

Manual de taller Honda CB750 F/C/K/SC

Para el señor

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copia***

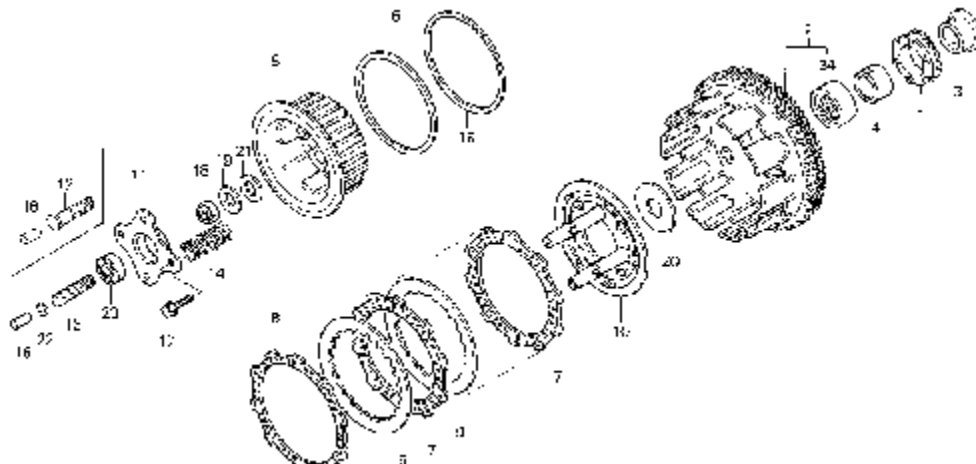
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HONDA
CB750K · CB750C
CB750F

INTRODUCTION

This shop manual is for these models:

'79: CB750K, CB750K LTD, CB750F
'80: CB750K, CB750C, CB750F
'81: CB750K, CB750C, CB750F
'82: CB750K, CB750C, CB750F, CB750SC

HOW TO USE THIS MANUAL

Follow the Maintenance Schedule recommendations to ensure that the vehicle is in peak operating condition and the emission levels are within the standards set by the U.S. Environmental Protection Agency. Performing the first scheduled maintenance is very important. It compensates for the initial wear that occurs during the break-in period.

Sections 1 through 3 apply to the whole motorcycle, while sections 4 through 19 describe parts of the motorcycle, grouped according to location.

Find the section you want on this page, then turn to the table of contents on page 1 of that section.

Most sections start with an assembly or system illustration, service information and troubleshooting for the section. The subsequent pages give detailed procedures for the section.

If you are not familiar with this motorcycle, read TECHNICAL FEATURES, section 20.

If you don't know the source of the trouble, go to section 21, TROUBLESHOOTING.

Beginning with section 22 are addendums. These contain information for 1979 and subsequent model years.

ALL INFORMATION, ILLUSTRATIONS, DIRECTIONS AND SPECIFICATIONS INCLUDED IN THIS PUBLICATION ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF APPROVAL FOR PRINTING. HONDA MOTOR CO., LTD. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE AND WITHOUT INCURRING ANY OBLIGATION WHATEVER.

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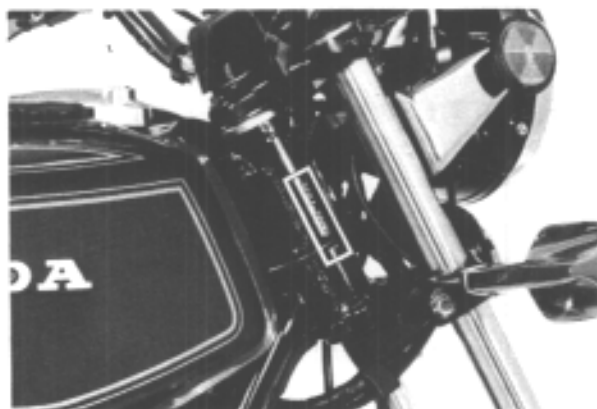
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CONTENTS

	GENERAL INFORMATION	1
	LUBRICATION	2
	INSPECTION AND ADJUSTMENT	3
ENGINE	FUEL SYSTEM	4
	ENGINE REMOVAL/INSTALLATION	5
	CYLINDER HEAD/VALVE	6
	CYLINDER/PISTON	7
	CLUTCH	8
	GEAR SHIFT LINKAGE	9
	CRANKCASE	10
	TRANSMISSION	11
	CRANKSHAFT/PRIMARY SHAFT	12
CHASSIS	FRONT WHEEL/SUSPENSION	13
	REAR WHEEL/SUSPENSION	14
	HYDRAULIC BRAKE	15
ELECTRICAL	BATTERY/CHARGING SYSTEM	16
	IGNITION SYSTEM	17
	ELECTRIC STARTER	18
	SWITCHES	19
	TECHNICAL FEATURES	20
	TROUBLESHOOTING	21
ADDENDUMS	'79 CB750K LTD · CB750F (22)	22
	'80 CB750K · CB750F (23) '80 CB750C (24)	23
	'81 CB750K · CB750C · CB750F (25)	25
	'82 CB750K · CB750 · '82 CB750F (26) · '82 CB750SC (27)	27



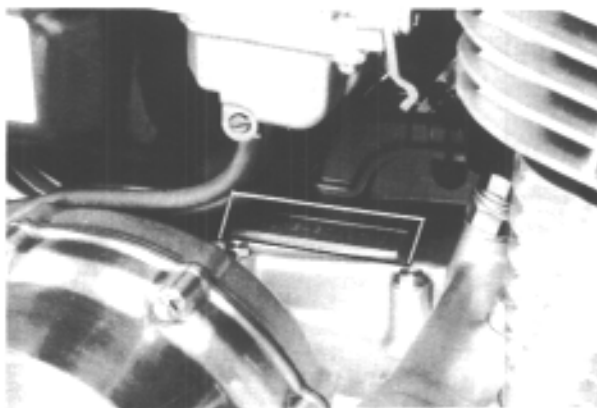
MODEL IDENTIFICATION



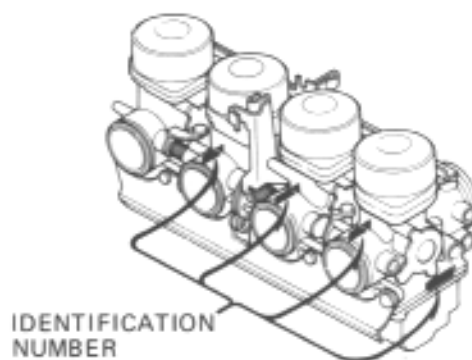
The frame serial number is stamped on the right side of the steering head.



The vehicle identification number (VIN) is on the left side of the steering head.



The engine serial number is stamped on top of the crankcase.



The carburetor identification number is on the left side of the carburetor body.



GENERAL SAFETY	1-1	WIRING DIAGRAMS	1-7
SERVICE RULES	1-1	CABLE & HARNESS ROUTING	1-8
SPECIFICATIONS	1-2	MAINTENANCE SCHEDULE	1-9
TORQUE VALUES	1-4	EMISSION CONTROL SYSTEM	1-10
SPECIAL TOOLS/COMMON TOOLS	1-5		

GENERAL SAFETY

WARNING

If the engine must be running to do some work, make sure the area is well-ventilated. Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas.

WARNING

Gasoline is extremely flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks in your working area.

WARNING

- *The battery electrolyte contains sulfuric acid. Protect your eyes, skin and clothing. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.*
- *The battery generates hydrogen gas which can be highly explosive. Do not smoke or allow flames or sparks near the battery, especially while charging it.*

SERVICE RULES

1. Use genuine HONDA or HONDA-recommended parts and lubricants or their equivalent. Parts that do not meet HONDA's design specifications may damage the motorcycle.
2. Use the special tools designed for this product.
3. Install new gaskets, O-rings, cotter pins, lock plates, etc. when reassembling.
4. When torquing bolts or nuts, begin with larger-diameter or inner bolt first, and tighten to the specified torque diagonally, unless a particular sequence is specified.
5. Clean parts in cleaning solvent upon disassembly. Lubricate any sliding surfaces before reassembly.
6. When installing a new oil seal, make sure that the sealing lip is lubricated with grease. If an oil seal and related parts have been washed, apply proper grease to the lip of the oil seal.
7. After reassembly, check all parts for proper installation and operation.
8. Use only metric tools when servicing this motorcycle. Metric bolts, nuts, and screws are not interchangeable with English fasteners. The use of incorrect tools and fasteners may damage the motorcycle.



SPECIFICATIONS

ITEM		
DIMENSIONS	Overall length	2,200 mm (87.4 in)
	Overall width	880 mm (34.6 in)
	Overall height	1,160 mm (45.7 in)
	Wheelbase	1,520 mm (59.8 in)
	Seat height	800 mm (31.5 in)
	Foot peg height	335 mm (13.2 in)
	Ground clearance	150 mm (5.9 in)
	Dry weight	233 kg (512 lb)
FRAME	Type	Double cradle
	Front suspension, travel	Telescopic fork 160 mm (6.3 in)
	Rear suspension, travel	Swing arm 112 mm (4.4 in)
	Front tire size	3.50H19 (4PR)
	Rear tire size	4.25H18 (4PR)
	Cold tire pressures	Up to 90 kg (200 lbs) load
		Front 2.0 kg/cm ² (28 psi) Rear 2.25 kg/cm ² (32 psi)
		Up to vehicle capacity load
		Front 2.0 kg/cm ² (28 psi) Rear 2.8 kg/cm ² (40 psi)
	Front brake, lining swept area	Disc brake, 306 cm ² (47.43 sq in)
	Rear brake, lining swept area	Internal expanding shoes, 218 cm ² (33.79 sq in)
ENGINE	Fuel capacity	20.0 liters (5.3 US gal)
	Fuel reserve capacity	5.0 liters (1.3 US gal)
	Caster angle	62°30'
	Trail	121 mm (4.8 in)
	Front fork oil capacity	172.5–177.5 cc (5.8–6.0 ozs) 155 cc (5.2 ozs) at draining
	Type	Air cooled 4-stroke
	Cylinder arrangement	Vertical parallel four
	Bore and stroke	62.0 x 62.0 mm (2.44 x 2.44 in)
	Displacement	749 cc (45.7 cu in)
	Compression ratio	9.0 : 1
	Valve train	Chain driven D.O.H.C. 4 valve
	Maximum horsepower	72 BHP/9,000 rpm
	Maximum torque	6.4 kg-m (45.6 ft-lb) /7,500 rpm
	Oil capacity	4.5 liters (4.7 US qt)
CARBURETION	Lubrication system	Wet sump
	Air filtration	Paper
	Cylinder compression	12.0 ± 1.0 kg/cm ² (170 ± 14 psi)
	Intake valve	Opens 5° (BTDC) at 1 mm lift, 58° (BTDC) at 0 lift Closes 35° (ABDC) at 1 mm lift, 101° (ABDC) at 0 lift
	Exhaust valve	Opens 35° (BBDC) at 1 mm lift, 87° (BBDC) at 0 lift Closes 5° (ATDC) at 1 mm lift, 72° (ATDC) at 0 lift
	Valve clearance	IN: } 0.08 mm (0.003 in) +0.05 mm (+0.002 in) EX: } -0.02 mm (-0.001 in)
	Engine weight	88.5 kg (195 lb)
	Idle speed	1,000 ± 100 rpm
	Carburetor type	VB type, 30 mm (1.18 in) venturi bore
	Identification number	VB42A, VB42C
	Pilot screw	Refer to 4-17.
	Float level	15.5 mm (0.61 in)



ITEM																				
DRIVE TRAIN	Clutch	Wet, multi-plate																		
	Transmission	5-speed constant-mesh																		
	Primary reduction	2.382																		
	Gear ratio I	2.533																		
	Gear ratio II	1.789																		
	Gear ratio III	1.391																		
	Gear ratio IV	1.160																		
	Gear ratio V	0.964																		
	Final reduction	2.533 (15/38)																		
	Gear shift pattern	Left foot operated return system																		
Drive chain	RK630SO or DID630V, 90 links																			
ELECTRICAL	Ignition	Transistorized																		
	Ignition timing "F-I" mark	10° BTDC at 1,000 rpm idle																		
	Full advance	40° BTDC/6,000 rpm—36° BTDC/7,400 rpm																		
	Starting system	Starting motor only																		
	Generator	Three phase A.C. generator 0.26 kw/5,000 rpm																		
	Battery capacity	12V—14AH																		
	Spark plug																			
	(): Canada model																			
		<table><tr><th colspan="2">For cold climate below 5°C (41°F)</th><th colspan="2">Standard</th><th colspan="2">For extended high speed driving</th></tr><tr><th>ND</th><th>NGK</th><th>ND</th><th>NGK</th><th>ND</th><th>NGK</th></tr><tr><td>X22ES-U</td><td>D7EA</td><td>X24ES-U (X24ESR -U)</td><td>D8EA (D8ES -L)</td><td>X27ES-U</td><td>D9EA</td></tr></table>	For cold climate below 5°C (41°F)		Standard		For extended high speed driving		ND	NGK	ND	NGK	ND	NGK	X22ES-U	D7EA	X24ES-U (X24ESR -U)	D8EA (D8ES -L)	X27ES-U	D9EA
	For cold climate below 5°C (41°F)		Standard		For extended high speed driving															
ND	NGK	ND	NGK	ND	NGK															
X22ES-U	D7EA	X24ES-U (X24ESR -U)	D8EA (D8ES -L)	X27ES-U	D9EA															
	Spark plug gap	0.6—0.7 mm (0.024—0.028 in)																		
	Firing order	1—2—4—3																		
	Fuse	10A, 30A																		
LIGHTS	Headlight (high/low beam)	65/50W sealed beam																		
	Tail/stoplight	3/32 cp SAE NO. 1157																		
	Turn signal light (front/rear)	32/32 cp SAE NO. F. 1034, R. 1073																		
	Speedometer light	2 cp SAE NO. 57																		
	Tachometer light	2 cp SAE NO. 57																		
	Neutral indicator light	2 cp SAE NO. 57																		
	Turn signal indicator light	2 cp SAE NO. 57																		
	High beam indicator light	2 cp SAE NO. 57																		



TORQUE VALUES

• ENGINE

Item	Qty	Thread Dia mm	Torque kg-m (ft-lb)	Remarks
Cylinder head cover	8	6	0.8-1.2 (6-9)	Apply molybdenum disulfide grease to threads and under-side of nuts
Cam holder	24	6	1.2-1.6 (9-12)	
Cylinder head	12	10	3.6-4.0 (26-29)	
Cam sprocket	4	7	2.2-2.6 (16-19)	
Spark plug	4		1.2-1.6 (9-12)	Apply molybdenum disulfide grease to threads and under-side of nuts
Crankcase		8	2.1-2.5 (15-18)	
A.C. generator	1	12	8.0-10.0 (58-72)	
Primary shaft	1	12	8.0-10.0 (58-72)	
Mainshaft	1	16	3.8-4.2 (28-30)	Apply liquid sealant
Drive sprocket	1	10	5.0-5.4 (36-39)	
Connecting rod nut	12		3.0-3.4 (22-25)	
Oil filter center bolt	1		2.8-3.2 (20-23)	
Oil pressure switch	1		1.5-2.0 (11-14)	
Neutral switch	1		1.6-2.0 (11-14)	
Oil drain plug	1	14	3.5-4.0 (25-29)	
Oil pipe	2	10	3.1-3.5 (22-25)	
Spark advancer	1	8	3.3-3.7 (24-27)	
Starting clutch	3	8	2.6-3.0 (19-22)	
Oil filter bolt boss	1		3.5-4.5 (25-33)	

• CHASSIS

Item	Qty	Thread Dia mm	Torque kg-m (ft-lb)	Remarks
Steering stem nut	1	24	8.0-12.0 (58-87)	UBS
Steering handlebar	4	8	1.8-2.5 (13-18)	
Front fork top bridge	2	7	0.9-1.3 (7-9)	
Front fork cap bolt	2		2.0-3.0 (15-22)	
Front fork bottom bridge	2	10	3.0-4.0 (22-29)	
Front axle holder	4	8	1.8-2.5 (13-18)	
Front axle nut	1	12	5.5-6.5 (40-47)	
Front brake disc	5	8	2.7-3.3 (20-24)	
Brake hose bolt	5	10	2.5-3.5 (18-25)	
Front brake caliper carrier	2	10	3.0-4.0 (22-29)	
Front brake caliper A	2	10	3.0-4.0 (22-29)	UBS
Rear axle	1	18	8.0-10.0 (58-72)	
Final driven sprocket	4	12	8.0-10.0 (58-72)	
Swing arm pivot bolt	1	14	5.5-7.0 (40-51)	
Rear brake torque link	1	8	1.8-2.5 (13-18)	
Rear shock absorber				
Upper	1	10	2.0-3.0 (14-22)	
Lower	1	10	3.0-4.0 (22-29)	
Engine hanger bolt	4	10	3.0-4.0 (22-29)	
	1	12	5.5-6.5 (40-48)	See page 13-27
Steering adjustment nut	1	26	→	
Foot peg	1	12	5.5-6.5 (40-47)	
Gearshift pedal	1	6	0.8-1.2 (6-9)	

Fasteners not listed should be tightened to standard torques listed below.

STANDARD TORQUE VALUES

Type	Torque kg-m (ft-lb)	Type	Torque kg-m (ft-lb)
5 mm bolt, nut	0.45-0.6 (3.5-4.5)	5 mm screw	0.35-0.5 (2.5-3.6)
6 mm bolt, nut	0.8-1.2 (6-9)	6 mm screw	0.7-1.1 (5-8)
8 mm bolt, nut	1.8-2.5 (13-18)	6 mm flange bolt, nut	1.0-1.4 (7-10)
10 mm bolt, nut	3.0-4.0 (22-29)	8 mm flange bolt, nut	2.4-3.0 (17-22)
12 mm bolt, nut	5.0-6.0 (36-43)	10 mm flange bolt, nut	3.0-4.0 (22-29)



SPECIAL TOOLS/COMMON TOOLS

- SPECIAL TOOLS (New)
CB750K SPECIAL TOOLS SET (Includes special tool case)

Tool Name	Part No.	Q'ty	Ref. page
Primary gear holder	07924-4220000	1	8-6
Rotor puller	07933-4250000	1	16-6
Steering stem driver	07953-4250000	1	13-26

- SPECIAL TOOLS (Other models)

Tool Name	Part No.	Q'ty	Ref. page
Vacuum gauge set	07404-0020000 (H/C No. 20176)	1	3-13
Oil pressure gauge	07506-3000000	1	2-3
Oil pressure gauge attachment	07510-4220100	1	2-3
Carburetor throttle wrench	07908-4220100	1	3-14, 4-8
Carburetor pilot screw wrench	07908-4220200	1	4-7
Snap ring pliers	07914-3230001	1	15-6
Steering stem socket	07916-3710100	1	13-27
6 mm hollow set wrench	07917-3230000	1	13-20, 13-23
Bearing race remover	07946-3710500	1	13-26
Steering stem driver	07946-3710600	1	13-26
Bearing driver attachment	07946-3710700	1	13-27
Bearing driver	07947-6340000	1	13-27
Piston base	07958-2500001	2	7-8
Valve lifter holder	07964-4220001	1	3-8
Valve guide reamer (5.5 mm)	07984-2000000	1	6-15
Piston ring compressor	07954-3000000	2	7-8
Valve lifter bore	07999-4220000	1	6-11, 6-17
Bearing driver	07947-6340000	1	13-27


