

** denotes do-it-yourself service. Others should be serviced at dealer's service shop. Take your motorcycle to the nearest dealer for servicing at the specified intervals

Service Required		Months or Miles, whichever occurs first				Page Reference	
		First	Second	Third	Repeat Every		
					Month		Mile
km		1,000	5,000	10,000	6,000	12,000	
* Brake Fluid Level—check and replenish if necessary		○	○	○	○		55
Front Brake Pads—check or replace			○	○	○		58
Front Brake Lines—check			○	○	○		55
*Rear Brake Pedal—adjust		○	○	○	○		59
Rear Brake Shoes—check or replace				○		○	60
Rear Brake Links—check			○	○	○		60
Wheel Rims and Spokes—check		○	○	○	○		63
Tires—check or replace			○	○	○		63
Front Fork Oil—check and change			○			○	67
				○		○	67
Steering Head Bearings—check or adjust				○		○	66
Steering Handle Lock—check for operation				○		○	15
*Side Stand Springs—check			○	○	○		68
Rear Fork Bushing—grease			○	○	○		68
* Battery Electrolyte Level—check and replenish if necessary		○	○	○	○		70
* Lights, Horn, Speedometer and Tachometer—check for operation or adjust			○	○	○		73, 10, 11



■ MAINTENANCE OPERATIONS

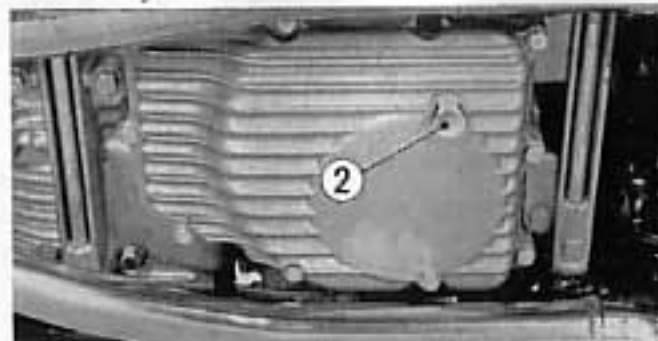
● Engine Oil

1. Changing Oil and Oil Filter Element

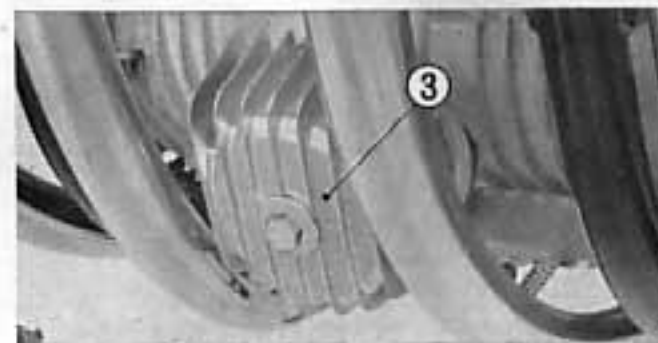
The engine oil is the chief factor affecting the performance and the service life of the engine. Therefore, the oil recommendations on page 23 should be used and the oil always maintained at the proper level. Further, the oil and the oil filter should be changed at the specified schedule as shown on page 30. Perform the engine oil change in the following manner. Draining the oil should be performed while

the engine is still warm as this will assure complete and rapid draining, saving much time.

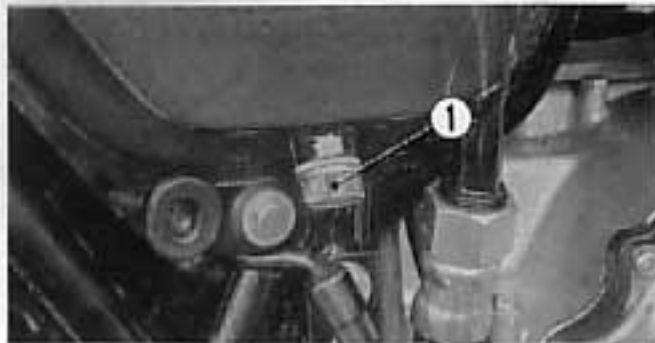
Fig. 3 1/2



② Crankcase drain plug



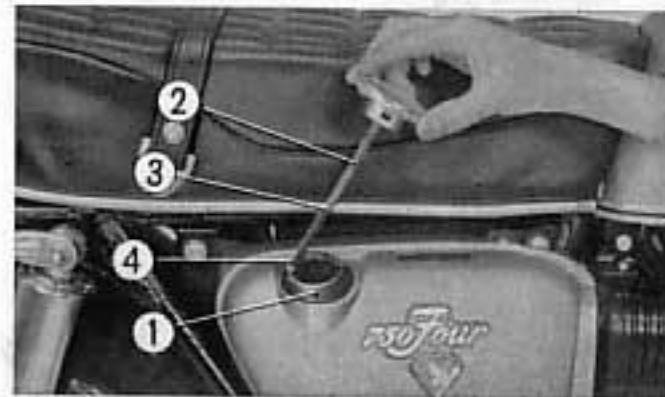
③ Oil filter cover



① Oil tank drain plug

- Place an empty vessel of adequate size (1 gal.) under the oil tank to catch the oil. Remove the drain plug ① with a 19 mm wrench and drain the oil. Place another empty vessel under the crankcase, remove the crankcase drain plug ② with a 19 mm box wrench and drain the oil. Also remove the oil filter cover ③ and the filter element.
- After draining from the oil tank and crankcase has been completed, operate the kick starter pedal several times to force out all residual oil remaining in the oil system passages.
- When the oil has been completely drained, reinstall the crankcase and oil tank drain plugs, making sure that the drain plug seals are in good condition.
- Install the **oil filter element** and tighten the filter cover making sure the cover seal is in good condition.