• COMMON TOOL

Tool	Part No.	Q'ty	Alternate Tool Part No.	Ref. Page
Float level gauge	07401-0010000	1		4-8
Retainer wrench (A)	07710-0010100	1	Bearing retainer wrench 07910-2830000	14-4, 14-8
Retainer wrench (B)	07710-0010200	1	Bearing retainer wrench 07920-3230101	13-15, 13-17
Retainer wrench (C)	07710-0010300	1	Bearing retainer wrench 07910-3230201	14-4, 14-8
Retainer wrench body	07710-0010400			13-15, 13-17
				14-4, 14-8
Lock nut wrench socket (20 x 24 mm)	07716-0020100	1	Lock nut wrench 07916-6390001	8-4, 8-9
Lock nut wrench socket (30 x 32 mm)	07716-0020400	1		13-25, 13-28
Extension bar	07716-0020500	1		8-4, 8-9
				13-25, 13-28
Universal holder	07725-0010101	1		8-3
Valve guide remover (5.5 mm)	07742-0010100	1	Valve guide driver 07942-3290100	6-15
Valve guide driver (B)	07742-0020200	1	Valve guide driver 07942-3290200	6-15
Bearing driver outer (42 x 47)	07746-0010300	1	Bearing driver 07945-3330100	13-17
Bearing driver outer (52 x 55)	07746-0010400	1	Bearing driver 07946-3290000	14-8
Bearing driver outer (62 x 68)	07746-0010500	1	Bearing driver 07946-3600000	14-8
Bearing driver handle (C)	07746-0030100	1		11-8, 12-12
Bearing driver inner (25 mm)	07746-0030200	1		11-8
Bearing driver pilot (15 mm)	07746-0040300	1		13-17
Bearing driver pilot (20 mm)	07746-0040500	1		14-8
Bearing driver pilot (25 mm)	07746-0040600	1		14-8
Bearing driver handle (B)	07746-0020100	1		11-8, 12-12
Bearing driver handle (20 mm)	07746-0020400	1		12-12
Front fork oil seal driver body	07747-0010100	1		13-22
Front fork oil seal attachment (E)	07747-0010600	1	Fork seal driver 07947-3290000	13-22
Bearing driver handle (A)	07749-0010000	1	Driver handle attachment 07949-6110000	13-17, 14-8
Valve spring compressor	07757-0010000	1	Valve spring compressor 07957-3290001	6-11, 6-17
Shock absorber compressor	07959-3290001	1		14-10, 14-11

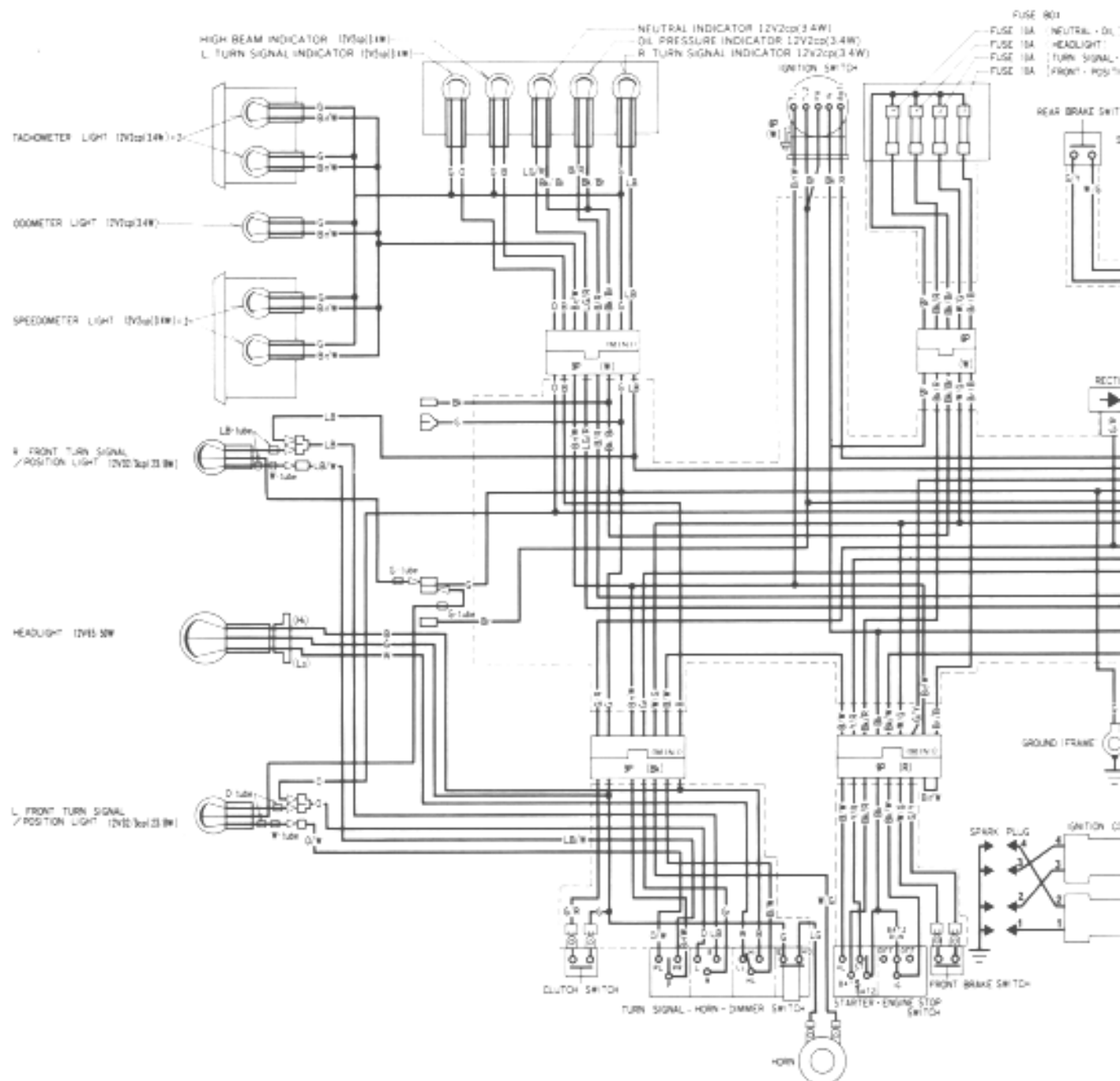


HONDA
CB750K

GENERAL INFORMATION

WIRING DIAGRAMS

CB750K



SWITCH CONTINUITY

IGNITION SWITCH

	BAT	IG	TL	TL2	P
OFF					
ON					
P					

STARTER SWITCH

	BAT1	HL	BAT1	ST
FREE				
PUSH				

ENGINE STOP SWITCH

	BAT2	IG
OFF		
RUN		
OFF		

TURN SIGNAL SWITCH

	N	R	L	P	RR	RL
R						
N						
L						

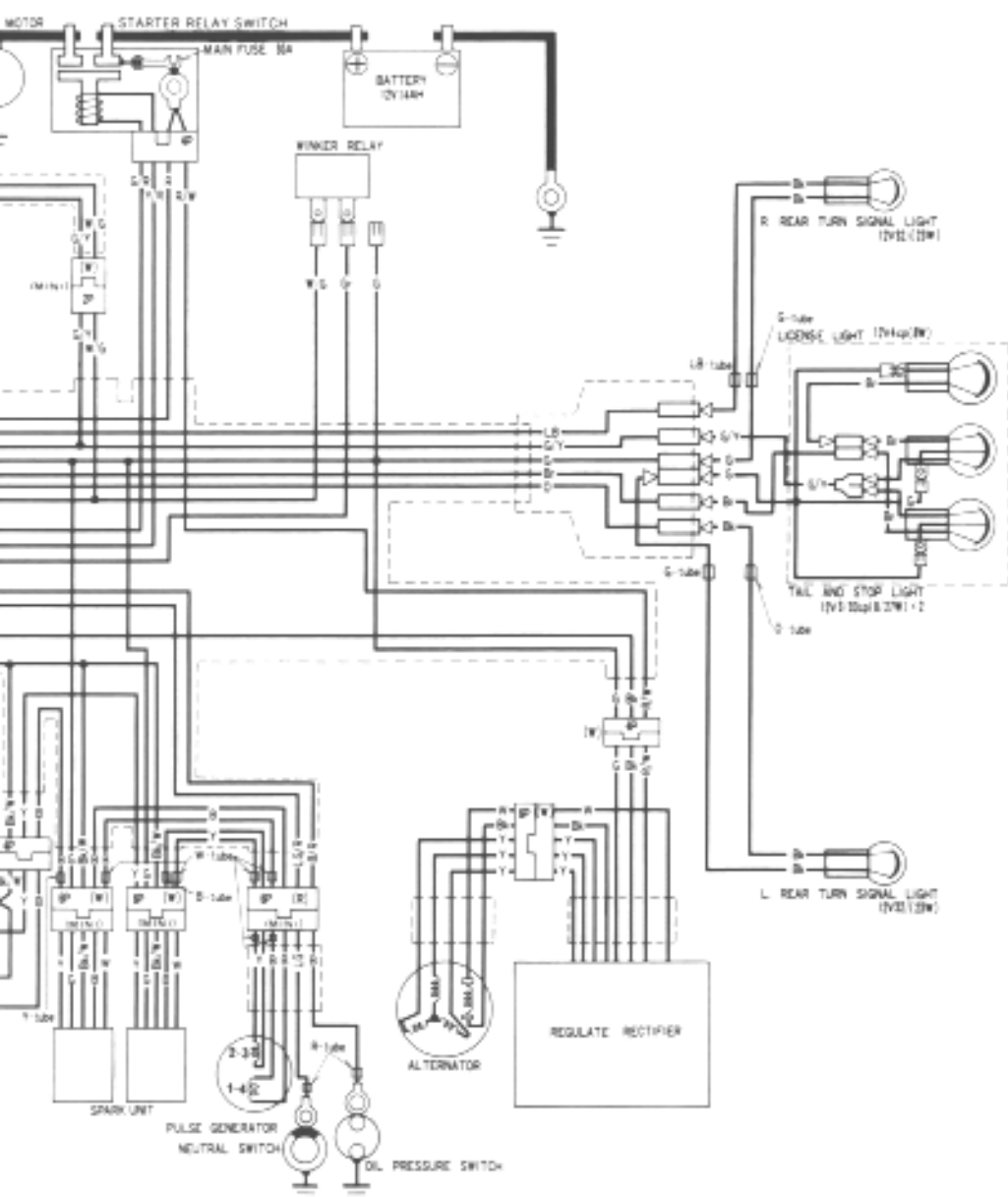
DIMMER SWITCH

	HL	LL	H
L			
N			
H			

HORN SWITCH

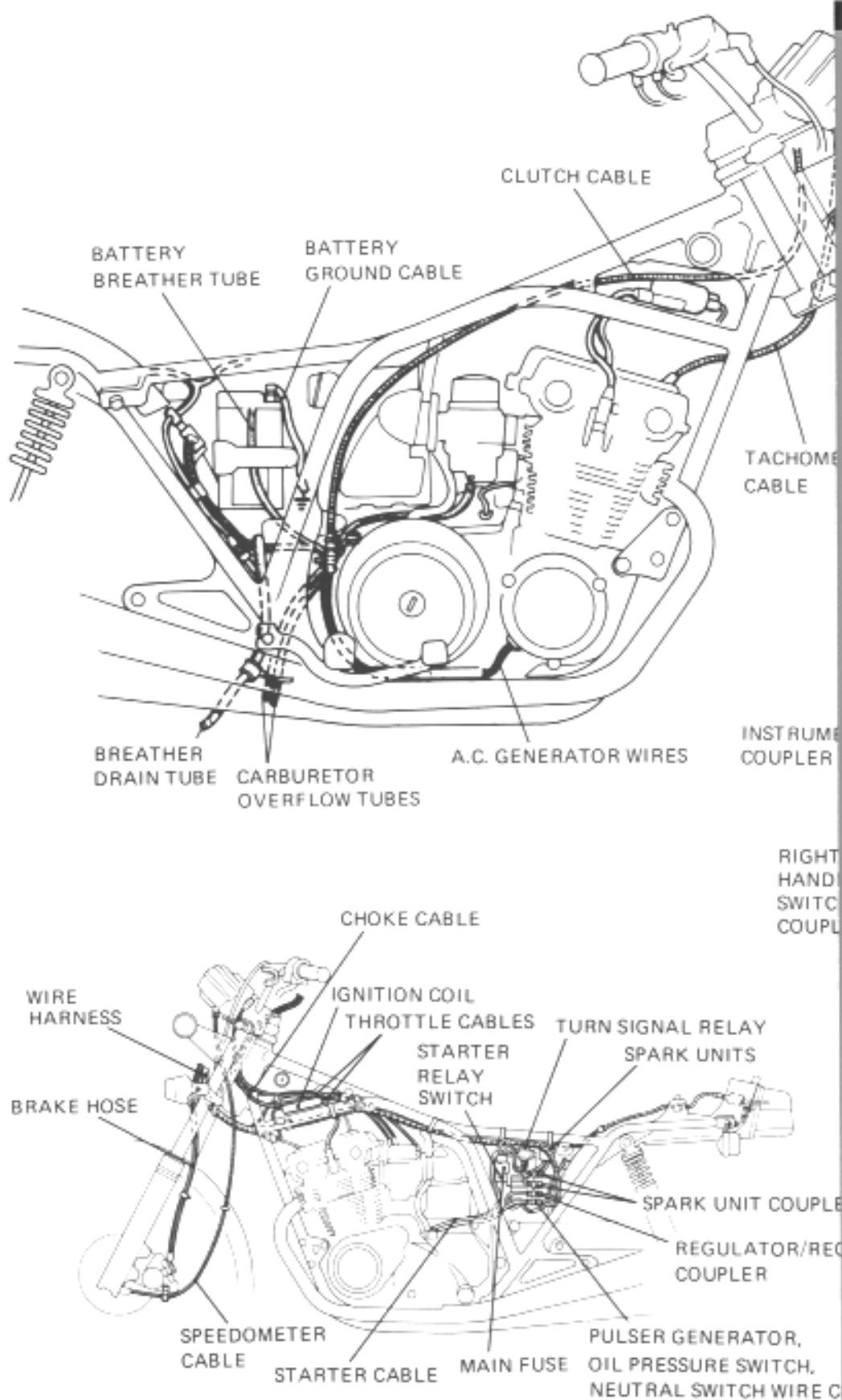
	HO	E
FREE		
PUSH		

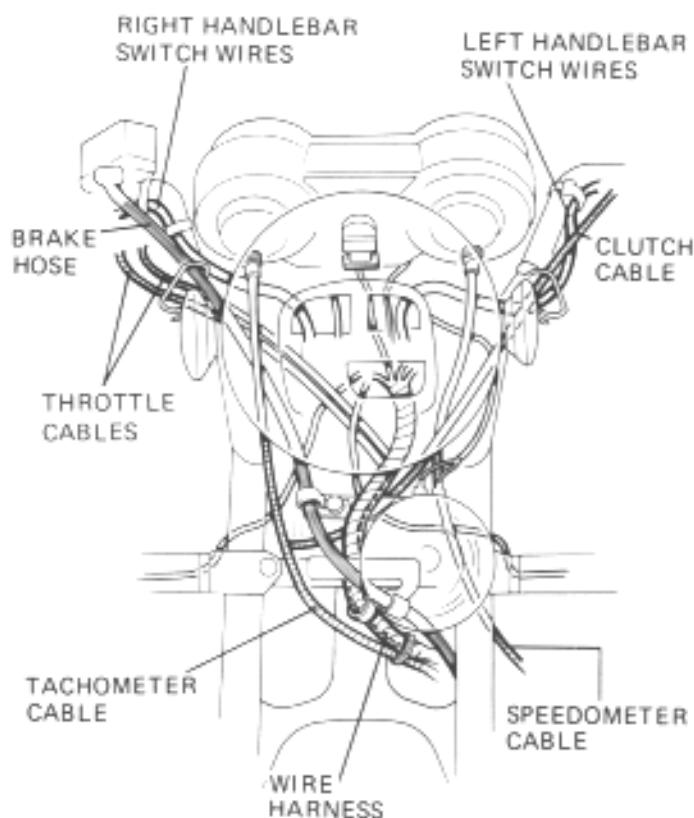
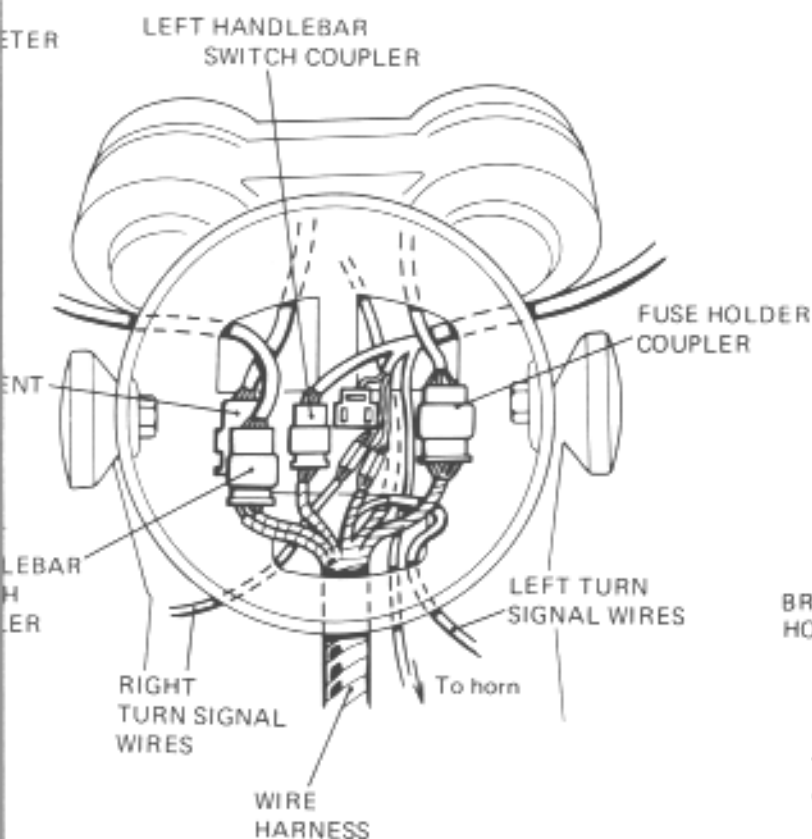
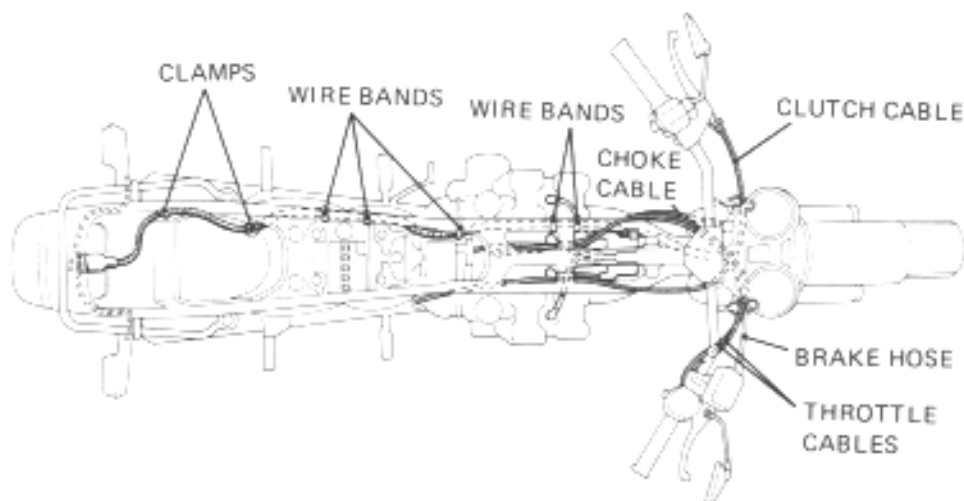
HEAR STOP, HORN
ER - TAIL



B	Brown	Y	Yellow
Bl	Black	B	Blue
W	White	Gr	Grey
LG	Light Green	LB	Light Blue
R	Red	O	Orange
G	Green	P	www

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MAINTENANCE SCHEDULE

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

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

C: CLEAN

R: REPLACE

A: ADJUST

L: LUBRICATE

FREQUENCY		WHICHEVER COMES FIRST ↓	ODOMETER READING (NOTE 3)						
			600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	Refer to
EMISSION RELATED ITEMS	ENGINE OIL	YEAR	R	R	R	R	R	R	Page 2- 2
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	Page 2- 2
	CRANKCASE BREATHER	NOTE 1		C	C	C	C	C	Page 3- 2
	AIR CLEANER	NOTE 2		C	R	C	R	C	Page 3- 2
	* FUEL LINES			I	I	I	I	I	Page 3- 3
	SPARK PLUGS			I	R	I	R	I	Page 3- 4
	* VALVE CLEARANCE		I	I	I	I	I	I	Page 3- 7
	* CAM CHAIN TENSION		A	A	A	A	A	A	Page 3-11
	* THROTTLE OPERATION		I	I	I	I	I	I	Page 3-12
	* CARBURETOR CHOKE			I	I	I	I	I	Page 3-12
	* CARBURETOR SYNCHRONIZE		I	I	I	I	I	I	Page 3-13
	* CARBURETOR IDLE SPEED		I	I	I	I	I	I	Page 3-15
NON-EMISSION RELATED ITEMS	DRIVE CHAIN		I, L EVERY 300 mi (500 km)						Page 3-16
	BATTERY	MONTH	I	I	I	I	I	I	Page 3-17
	BRAKE FLUID (FRONT)	MONTH I 2 YEARS R	I	I	I	*R	I	I	Page 3-17
	BRAKE PAD/SHOE WEAR			I	I	I	I	I	Page 3-18
	BRAKE SYSTEM		I	I	I	I	I	I	Page 3-18
	* BRAKE LIGHT SWITCH		I	I	I	I	I	I	Page 3-19
	* HEADLIGHT AIM		I	I	I	I	I	I	Page 3-19
	CLUTCH FREE PLAY		I	I	I	I	I	I	Page 3-20
	SIDE STAND			I	I	I	I	I	Page 3-21
	* SUSPENSION		I	I	I	I	I	I	Page 3-22
	* NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	Page 3-23
	** WHEELS/SPOKES		I	I	I	I	I	I	Page 3-22
	** STEERING HEAD BEARING		I		I		I		Page 3-23

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

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

NOTES: (1) SERVICE MORE FREQUENTLY WHEN RIDING IN RAIN OR AT FULL THROTTLE. (U.S.A. ONLY)

(2) SERVICE MORE FREQUENTLY WHEN RIDING IN DUSTY AREAS.

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



EMISSION CONTROL SYSTEM

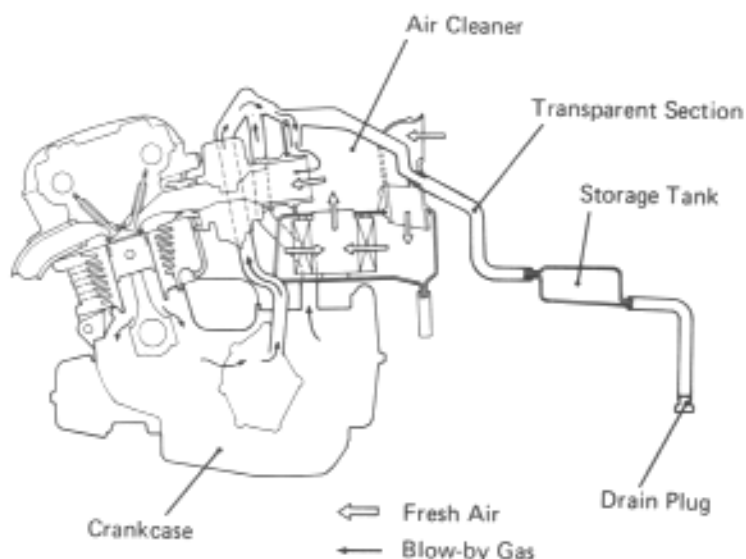
The CB750K is equipped with two Emission Control Systems.

EXHAUST EMISSION CONTROL SYSTEM

The exhaust emission control system is composed of a factory pre-set carburetor. No adjustment should be made except to the idle speed with the throttle stop screw.

CRANKCASE EMISSION CONTROL SYSTEM

The engine is equipped with a "Closed System" to prevent crankcase emissions entering the atmosphere. Blow-by gas is returned to the combustion chamber through air cleaner and carburetor. Liquids are collected in the strage tank.



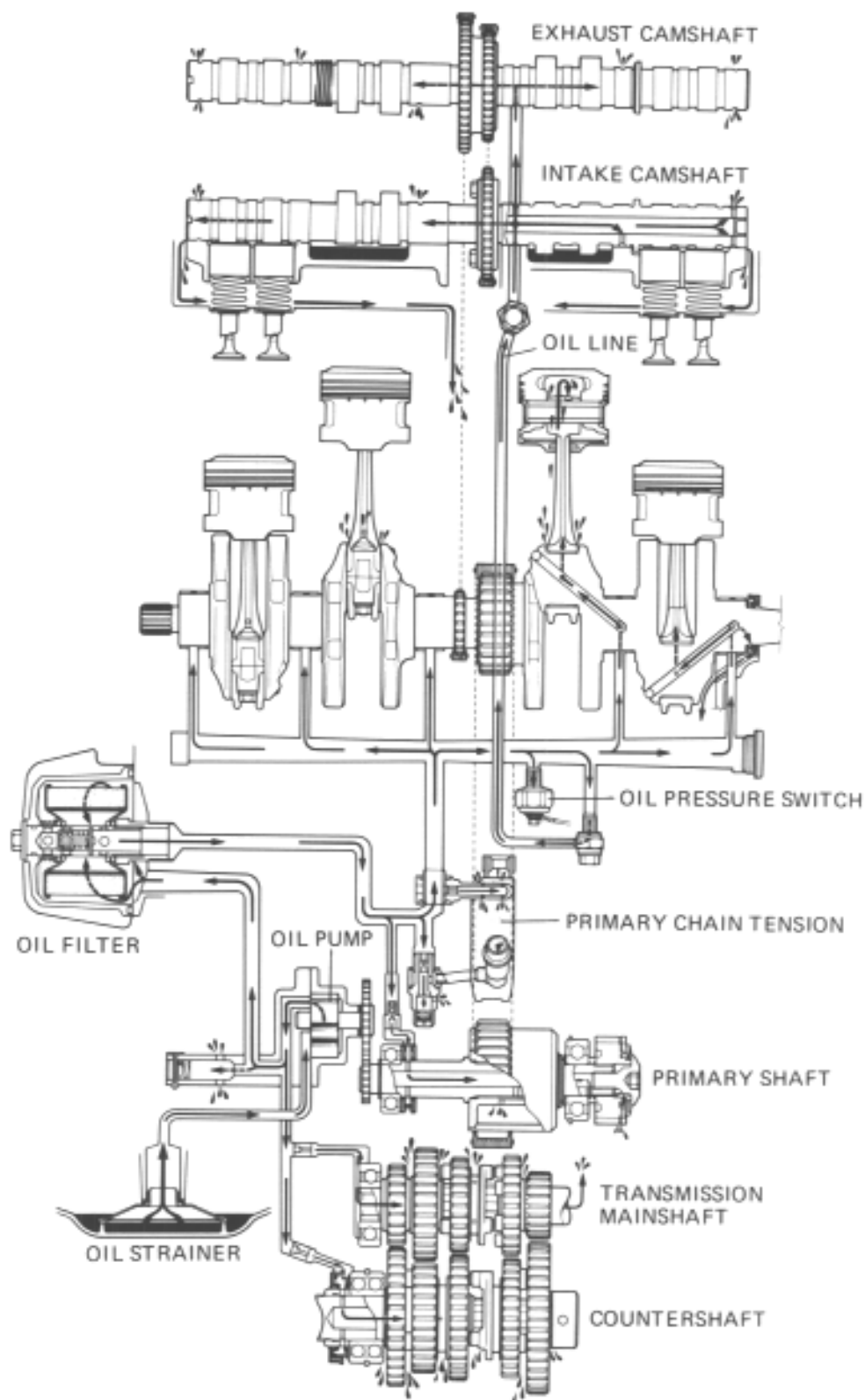
EMISSION CONTROL INFORMATION LABEL

An Emission Control Information Label is located on the frame as shown. It contains basic tune-up specifications.





MEMO


ENGINE LUBRICATION SYSTEM




SERVICE INFORMATION	2-1	OIL PRESSURE	2-3
TROUBLESHOOTING	2-1	OIL PUMP	2-4
<u>ENGINE LUBRICATION</u>		<u>CHASSIS LUBRICATION</u>	
ENGINE OIL LEVEL	2-2	LUBRICATION POINTS	2-8
ENGINE OIL & FILTER CHANGE	2-2	DRIVE CHAIN	2-8
OIL STRAINER CLEANING	2-3		

SERVICE INFORMATION

GENERAL INSTRUCTIONS

Oil pressure relief valve: See Section 12

SPECIFICATIONS

Oil capacity	Approximately 3.5 liter (3.7 US qt) at change 4.5 liter (4.7 US qt) at engine assembly	
Recommended oil	HONDA 4-stroke oil or equivalent General, all temperature Alternate Above 15°C (60°F) -10° to 15°C (15° to 60°F) Above -10°C (15°F) Below 0°C (32°F)	API service classification-SE SAE 10W-40 SAE 30 SAE 20 or 20W SAE 20W-50 SAE 10W
Oil pump delivery	41 liter/min./7,000 rpm (43.4 US qt/min./7,000 rpm)	
Oil pressure (at oil pressure switch)	5.0 kg/cm ² (71 psi)/7,000 rpm	80°C (176°F)

SPECIAL TOOLS

Special Tools

Oil Pressure Gauge	07506-3000000
Oil Pressure Gauge Attachment	07510-4220100

TORQUE VALUES

Oil drain plug	3.5-4.0 kg-m (25-29 ft-lb)	Oil pan bolt	1.0-1.4 kg-m (7-10 ft-lb)
Oil filter bolt	2.8-3.2 kg-m (20-23 ft-lb)	Pressure switch	1.5-2.0 kg-m (11-14 ft-lb)

TROUBLESHOOTING

Oil level too low

1. External oil leaks
2. Worn piston rings
3. Worn valve guide or seal

Oil contamination

1. Oil or filter not changed often enough
2. Head gasket faulty
3. Worn piston rings

Low oil pressure

1. Oil level low
2. Pressure relief valve stuck open
3. Plugged oil pick-up screen
4. Oil pump worn
5. External oil leaks

High oil pressure

1. Pressure relief valve stuck closed
2. Plugged oil filter, gallery, or metering orifice
3. Incorrect oil being used

No oil pressure

1. Oil level low
2. Oil pump drive gear broken
3. Oil pump faulty
4. Internal oil leakage



ENGINE LUBRICATION

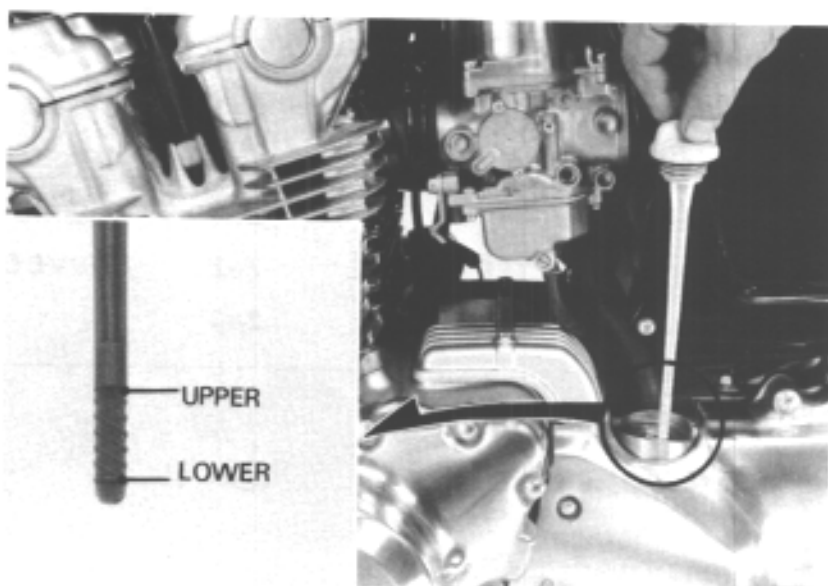
ENGINE OIL LEVEL

Run the engine and allow to idle for a few minutes.

Stop the engine and support the motorcycle on the center stand. Check the oil level with the filler cap dipstick after a few minutes. Do not screw in the cap when making this check. If the level is below the lower level mark on the dipstick, fill to the upper level mark.

Check the oil pressure warning light. This light should go off when the engine starts.

If it does not, check the oil pump function and/or oil circuit.



ENGINE OIL & FILTER CHANGE

Warm the engine to normal operating temperature.

Stop the engine.

Place the motorcycle on its center stand.

Remove the oil filler cap, drain plug and oil filter bolt and drain the oil.

Make sure that the sealing washer on the drain plug and the O-rings on the oil filter bolt and oil filter cover are in good condition.

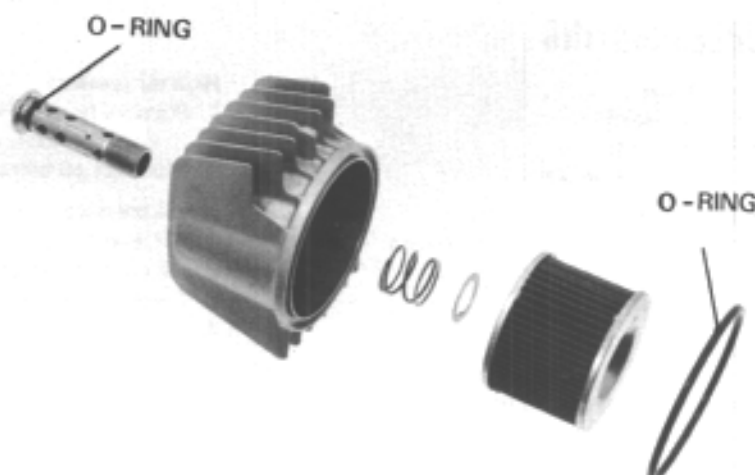
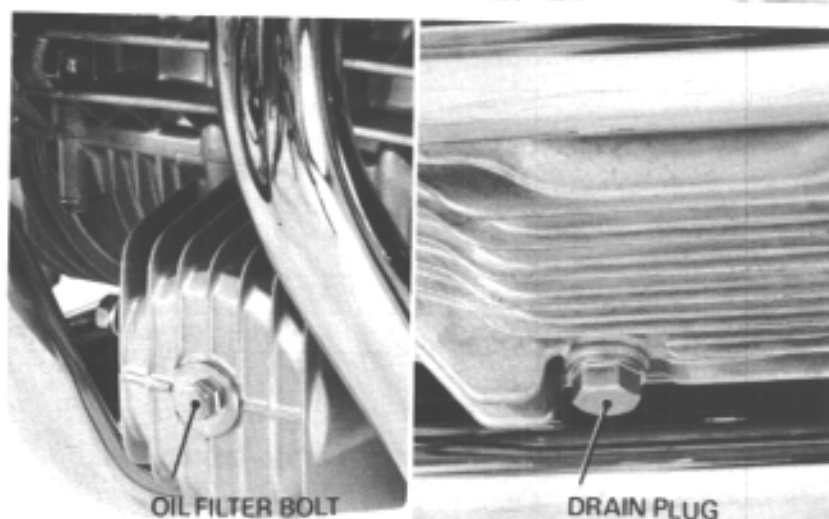
After completely draining, replace the oil filter and install the oil filter bolt and drain plug.

Fill the crankcase with 3.5 lit (3.7 US qt) of the recommended oil.

Reinstall the oil filler cap.

Start the engine and let it idle for 2-3 minutes. Stop the engine.

Add the recommended oil to the upper level. Make sure that there are no oil leaks.



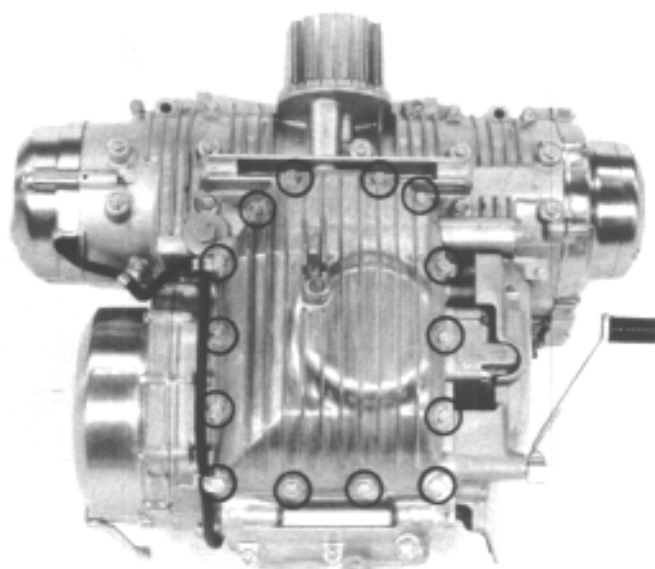


OIL STRAINER CLEANING

The oil strainer can be removed with the engine mounted in the frame.

Remove the oil filler cap, drain plug and oil filter bolt.

Remove the oil pan bolts and oil pan.

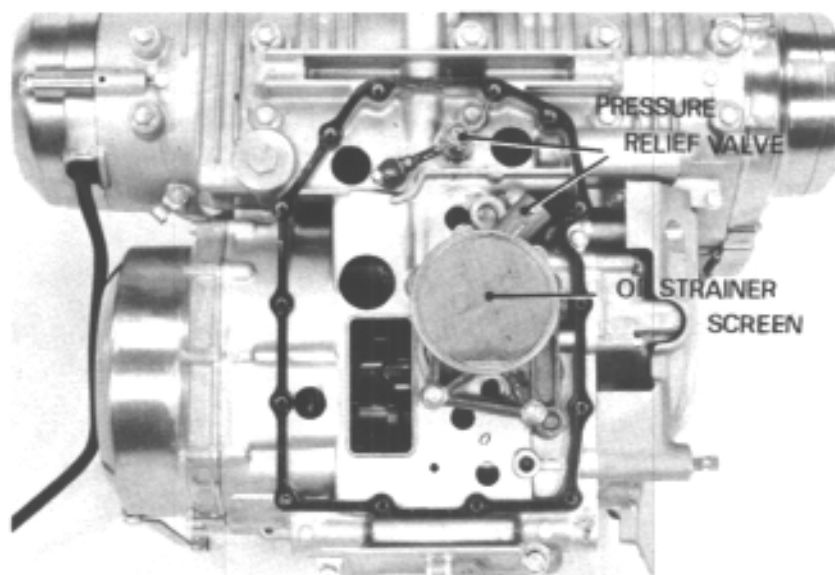


Remove and clean the oil strainer.

Install the oil strainer and oil pan.

Fill the crankcase with recommended oil (Page 2-2).

Check the operation of the pressure relief valves.



OIL PRESSURE

Warm the engine up to normal operating temperature (approximately 80°C=176°F) stop the engine.

Remove the oil pressure switch.

Connect an oil pressure gauge to the pressure switch hole.

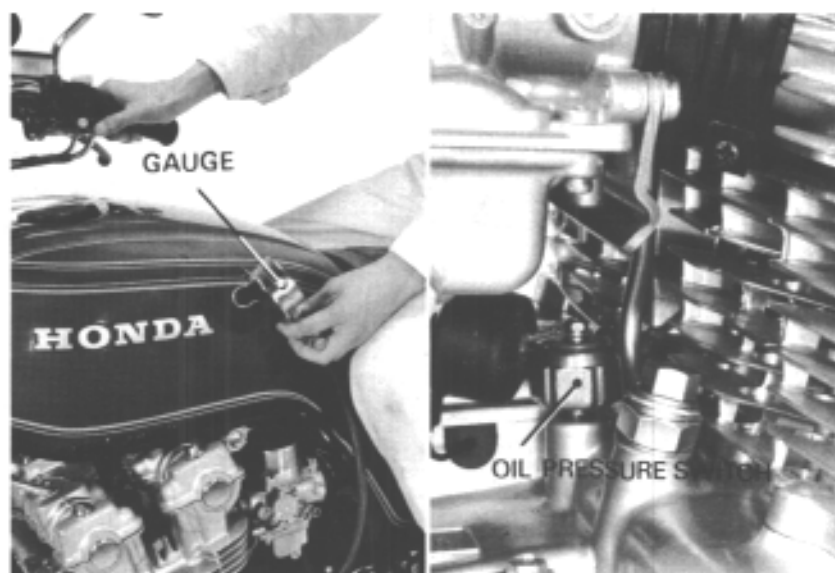
Check the oil level.

Check the oil pressure at 7,000 rpm.

STANDARD: 5.0 kg/cm² (71 psi) at 7,000 rpm 80°C (176°F)

Apply a liquid sealant to the pressure switch threads and install.

Check that the oil pressure warning light goes out. If the oil pressure warning light stays on, stop the engine immediately and determine the cause.