At the 600 mile (1,000 km) service remove and discard the original oil filter



① Oil tank ③ Upper level mark
② Filler cap dipstick ④ Lower level mark

element and install a new filter element. Thereafter, it is recommended that a new filter element be installed at every 4,000 miles (6,000 km).

- Fill the oil tank with approximately 3 quarts of premium quality, SE, SAE 10 W-40 or 20 W-50 oil or its equivalent. Start the engine and operate for several minutes. Stop the engine and check the oil level with the filler cap dipstick ①.

NOTE:

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

The oil change interval for your HONDA engine is based on the use of oils that meet the requirements indicated in the section OIL RECOMMENDATION on page 23. Oil change intervals longer than those listed in the MAINTENANCE SCHEDULE

will result in serious reductions in engine life and may affect HONDA obligation under the provisions of the new motorcycle guarantee.

2. Oil Pressure Check

To detect the condition of oil pump, it is recommended that an oil pressure check be performed during the 12 months or 6,000 miles (10,000km) service. As this check requires a special oil pressure gauge it should be done at your HONDA dealer. An inspection of the oil tank and oil lines should also be performed at this time to insure that there is no leakage.

3. Cleaning Oil Pump Strainer

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

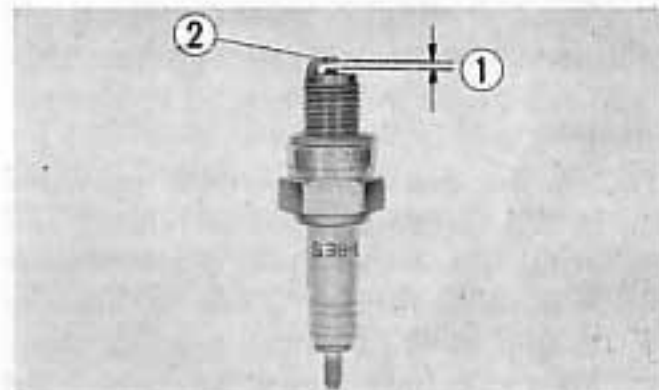
during 24 months or 12,000 miles (20,000 km) service.

● Spark Plugs

The NGK D-8ES(L) or DENSO X-24ES spark plug is used as standard equipment on the CB750. For most riding conditions this spark plug heat range number is satisfactory. However, if the motorcycle is going to be operated for extended periods at extremely high speeds and near maximum power in hot climates, the spark plugs should be changed to a colder heat range number.

Servicing of the spark plug is as follows.

- a. Detach the high tension cord cap and remove the spark plug with the special wrench provided in the tool kit.
- b. Inspect the electrodes and center porcelain of the spark plug for deposits, eroded electrodes, or carbon fouling. If the spark plug deposits are heavy, or the electrodes appear to be eroded



① Spark plug gap ② Negative electrode

excessively, replace the spark plug with a new one. If the spark plug is carbon or wet fouled, the plug can sometimes be cleaned with a spark plug cleaner. When the spark plug cleaner is not available use a stiff wire such as a pin to remove carbon, wash with fuel and dried.

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

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

NOTE:

- (1) Use the spark plug wrench provided in the Honda tool kit to remove and install these spark plugs, otherwise it is possible for the plugs to become lodged in the cylinder head cavities.
- (2) All spark plugs must be tight. An improperly tightened plug can become very hot and possibly cause damage to the engine.
- (3) Never use an improper heat range spark plug.
- (4) Do not attempt to dry or remove soot from the spark plug by burning.

● **Ignition Timing Adjustment**

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

1. Contact Breaker Point Gap Adjustment

- a. Remove the point cover.

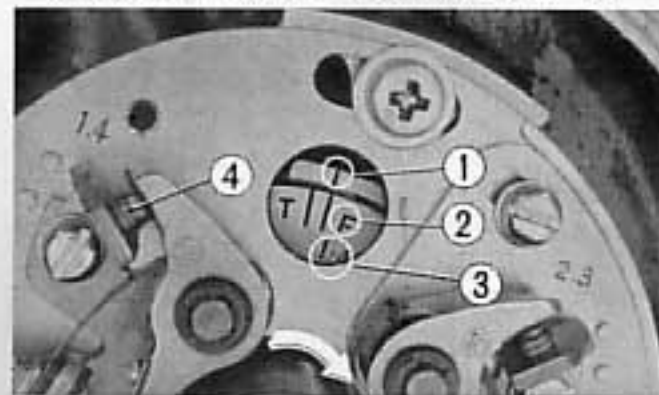
- b. Open contact points ① with finger or small screw driver blade and examine for pitting. If pitted or burned, the points should be replaced and the condensers checked. A gray discoloration is normal and can be removed with a point file.

Filing should be done carefully. Clean the point contacts after filing with a clean piece of unwaxed paper such as a business card, or chemical point cleaner



- ① Contact breaker points
② Contact breaker plate locking screw

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



- ① Index mark ④ 1.4 cylinder breaker points
② "F" mark ⑤ Contact breaker base plate
③ Cylinder number ⑥ Base plate locking screw

2. Ignition Timing Adjustment

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

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



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