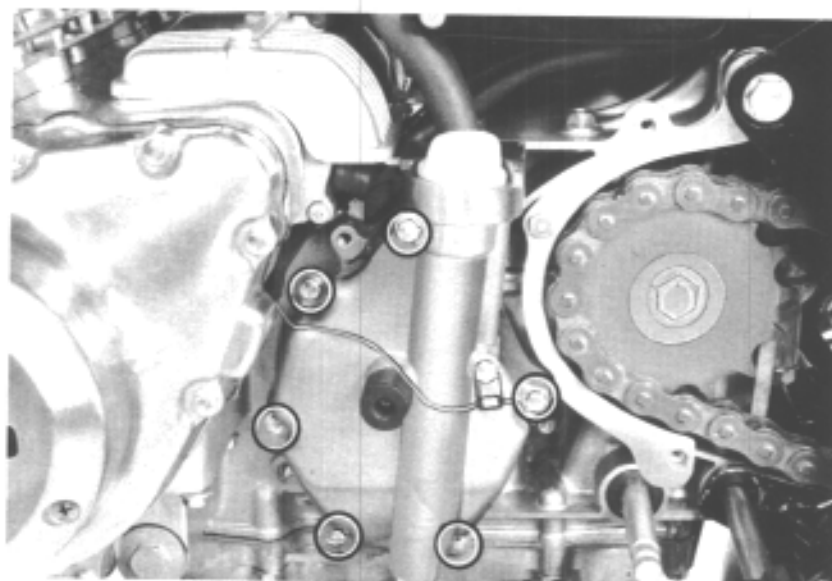
OIL PUMP

OIL PUMP REMOVAL

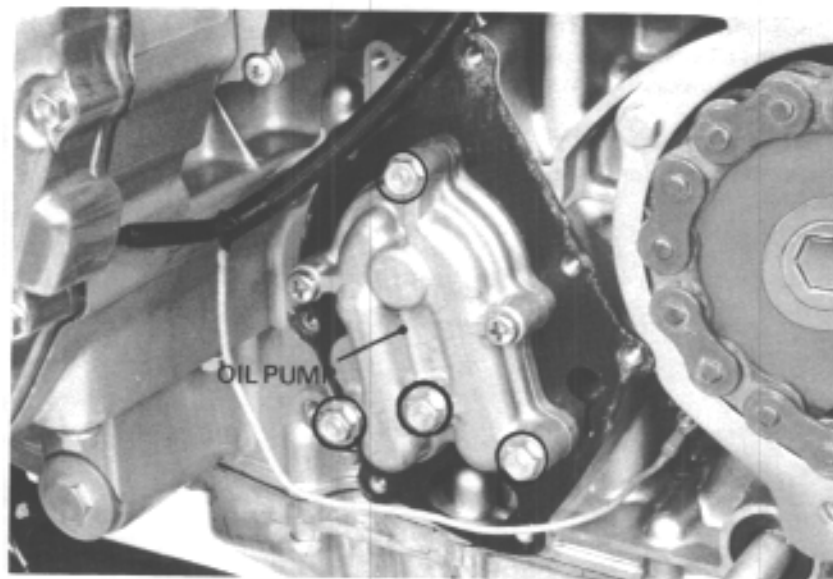
NOTE

The oil pump can be removed with the engine mounted in the frame.

Remove the foot pegs and gearshift pedal.
Remove the left crankcase rear cover.
Remove the oil pump cover.

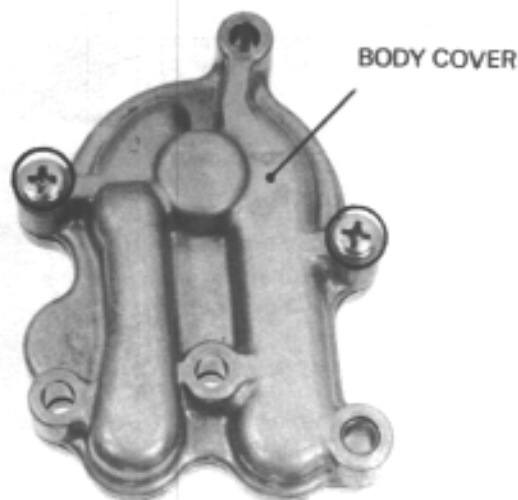


Remove the oil pump.



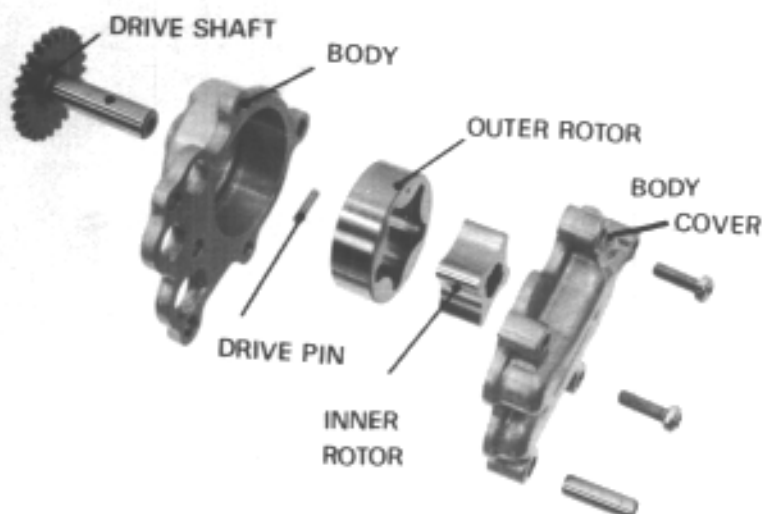
OIL PUMP DISASSEMBLY

Remove the oil pump body cover.





Remove the inner and outer rotors.
Remove the drive pin and drive shaft.



OIL PUMP INSPECTION

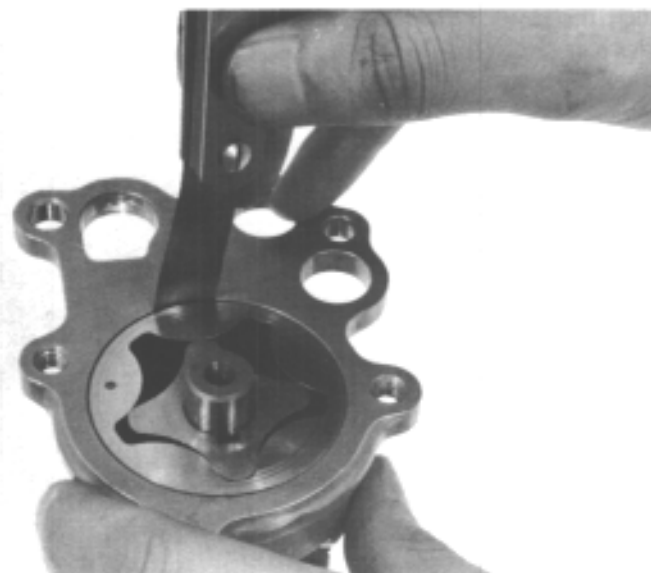
Measure the rotor tip clearance.

SERVICE LIMIT: 0.15 mm (0.006 in)



Measure the pump body clearance.

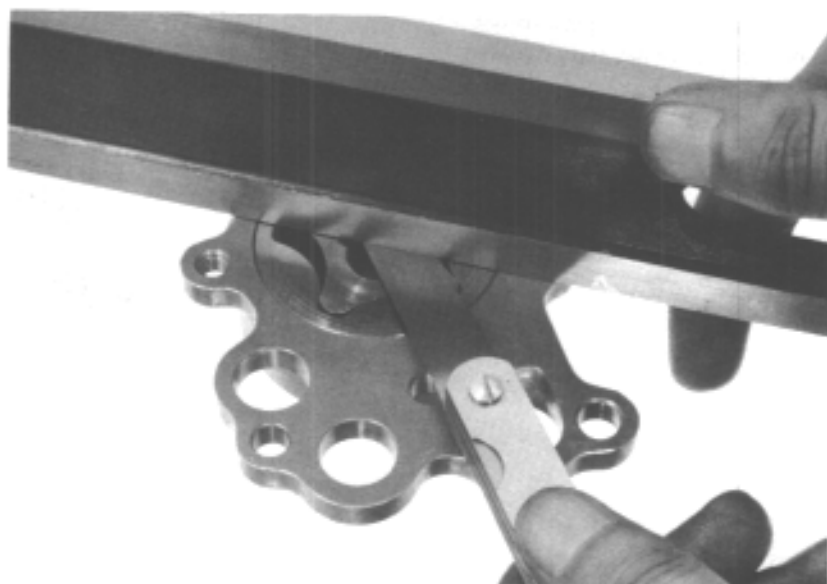
SERVICE LIMIT: 0.35 mm (0.014 in)





Measure the pump end clearance.

SERVICE LIMIT: 0.1 mm (0.004 in)

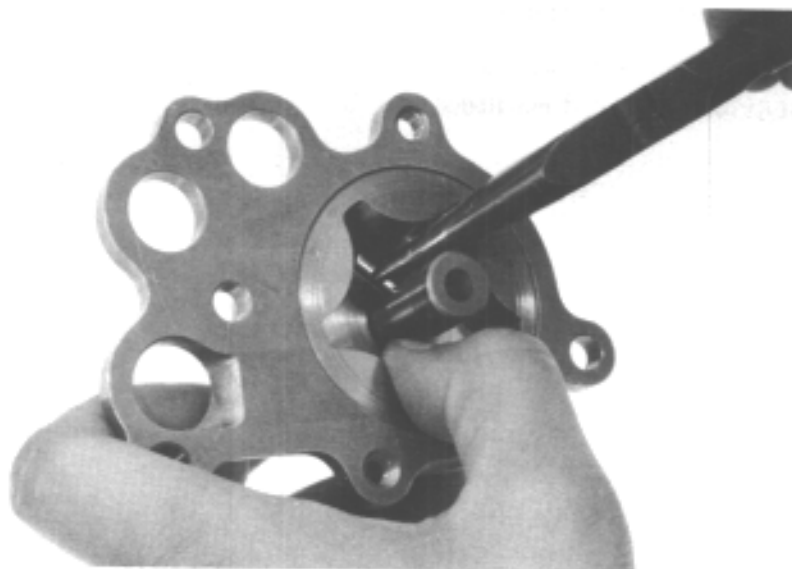


OIL PUMP ASSEMBLY

Install the outer rotor into the body.

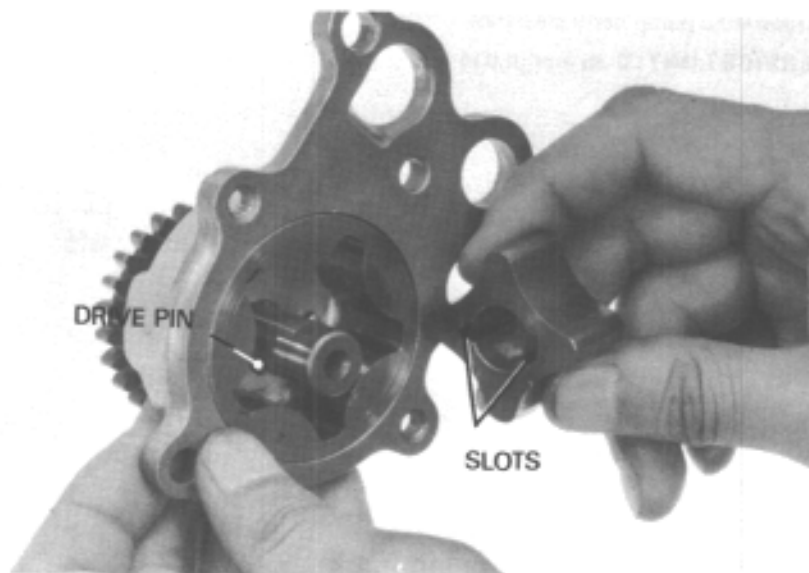
Insert the drive shaft.

Insert the drive pin into the drive shaft.



Align the slots in the inner rotor with the drive pin.

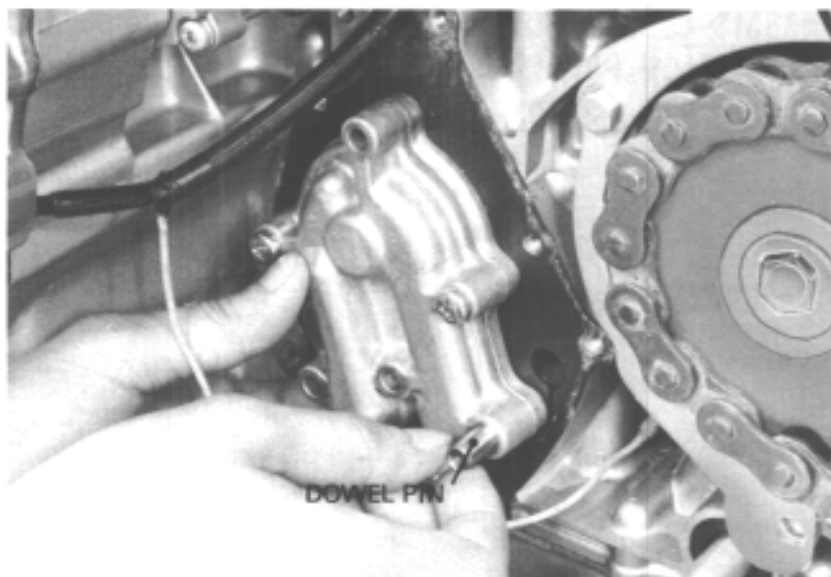
Install the body cover.



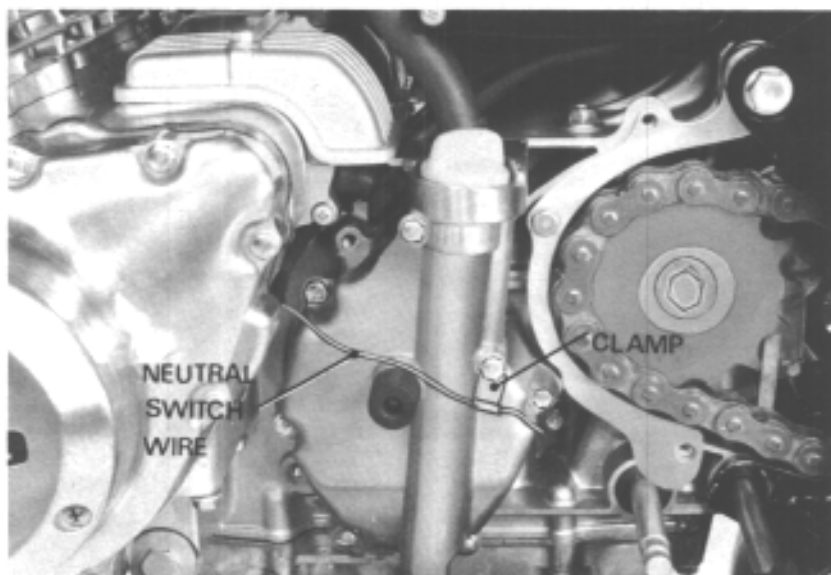


OIL PUMP INSTALLATION

Install a new gasket.
Engage the oil pump drive and driven gears.
Install the dowel pin.



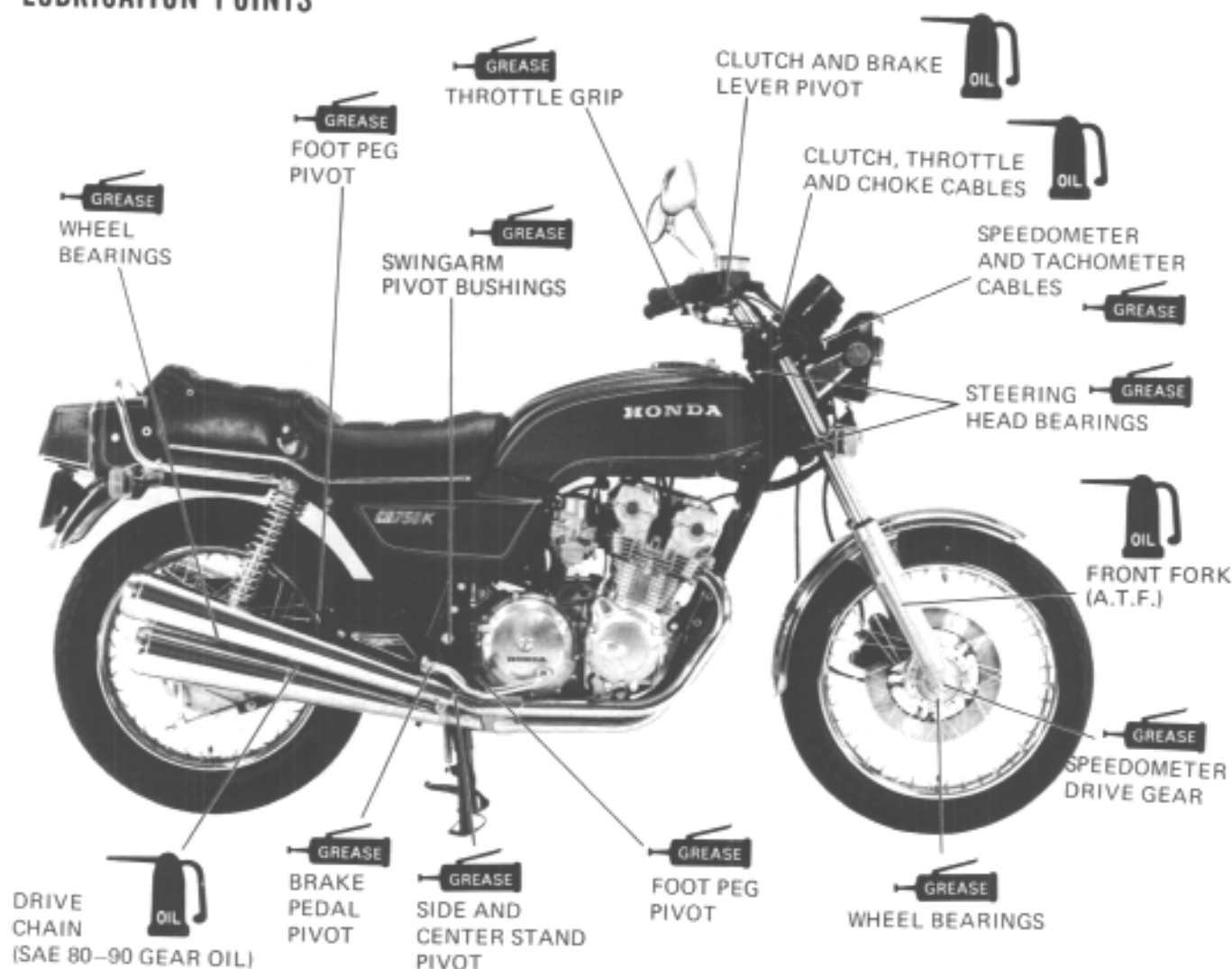
Install the oil pump cover.
Route the neutral switch wire as shown.
Install the left rear crankcase cover, gearshift pedal and foot pegs.





CHASSIS LUBRICATION

LUBRICATION POINTS



DRIVE CHAIN

Clean the drive chain with kerosene and wipe dry.

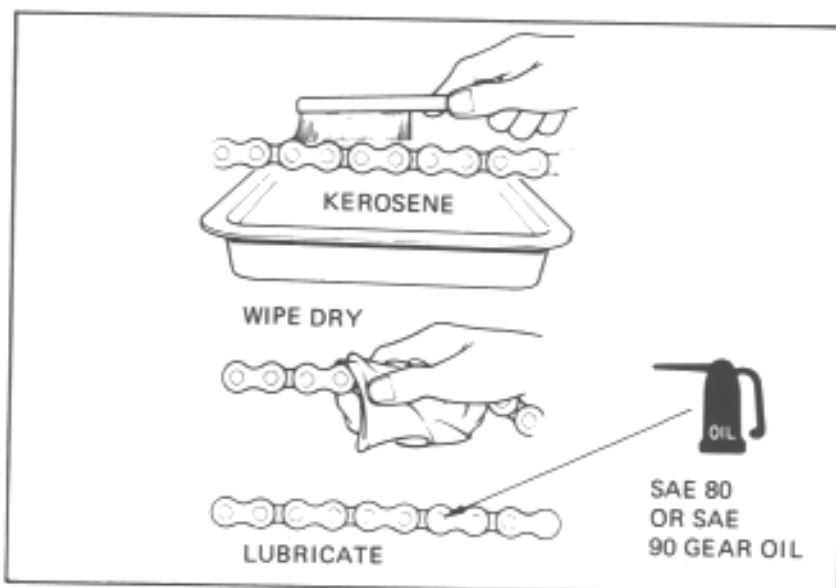
CAUTION

Do not use a steam cleaner, high pressure washers or solvents as these will damage the O-rings.

Lubricate the drive chain with SAE 80 or 90 gear oil.

CAUTION

Do not use commercial aerosol chain lubricants. They contain solvents which could damage the O-rings.





«ENGINE»

SERVICE INFORMATION	3-1
CRANKCASE BREATHER	3-2
AIR CLEANER	3-2
FUEL LINES	3-3
SPARK PLUGS	3-4
IGNITION TIMING	3-5
SPARK ADVANCER	3-6
VALVE CLEARANCE	3-7
CAM CHAIN	3-11
THROTTLE OPERATION	3-12
CHOKE MECHANISM	3-12
CARBURETOR SYNCHRONIZATION	3-13
IDLE SPEED	3-15
COMPRESSION TEST	3-15

«CHASSIS»

DRIVE CHAIN	3-16
BATTERY	3-17
BRAKE FLUID	3-17
BRAKE PADS/SHOES WEAR	3-18
BRAKE SYSTEM	3-18
BRAKELIGHT SWITCH	3-19
HEADLIGHT AIM	3-19
CLUTCH FREE PLAY	3-20
SIDE STAND	3-21
SUSPENSION	3-22
WHEELS/SPOKES	3-22
STEERING HEAD BEARING	3-23
NUTS, BOLTS, FASTNERS	3-23

SERVICE INFORMATION

GENERAL INSTRUCTIONS

Engine oil level check	See page 2-2
Engine oil change	See page 2-2
Engine oil filter change	See page 2-2

SPECIFICATION

<ENGINE>

Spark plug gap	0.6-0.7 mm (0.024-0.028 in)
Spark plug type	
U.S.A. model only	

Usage Manu- facturer	For cold climate (below 5°C, 41°F)	Standard	Foreextended high speed driving
ND	X22ES-U	X24ES-U	X27ES-U
NGK	D7EA	D8EA	D9EA

CANADA model only

Manufacturer	
ND: X24ESR-U	ND: Nippondenso Co., Ltd.
NGK: DR8ES-L	NGK: NGK Spark Plug Co., Ltd.

Ignition timing	Initial 10° (BTDC)
Valve clearance:	0.08 +0.05 mm (0.003 +0.002 in)
IN. and EX.	-0.02 -0.001
Idle speed	1,000 ± 100 rpm
Synchronization	Difference of each
vacuum	cylinder 60 mmHg (2.4 in Hg) or less
Compression	12 ± 1 Kg/cm² (170 ± 14 psi)

SPECIAL TOOLS

Valve lifter holder	07964-4220001
Carb. throttle wrench	07908-4220100
Vacuum gauge	07404-0020000 or H/C 20176

<CHASSIS>

Drive chain free play	15-25 mm (5/8-1 in)
Clutch free play	10-20 mm (3/8-3/4 in)

Tire

Cold tire pressures Kg/cm² (psi)	Up to 90 kg (200 lb) load	Front 2.0 (28) Rear 2.25 (32)
	Up to vehicle capacity load	Front 2.0 (28) Rear 2.8 (40)
Vehicle capacity load limit	163 Kg (360 lbs)	
Tire size	Front	3.50H19-4PR
	Rear	4.25H18-4PR
Tire brand	Front	BRIDGESTONE MaG. MOPUS-S703 DUNLOP GOLD SEAL F11
	Rear	BRIDGESTONE MaG. MOPUS-S710 DUNLOP GOLD SEAL K127

TORQUES

Front axle holder nut	1.8- 2.5 kg-m (13-18 ft-lb)
Rear axle nut	8.0-10.0 kg-m (58-72 ft-lb)



CRANKCASE BREATHER

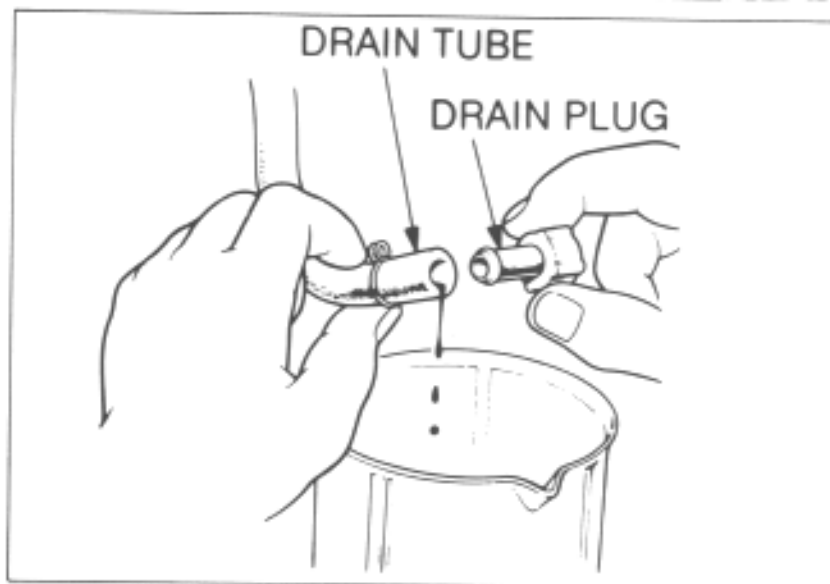
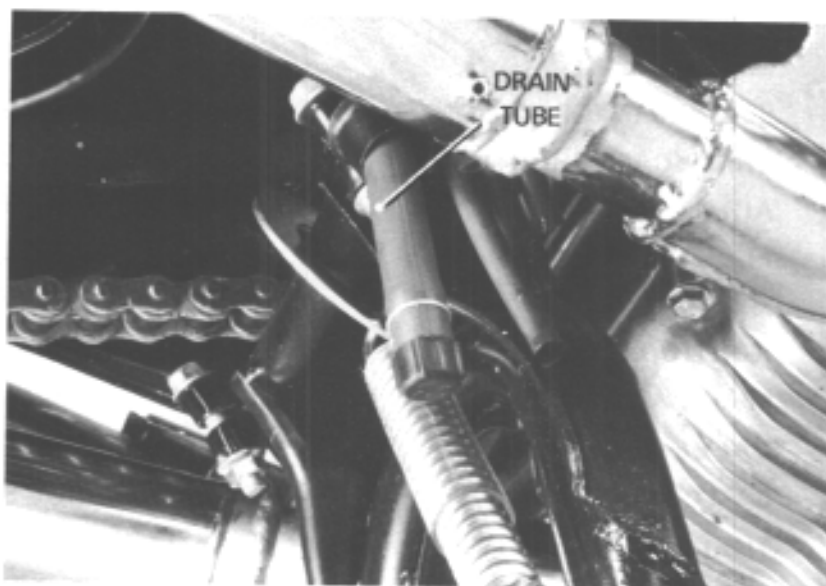
U.S.A. model only

Remove the drain plug from the tube and drain deposits.

Reinstall the drain plug.

NOTE

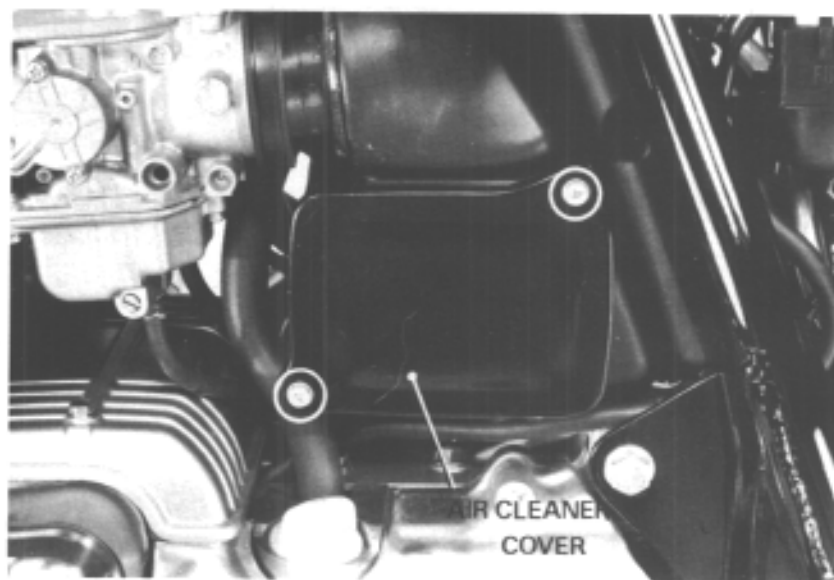
Service more frequently when driven in rainy conditions or at wide open throttle, or when the deposit level can be seen in the transparent section of the drain tube.



AIR CLEANER

Remove the left side cover.

Remove the two air cleaner cover screws and cover.





Pull out the air cleaner element set spring and remove the element.



Clean the element by tapping it lightly to loosen dust. Blow away the remaining dust by applying compressed air from inside the element.

Replace the element if it is excessively dirty, broken or damaged.

Reinstall the element, element set spring, air cleaner cover and left side cover.



FUEL LINES

Replace any parts which show deterioration, damage or leakage.





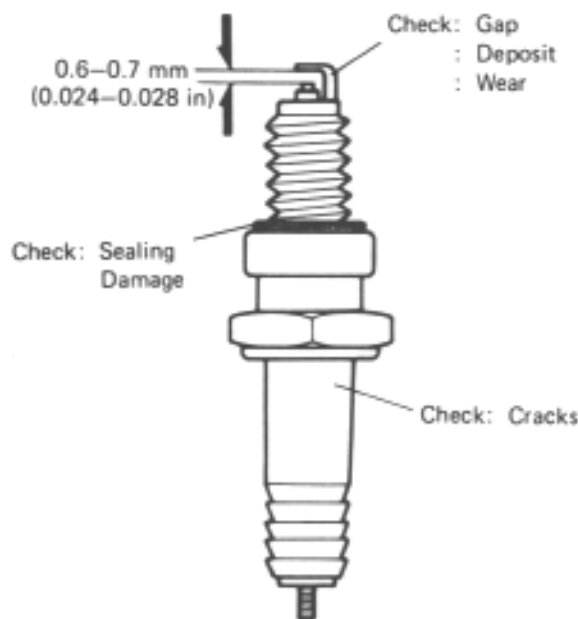
SPARK PLUGS

Disconnect the spark plug caps and remove the spark plugs.

Visually inspect the spark plug. Discard the spark plug if the insulator is cracked or chipped. Measure the spark plug gap with a wire-type feeler gauge.

Adjust the spark plug gap by bending the side electrode.

SPARK PLUG GAP: 0.6–0.7 mm
(0.024–0.028 in)



RECOMMENDED SPARK PLUG

U. S. A. model only

Usage Manufacturer	For cold climate (below 5°C, 41°F)	Standard	For extended high speed riding
ND	X22ES-U	X24ES-U	X27ES-U
NGK	D7EA	D8EA	D9EA

CANADA model only

ND: X24ESR-U

NGK: DR8ES-L

Manufacturer: ND: Nippondenso Co., Ltd.

NGK: NGK Spark Plug Co., Ltd.

Install the spark plugs making sure the sealing washers are in good condition and reconnect the spark plug caps.

NOTE

First tighten the spark plug fingertight, then tighten with a spark plug wrench.



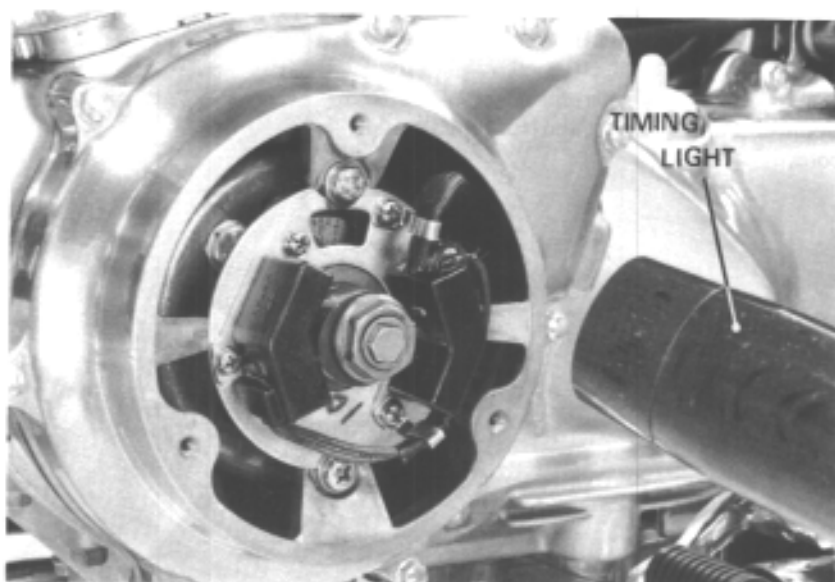
IGNITION TIMING

• DYNAMIC

Remove the pulser generator cover.
Connect a stroboscopic timing light to the No. 1 cylinder's high tension cord.
Start the engine and let it idle.

IDLE SPEED: 1,000 ± 100 rpm

Aim the timing light at the timing mark.
The "1.4 F-I" mark should align with the index mark.



ADJUSTMENT

Adjust by loosening the two pulser base plate screws and rotating the plate.
Tighten the screws and recheck the timing.



ALTERNATIVE METHOD

• STATIC

Remove the pulser generator cover.
Rotate the crankshaft counterclockwise and align the "1.4 S-F" mark with the index mark.

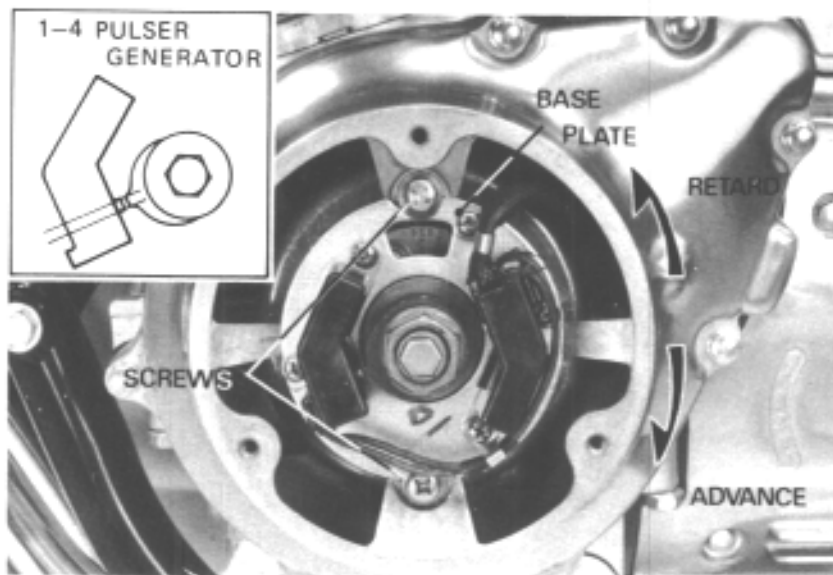
NOTE

Either No. 1 or No. 4 piston must be near T.D.C. of the compression stroke at this time.

The timing is correct if the narrow projection of "1-4" pulser generator aligns with the rotor tooth.

WARNING

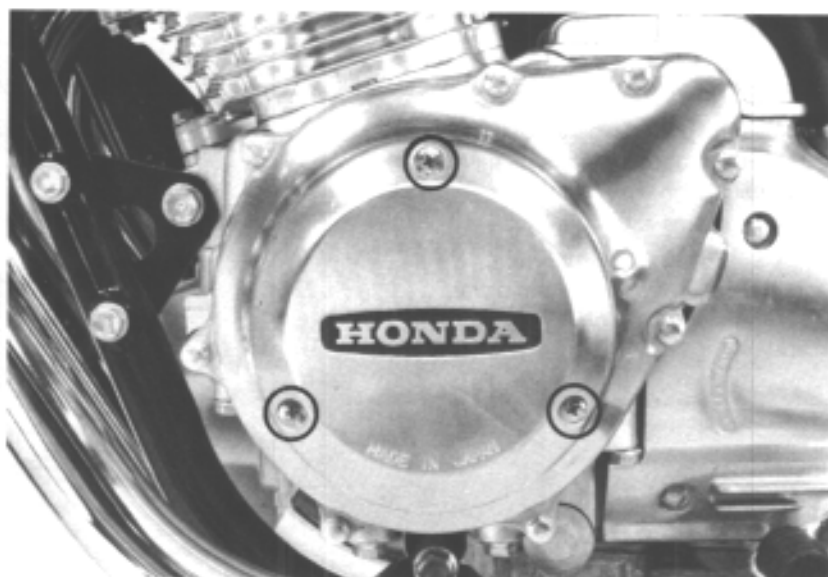
Be careful not to touch the pulser generator coil while turning the crankshaft with the wrench.





SPARK ADVANCER

Remove the pulser generator cover.
Connect a timing light to the No. 1 high tension cord.



Start the engine.
Bring engine speed to 6,000 rpm or above and check that the index mark is between the full advance marks.

CAUTION

Do not allow engine speed to exceed 8,000 rpm or engine damage may result.

Replace the advancer assembly if it is not functioning properly.
Install the pulser generator cover.

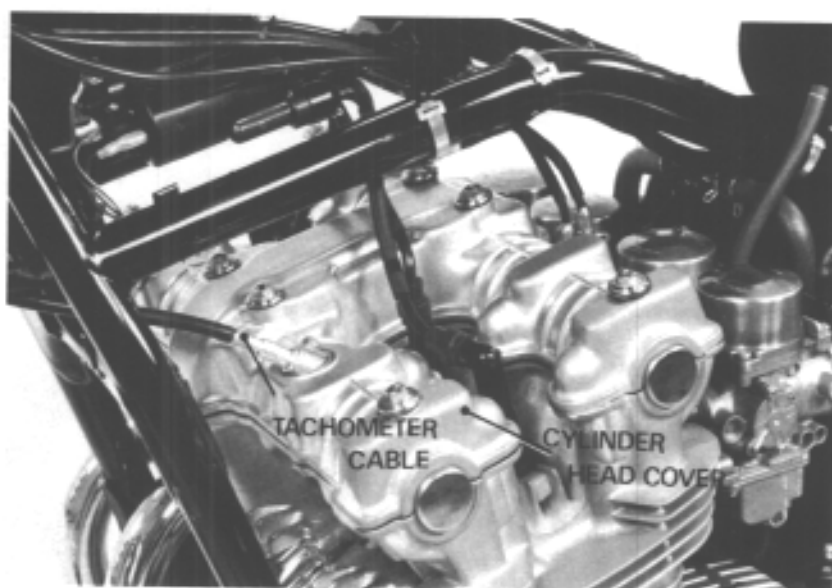




VALVE CLEARANCE

NOTE

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



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

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

Remove the tachometer cable.

Remove the spark plug caps.

Remove the cylinder head cover bolts and cylinder head cover.

Remove the A. C. generator cover.

INSPECTION

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

VALVE CLEARANCE:

0.08 $\begin{smallmatrix} +0.05 \\ -0.02 \end{smallmatrix}$ mm (0.003 $\begin{smallmatrix} +0.002 \\ -0.001 \end{smallmatrix}$ in)

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

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

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

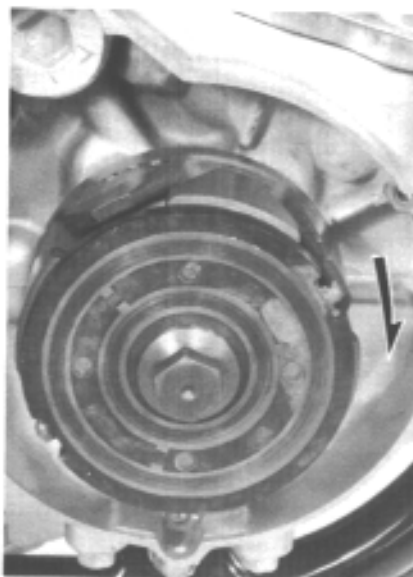
No. 1 IN. and No. 3 IN.

Rotate the camshaft 90° clockwise and check the:

No. 2 EX. and No. 4 EX.

Rotate the camshaft 90° clockwise and check the:

No. 2 IN. and No. 4 IN.





ADJUSTMENT

NOTE

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

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

Rotate the valve lifter until the notch of the lifter appears on the shim so that the shim can be removed.

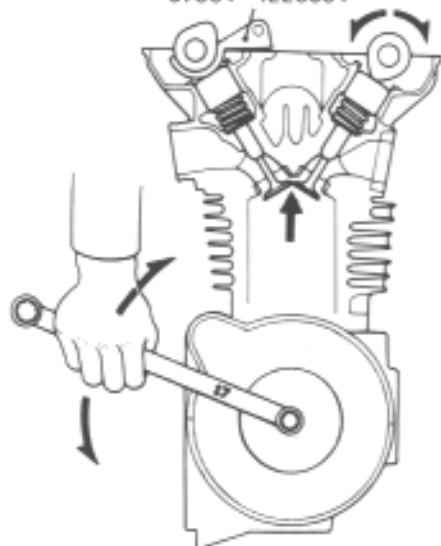
Rotate the crankshaft so that the valve being adjusted is at maximum lift.

Insert the Valve Lifter Holder tool between the camshaft and two adjacent lifters.

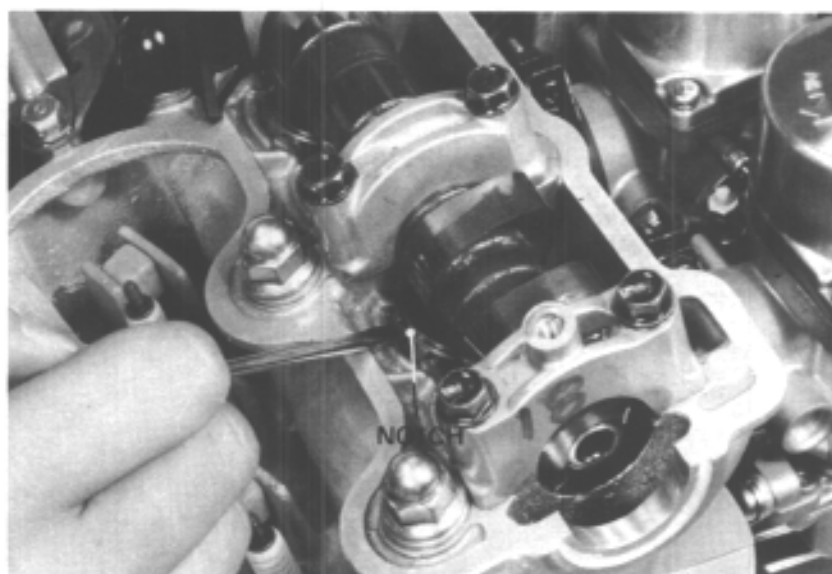
CAUTION

After installing the tool, make sure that the opposite camshaft lobes does not depress its valves (when you turn the crankshaft). If the other valves are depressed, they will contact the valves being held by the tool, which could cause damage.

VALVE LIFTER HOLDER
07964-4220001

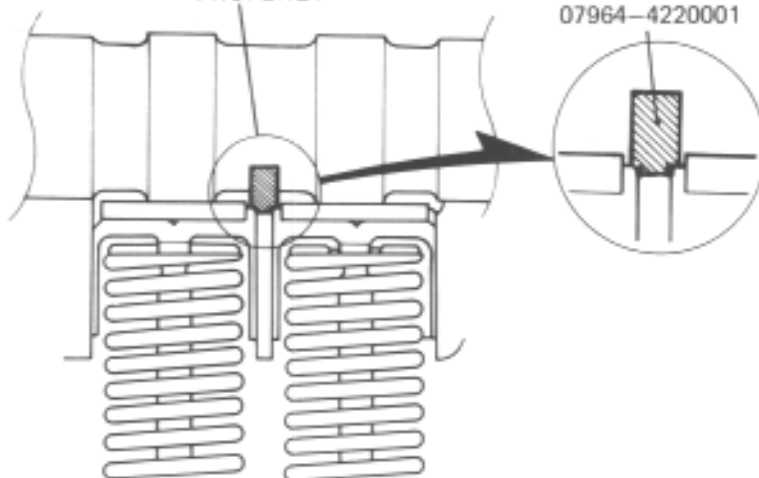


Rotate the crankshaft one turn so the cam lobes turn away from the valve lifter holder.



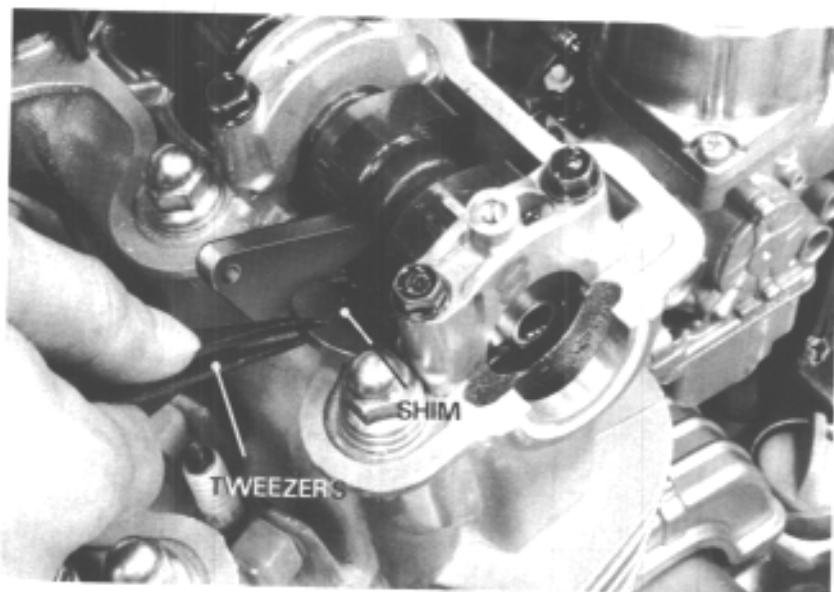
INSTALL THE SPECIAL TOOL
PROPERLY

VALVE LIFTER HOLDER
07964-4220001

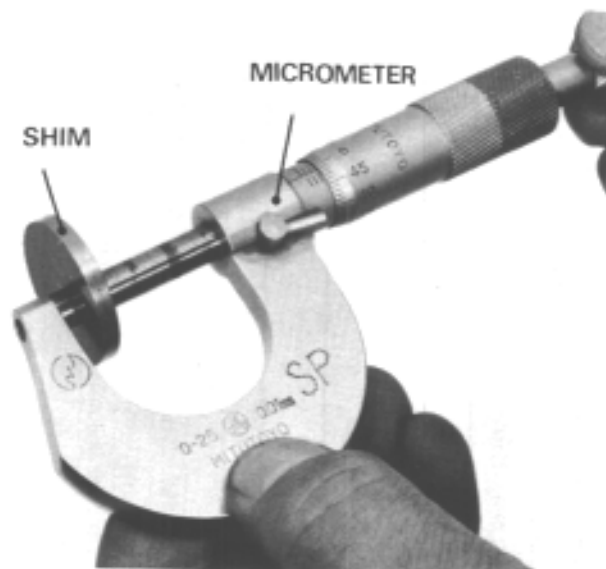




Remove the shim with a tweezer.



Measure the thickness of the removed shim with a micrometer.
Select a replacement shim using the chart on Page 3-10.



Insert the replacement shim.

CAUTION

Make sure the opposite pair of valves does not open. The valves could be bent or damaged if the crankshaft is rotated incorrectly.

Rotate the crankshaft one turn until the valves are at maximum lift.

Remove the special tool "Valve Lifter Holder".

Rotate the crankshaft 2-3 revolutions to fully seat the replacement shim.

Recheck the valve clearance.



EXAMPLE: 1. Measure valve clearance = 0.16 mm 3. Refer to chart. (See shaded columns)
 2. Measure present shim size = 2.50 mm 4. Replacement shim size = 2.55 mm

VALVE SHIM SELECTION CHART

VALVE SHIM SELECTION CHART		STANDARD VALVE CLEARANCE = 0.08 +0.05 -0.02 mm																								
		PRESENT SHIM SIZE mm																								
VALVE CLEARANCE mm	SHIM mm	SPECIFIED CLEARANCE																								
		NO CHANGE REQUIRED																								
0.01-0.05		2.30	2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50
0.06-0.13		2.35	2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50	
0.14-0.16		2.40	2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50		
0.17-0.21		2.45	2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50			
0.22-0.26		2.50	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50				
0.27-0.31		2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50					
0.32-0.36		2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50						
0.37-0.41		2.65	2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50							
0.42-0.46		2.70	2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50								
0.47-0.51		2.75	2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50									
0.52-0.56		2.80	2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50										
0.57-0.61		2.85	2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50											
0.62-0.66		2.90	2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50												
0.67-0.71		2.95	3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50													
0.72-0.76		3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50														
0.77-0.81		3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50															
0.82-0.86		3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																
0.87-0.91		3.15	3.20	3.25	3.30	3.35	3.40	3.45	3.50																	
0.92-0.96		3.20	3.25	3.30	3.35	3.40	3.45	3.50																		
0.97-1.01		3.25	3.30	3.35	3.40	3.45	3.50																			
1.02-1.06		3.30	3.35	3.40	3.45	3.50																				
1.07-1.11		3.35	3.40	3.45	3.50																					
1.12-1.16		3.40	3.45	3.50																						
1.17-1.21		3.45	3.50																							
1.22-1.26		3.50																								
1.27-1.31																										

NOTE

(1) Measure the valve clearance while the engine is cold.

(2) For shim replacement, see page 3-11.

(3) Measure old and new shims with a micrometer.

(4) The chart is for reference purpose only. After installing new shims, recheck the valve clearance and adjust if necessary. Before rechecking, rotate the camshafts several times to seat the shims in the lifters.

(5) If the shim thickness required exceeds 3.5 mm, there is carbon build-up on the valve seat. Remove the carbon and reface the seat.

NOTE

- (1) Measure the valve clearance while the engine is cold.
- (2) For shim replacement, see page 3-11.
- (3) Measure old and new shims with a micrometer.
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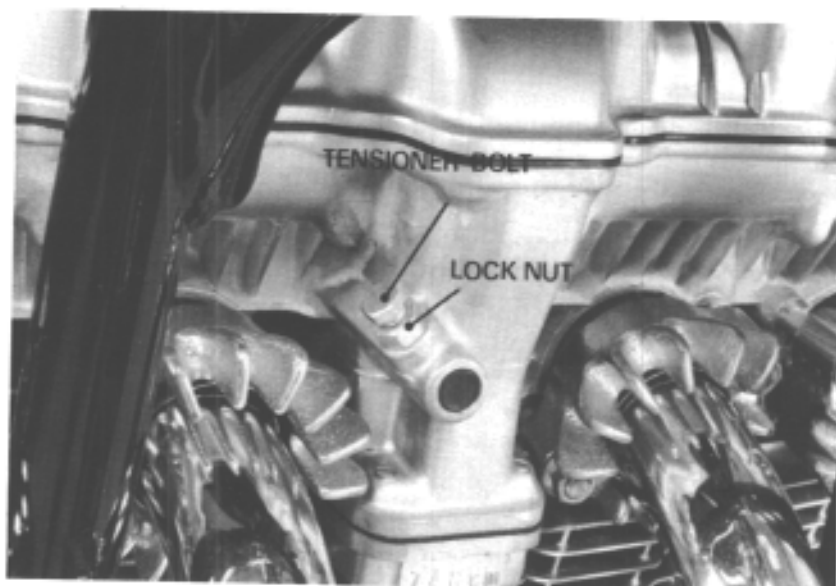


CAM CHAIN

Start the engine and let it idle.

Loosen the front cam chain tensioner lock nut and bolt 1/2 turn.

Tighten the bolt and lock nut.

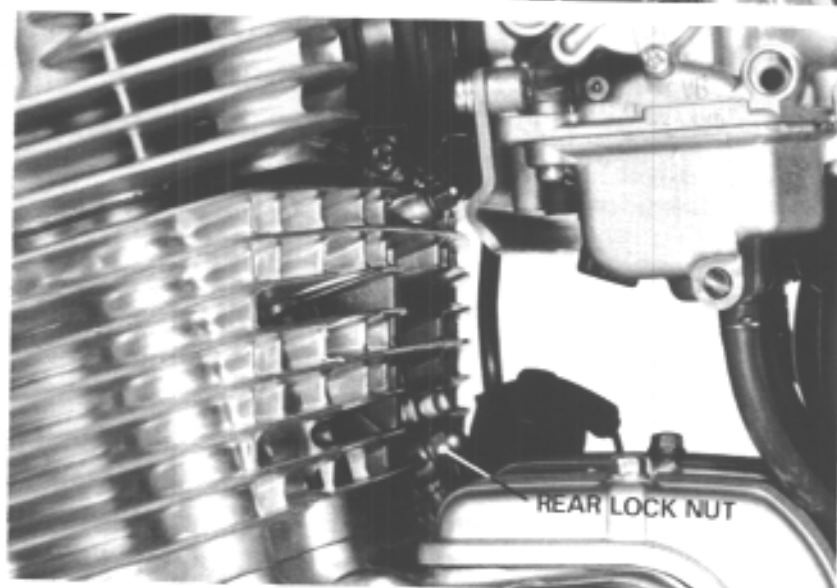


Loosen the rear cam chain tensioner lock nut 1/2 turn.

Tighten the lock nut.

NOTE

The tensioner will automatically position itself to provide the correct tension when the lock nut or bolt is loosened.





THROTTLE OPERATION

Make sure that there is no deterioration, damage, or kinks in the throttle cables, and that the throttle grip free play is 2–6 mm (1/8–1/4 in) on the outer edge of the throttle grip flange.

Check for smooth throttle grip full opening and automatic full closing in all steering positions.

Adjust if necessary.

NOTE

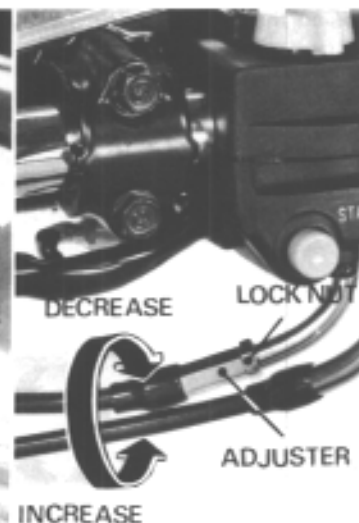
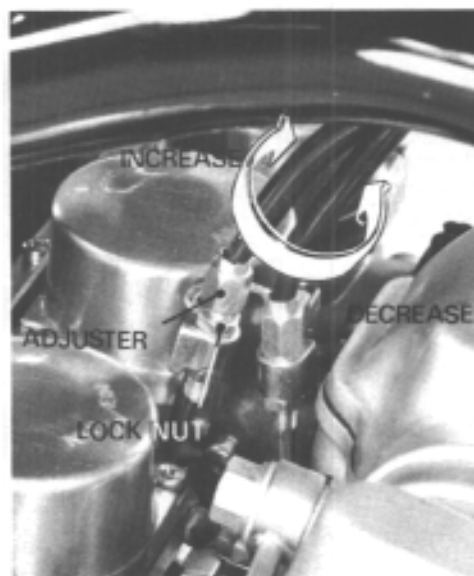
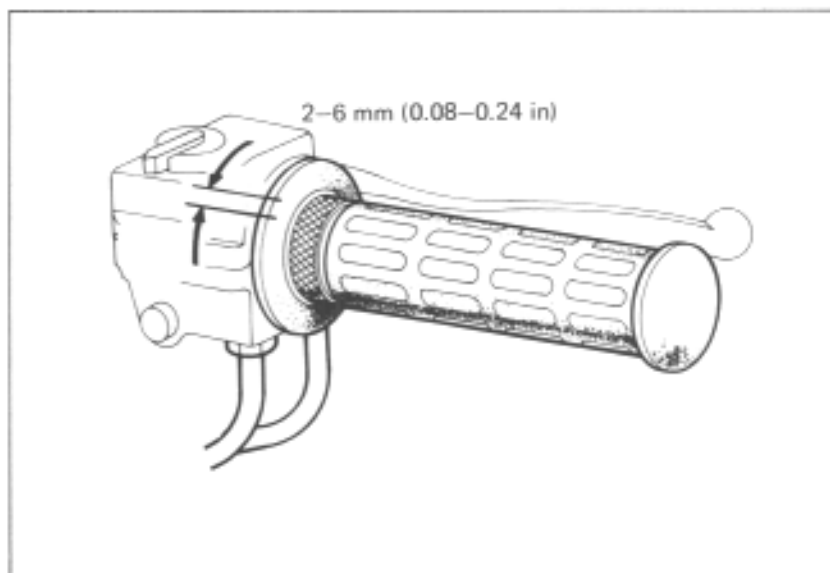
The accelerator pump may flood the carburetors during this inspection.

Major adjustments are made at the lower adjuster. To adjust, remove the fuel tank, loosen the grip play adjuster lock nut and turn the adjuster.

Tighten the lock nut.

Minor adjustments are performed at the upper adjuster.

Recheck throttle operation.
Replace any damaged parts.



CHOKE MECHANISM

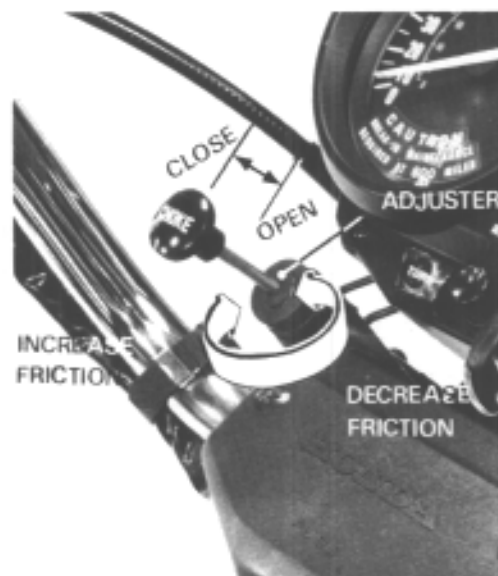
Operate the choke knob and check for choke knob free play and smooth operation of the choke knob, choke lever and choke shaft.

Make sure the choke lever does not move upward (closed side) when the choke knob is pulled all the way out.

Adjust by loosening the choke cable clamp and moving the choke cable.
Tighten the clamp, holding the choke lever fully closed.

Adjust the choke operating friction by turning the adjuster.

The choke knob must move smoothly and stay where positioned.





CARBURETOR SYNCHRONIZATION

NOTE

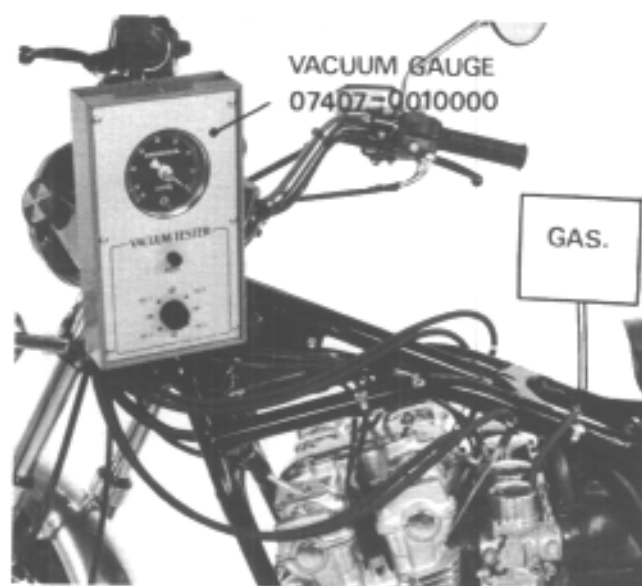
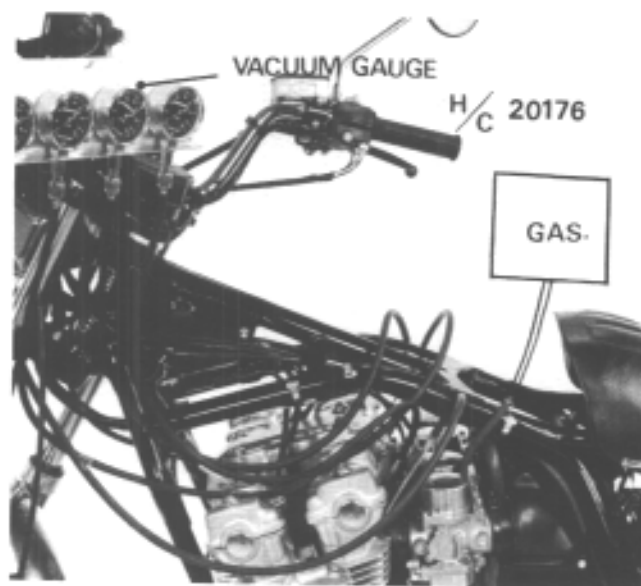
Synchronize the carburetors with the engine at normal operating temperature, transmission in neutral and motorcycle on the center stand.

Remove both side covers and raise the seat. Turn the fuel valve OFF and remove the fuel line and fuel tank.

Prepare a longer fuel line and reconnect it between the fuel tank and carburetor.

Position the fuel tank higher than normal.

Remove the plugs from the intake ports and install the vacuum gauge adapters. Connect the vacuum gauges.



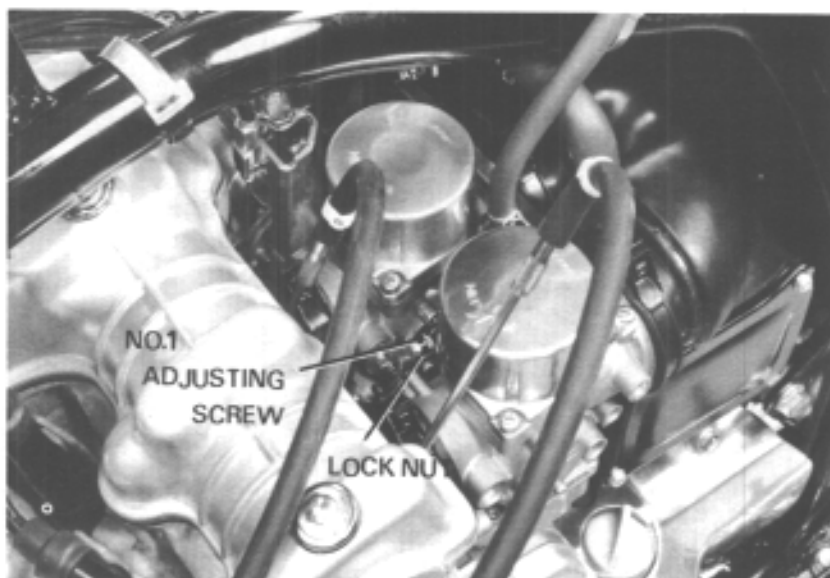
**ADJUSTMENT****NOTE**

The No.2 carburetor cannot be adjusted;
it is the base.

Start the engine and adjust the idle speed.

IDLE SPEED: 1000 ± 100 rpm

Check that the difference in vacuum readings
is 60 mmHg (2.4 inHg) or less.



Adjust by loosening the lock nuts and turning
the adjusting screws with the "Carburetor
Throttle Wrench" tool.



Tighten the lock nuts and recheck the idle
speed and synchronization.



IDLE SPEED ADJUSTMENT

NOTE

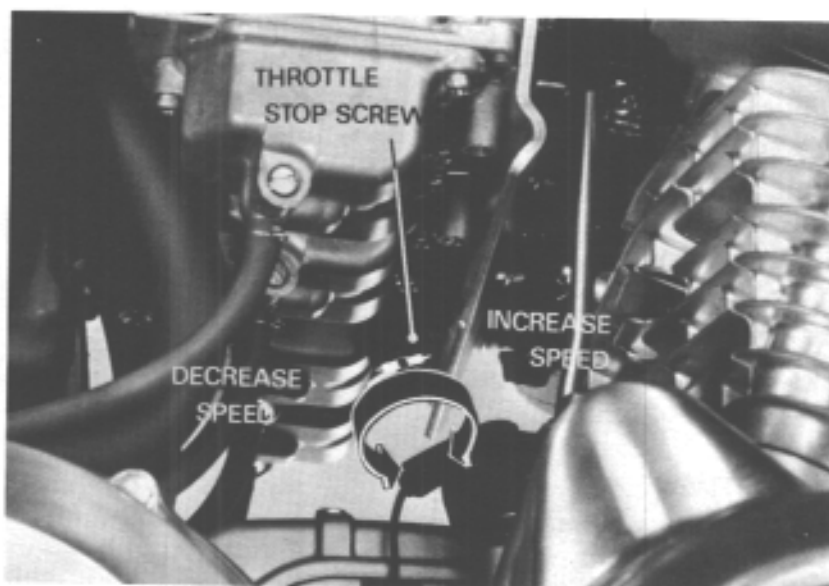
Inspect and adjust idle speed after all other engine adjustments are within specifications.

The engine must be warm for accurate idle adjustment. Ten minutes of stop-and-go driving is sufficient.

Warm up the engine, shift to NEUTRAL, and place the motorcycle on its center stand.

Turn the throttle stop screw as required to obtain the specified idle speed.

IDLE SPEED: 1000 ± 100 rpm



COMPRESSION TEST

Warm up the engine.

Remove all spark plugs.

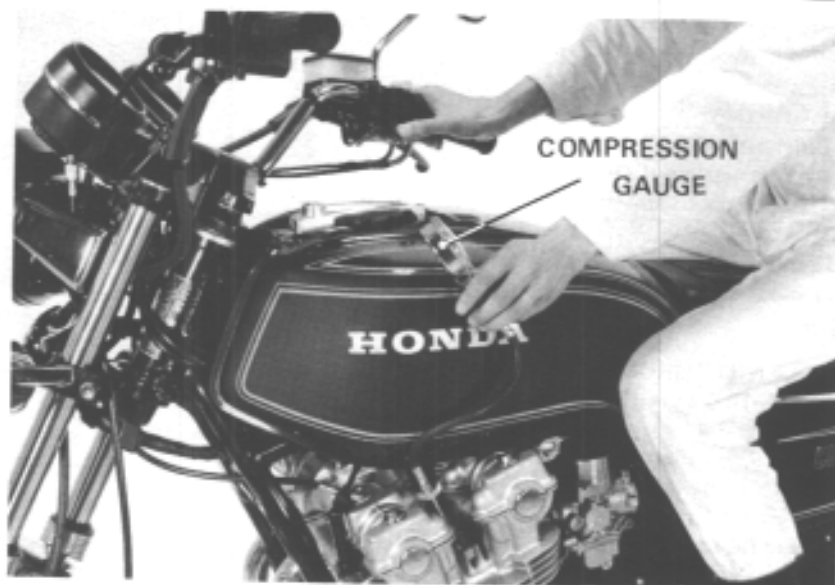
Insert the compression gauge.

Open the choke and throttle valves fully.

Crank the engine with the starter motor.

NOTE

Crank the engine until the gauge reading stops rising. The maximum reading is usually reached within 4-7 seconds.



COMPRESSION PRESSURE:
12 ± 1 kg/cm² (170 ± 14 psi)

If compression is low, check the following:

- Leaky valves
- Improper valve clearance
- Leaking cylinder head gasket
- Worn piston/ring/cylinder

If compression is high, it indicates that carbon deposits have accumulated on the combustion chamber or the piston crown.



DRIVE CHAIN

Place the vehicle on its center stand and shift the transmission in neutral, and turn the ignition switch off. Inspect the drive chain midway between the sprockets on the lower chain run.

FREE PLAY: 15–25 mm (5/8–1 in)

CAUTION

Excessive chain free play; 50 mm (2 in) or more, may damage the frame.

ADJUSTMENT

Remove the rear axle cotter pin and loosen the axle nut.

Loosen the adjuster bolt lock nuts.

Turn the adjuster bolts an equal number of turns to obtain the specified free play.

CAUTION

Be sure that the rear of the swing arm aligns with the same graduation of the scale on both sides.

Tighten the adjuster bolt lock nuts.

Tighten the axle nut and install a new cotter pin.

AXLE NUT TORQUE:

8.0–10.0 kg-m (58–72 ft-lb)

Recheck free play and free wheel rotation.

Lubricate the drive chain with SAE 80 or 90 gear oil.

inspect brake pedal free play (page 3–19).

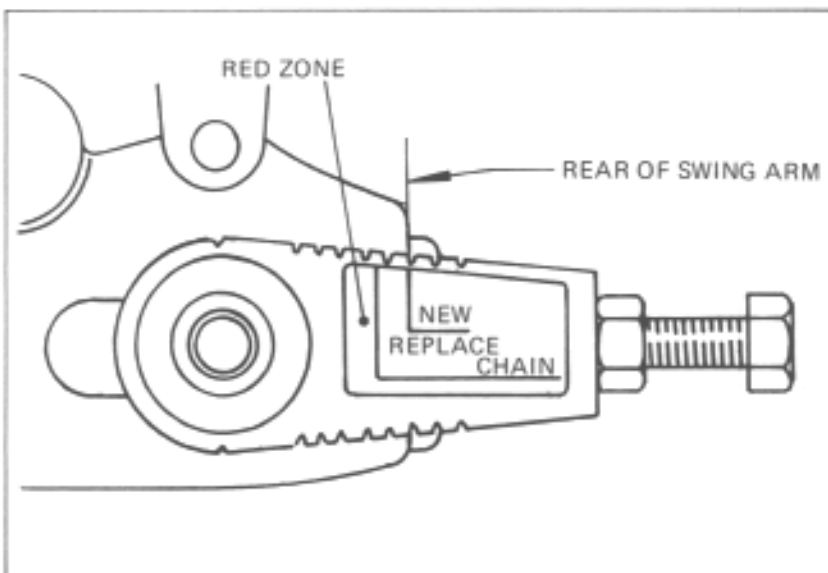
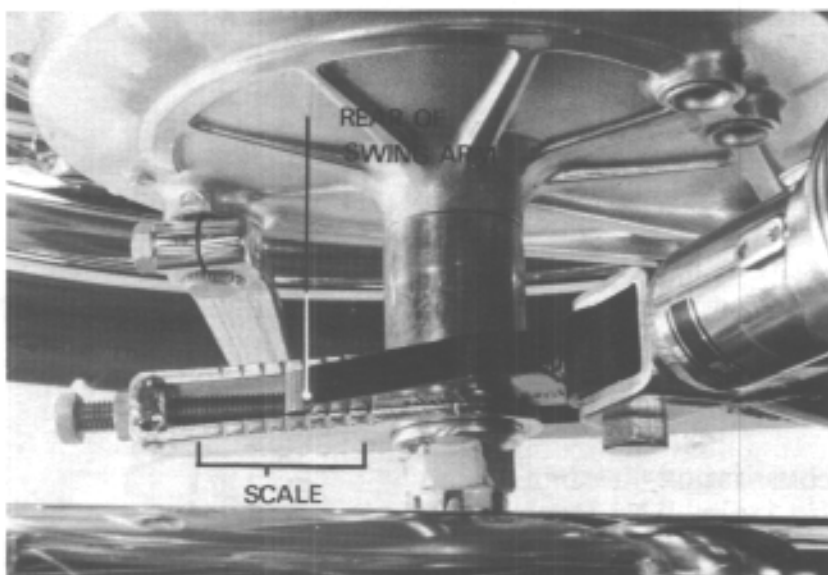
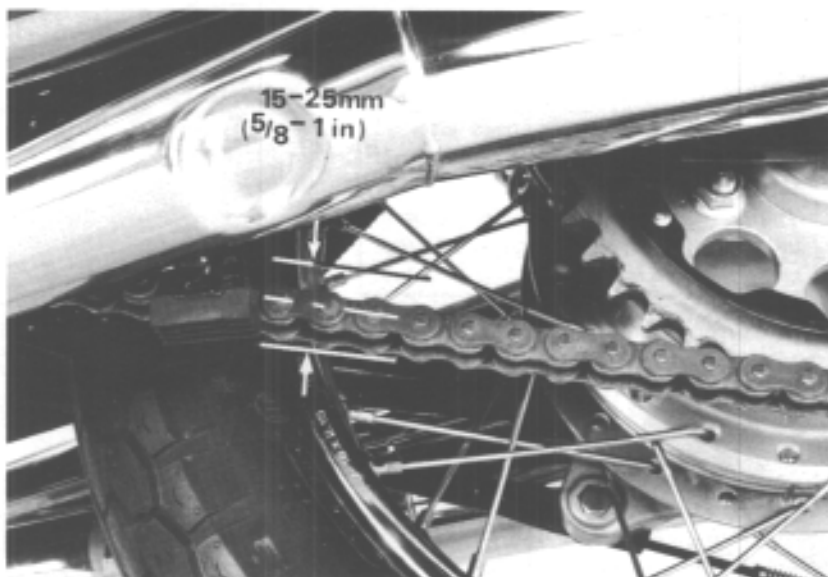
Replace the drive chain when the red zone on the label aligns with the rear of the swing arm and free play exceeds 20 mm (3/4 in).

Replacement chain: RK 630SO or DID 630VL
90 links

Inspect the drive chain and sprockets for damage or wear. A drive chain with damaged rollers, loose pins, or missing O-ring must be replaced. Replace any sprocket which is damaged or excessively worn.

NOTE

Never install a new drive chain on worn sprockets or a worn chain on new sprockets. Both chain and sprockets must be in good condition or the replacement chain or sprockets will wear rapidly.





BATTERY

Remove the right and left side covers.
Disconnect the ground cable at the battery terminal.
Disconnect the positive cable at the magnetic switch terminal.
Remove the battery holder plate bolt.
Remove the battery.
Inspect the battery fluid level.
When the fluid level nears the lower level, refill with distilled water to the upper level.

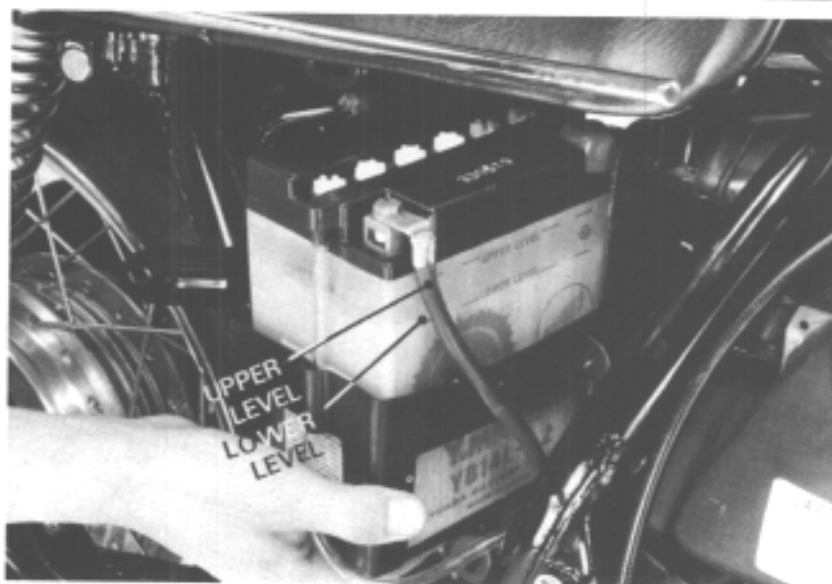
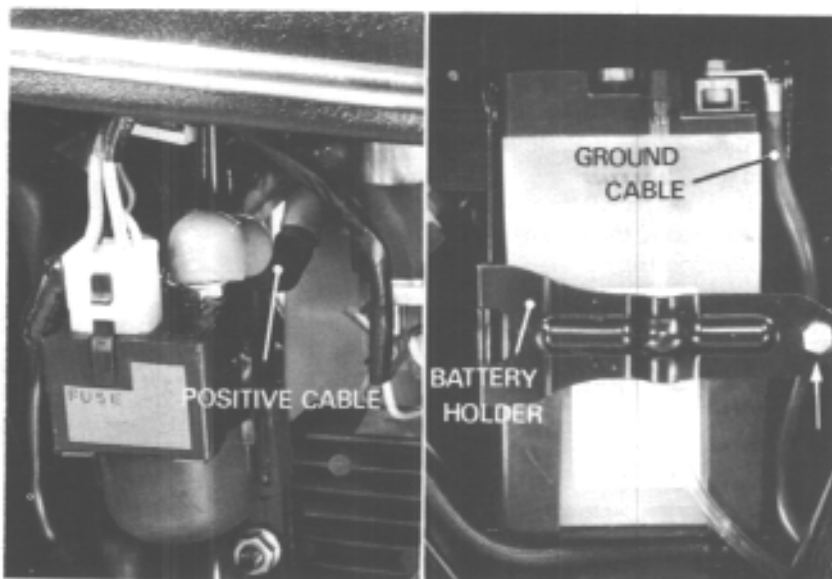
NOTE

Add only distilled water. Tap water will shorten the service life of the battery.

WARNING

The battery electrolyte contains sulfuric acid. Protect your eyes, skin and clothing. In case of contact, flush thoroughly with water and call a doctor if electrolyte gets in your eyes.

Replace the battery, if sulfation forms or sediments accumulate on the bottom.

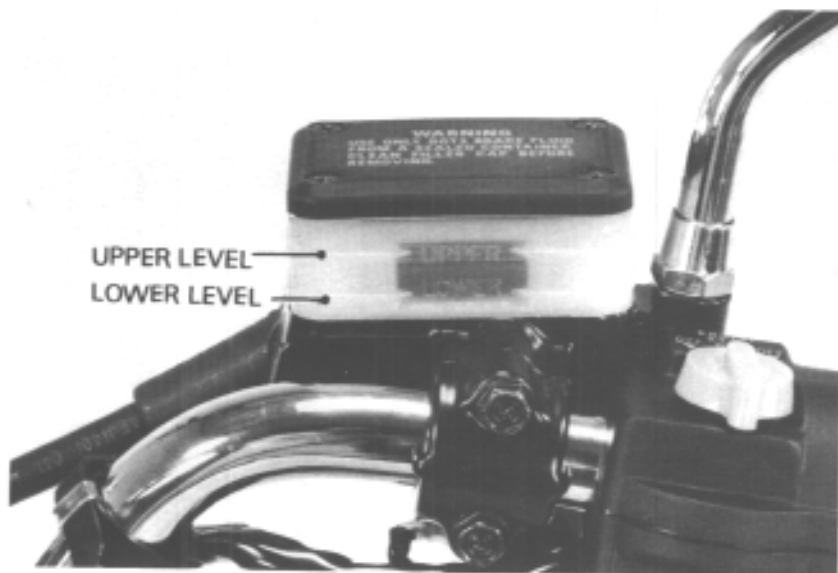


BRAKE FLUID

Check the front brake fluid reservoir level.
If the level nears the lower level mark, fill the reservoir with DOT-3 BRAKE FLUID to the upper level mark.
Check the entire system for leaks, if the level is low.

CAUTION

- Do not remove the cover until the handlebar has been turned full right so that the reservoir is level.
- Avoid operating the brake lever with the cap removed.
Brake fluid will squirt out if the lever is pulled.





BRAK PADS/SHOES WEAR

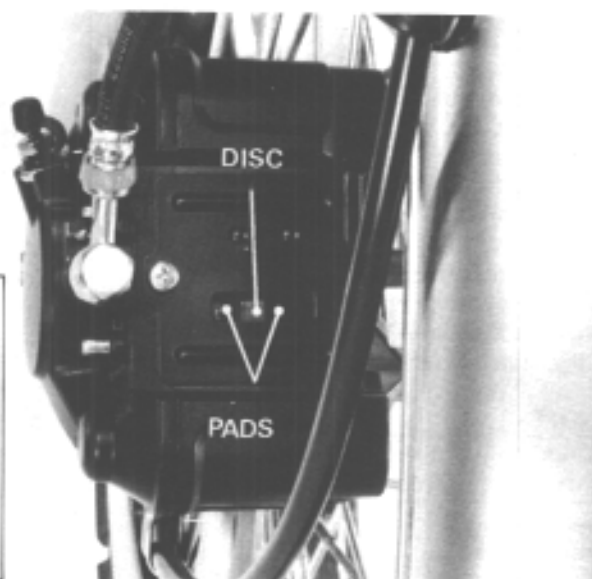
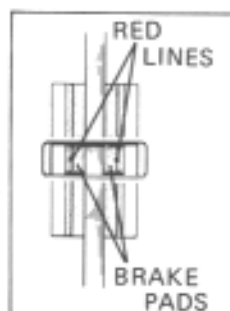
BRAKE PAD WEAR

Remove the cap from the caliper and check for brake pad wear.

Replace the brake pads if the red line on the top of the pads reaches the edge of the brake disc. (Refer to Section 15).

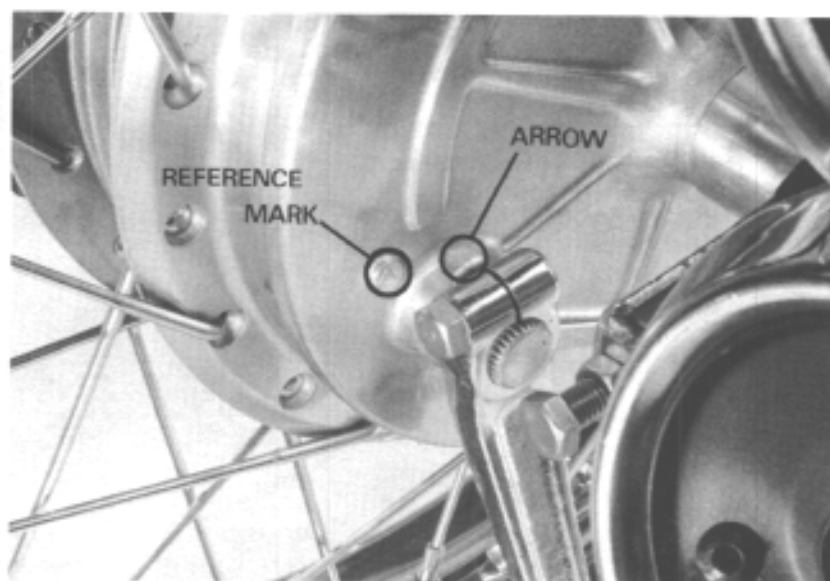
CAUTION

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



BRAKE SHOE WEAR

Replace the brake shoes if the arrow on the brake arm aligns with the reference mark "▼" on full application of the rear brake.



BRAKE SYSTEM

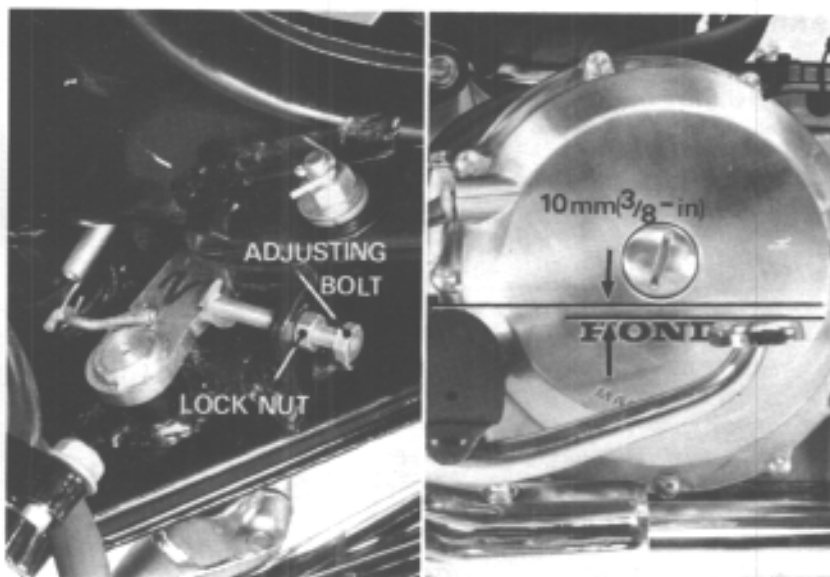
Check that there is no deterioration, damage or leaks in brake lines and fittings.

Check the brake rod for loose connections, excessive play, or damage.

Inspect the brake stopper arm for a loose connection or damage.

Inspect the mounting of the rear brake arm to the brake cam to make sure the locking bolt is tight and the splines undamaged.

Check that the cotter pin is properly installed. Replace or repair if necessary.



BRAKE PEDAL HEIGHT

Loosen the lock nut.

Adjust the pedal height so that the distance between the pedal and upper face of the foot-peg is 10 mm (3/8 in) by turning the adjusting bolt.

Tighten the lock nut.

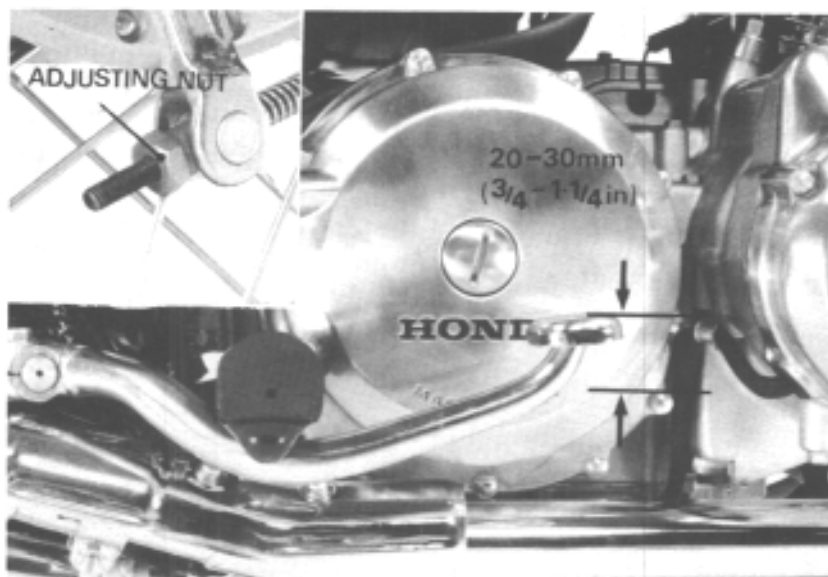


BRAKE PEDAL FREE PLAY

Check the brake pedal free play.

FREE PLAY: 20–30 mm (3/4–1-1/4 in)

Turn the rear brake adjusting nut, if necessary.



BRAKELIGHT SWITCH

Adjust the brakelight switch so that the brakelight will light when the brake pedal is depressed and the brake begins engagement.

NOTE

- Do not turn the switch body.
- The front brakelight switch does not require adjustment.

Adjust by turning the switch adjusting nut as shown.



HEADLIGHT AIM

Adjust vertically by loosening both headlight case mounting bolts.

Adjust horizontally by turning the adjusting screw on the headlight rim.

Turn the adjusting screw clockwise to direct the beam toward the right side of the rider.

NOTE

Adjust the headlight beam as specified by local laws and regulations.

WARNING

An improperly adjusted headlight may blind oncoming drivers, or it may fail to light the road for a safe distance.

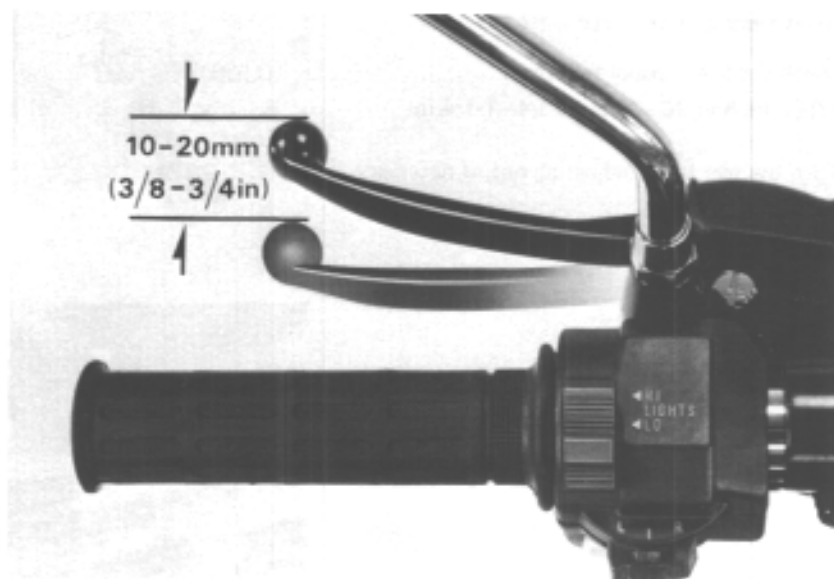




CLUTCH FREE PLAY

Inspect the clutch lever free play at the end of the lever.

FREE PLAY: 10–20 mm (3/8–3/4 in)



ADJUSTMENT

Loosen the upper adjusting bolt's lock nut and turn the adjusting bolt until the correct free play is obtained.

Tighten the lock nut.

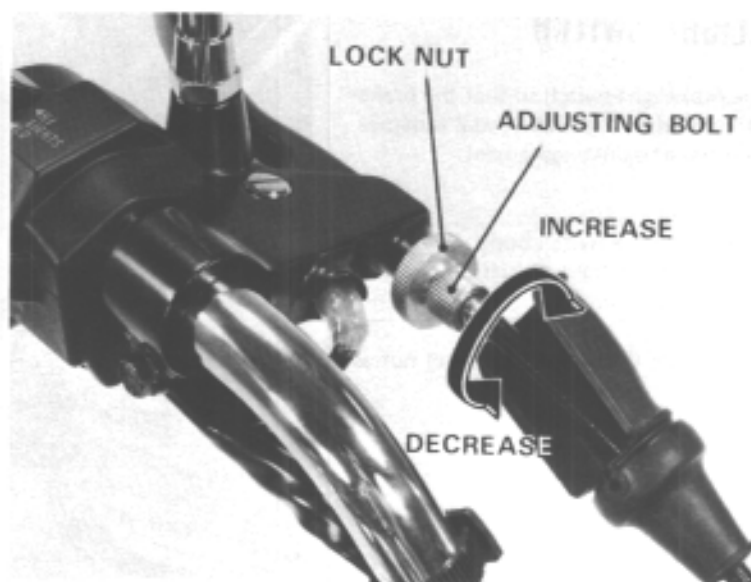
NOTE

Do not expose the adjusting bolt threads more than 8 mm (5/16 in).

If adjustment cannot be made with the clutch lever adjusting bolt, screw the adjusting bolt all the way in.

Adjustment must be made at the clutch housing.

Loosen the lower clutch cable adjusting lock nut and turn the adjusting nut all the way out to obtain maximum free play.





Remove the clutch lifter cap, loosen the clutch lifter lock nut. Then turn the adjusting screw clockwise until a slight resistance is felt. From this position, turn the clutch adjusting screw counterclockwise $3/4$ turn, and tighten the lock nut.

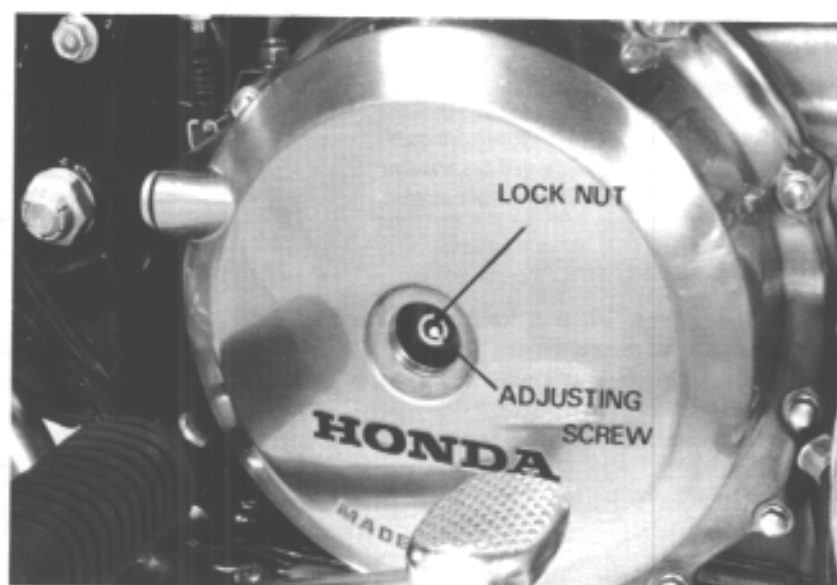
Install the lifter cap.

Turn the clutch cable lower adjusting nut so that there is 10–20 mm ($3/8$ – $3/4$ in) of free play at the end of the clutch lever. Tighten the lock nut.

Any minor adjustment can be obtained with the adjusting bolt and lock nut at the clutch lever.

After adjustment, be sure all lock nuts are tightened securely.

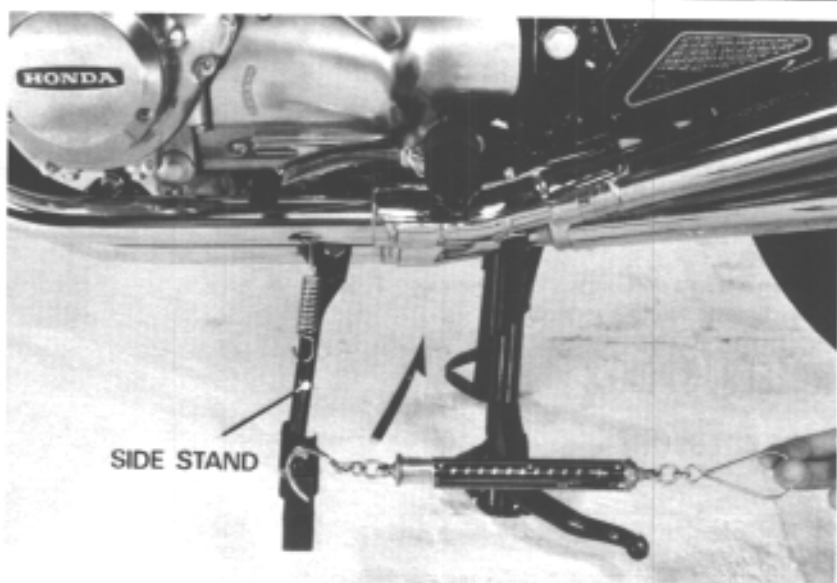
Check to see that the clutch is not slipping and is properly disengaging.



SIDE STAND

Check the rubber pad for deterioration or wear. Replace if any wear exceeds to the wear line as shown.

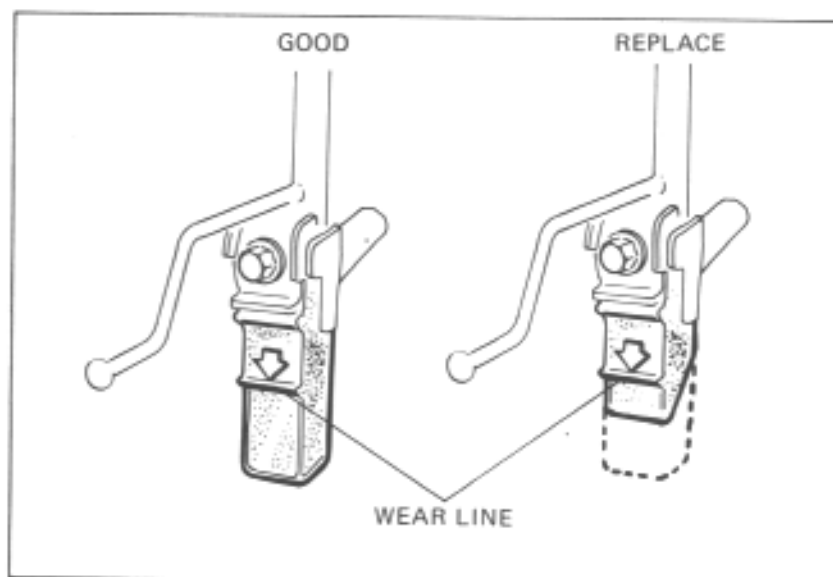
Check the side stand spring for damage and loss of tension, and the side stand assembly for freedom of movement and bending.



NOTE

When replacing, use a rubber pad with the mark "OVER 260 lbs ONLY".

Spring tension is correct if the measurements fall within 1.5–2.5 kg (3.3–5.5 lb) when pulling the side stand lower end with a spring scale.





SUSPENSION

WARNING

Do not ride a vehicle with faulty suspension. Loose, worn or damaged suspension parts impair vehicle stability and control.

FRONT

Check the action of the front forks by compressing them several times.

Check the entire fork assembly for leaks or damage.

Replace damaged components which cannot be repaired.

Tighten all nuts and bolts.



REAR

Place the motorcycle on its center stand.

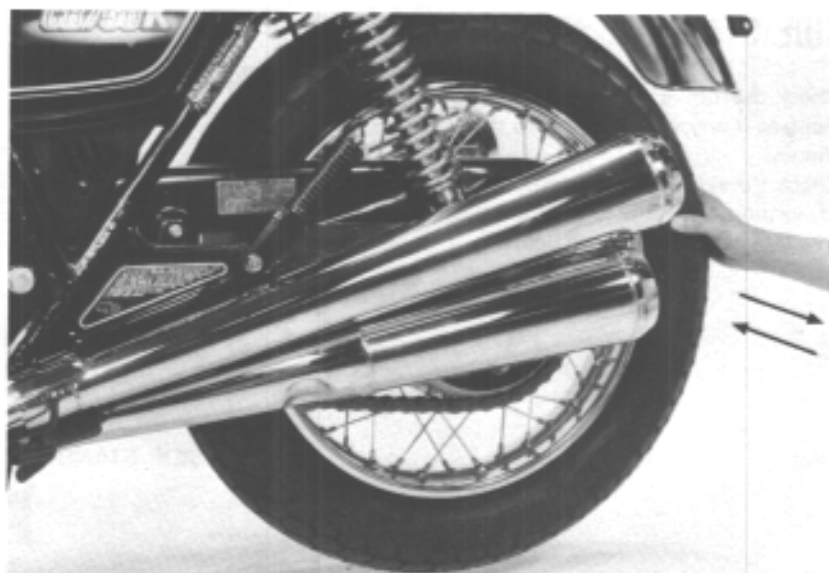
Move the rear wheel sideways with force to see if the swing arm bushings are worn.

Replace if excessively worn.

Check the entire suspension assembly to see if it is securely mounted, and not damaged or distorted.

Tighten all nuts and bolts.

Lubricate the swing arm bushings.



WHEELS/SPOKES

TIRE PRESSURE

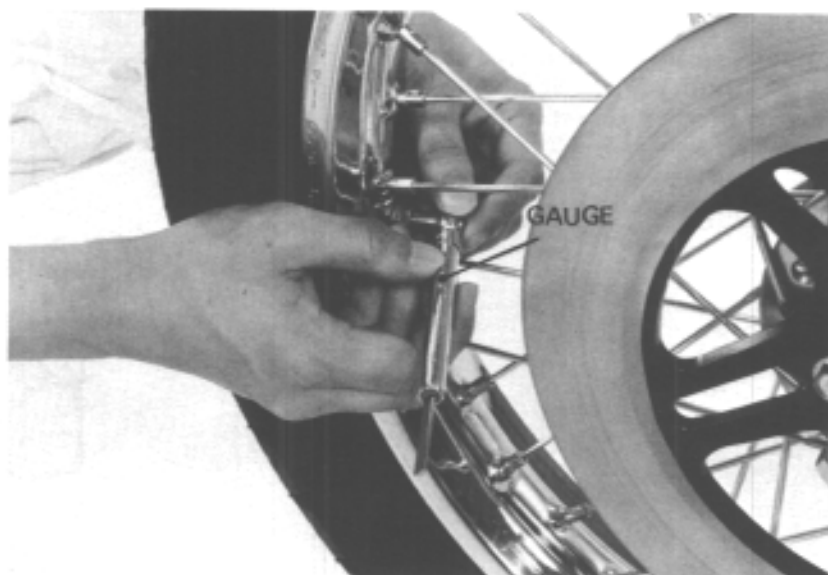
NOTE

Tire pressure should be checked when tires are **COLD**.

Check the tires for cuts, imbedded nails, or other sharp objects.

Recommended tire pressure and tire size:

Cold tire pressure kg/cm ² (psi)	Up to 90 kg (200 lb) load	Front 2.0 (28) Rear 2.25 (32)
	Up to vehicle capacity load	Front 2.0 (28) Rear 2.8 (40)
Vehicle capacity load limit	163 kg (360 lbs)	
Tire size	Front	3.50H19-4PR
	Rear	4.25H18-4PR
Tire brand	Front	BRIDGESTONE S703 DUNLOP F11
	Rear	BRIDGESTONE S710 DUNLOP K127



Check the front and rear wheels for trueness.



Measure the tread depth at the center of the tires.

Replace the tires if the tread depth reaches the following limit.

Minimum tread depth:

Front: 1.5 mm (1/16 in)

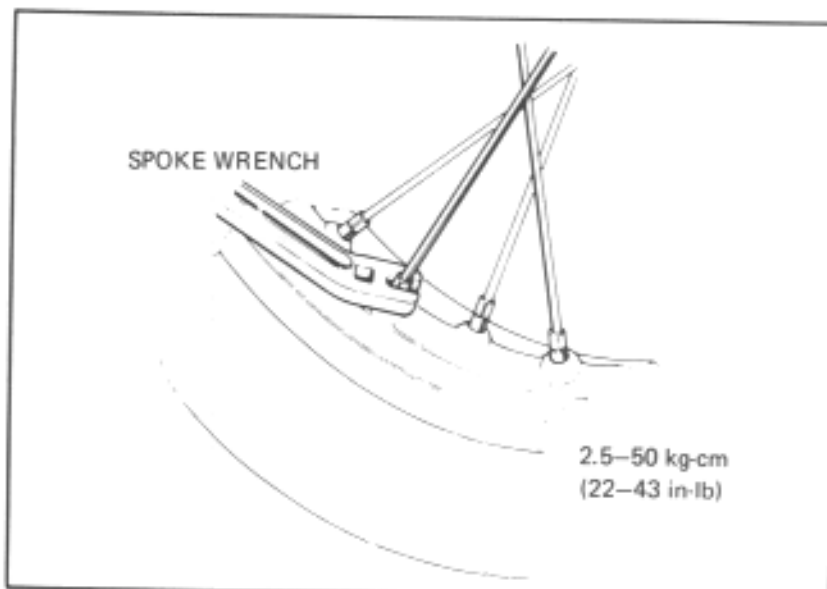
Rear: 2.0 mm (3/32 in)

WHEEL SPOKES

Tighten the wheel spokes and recheck rim runout.

TORQUE:

25–50 kg-cm (22–43 in-lb)



STEERING HEAD BEARINGS

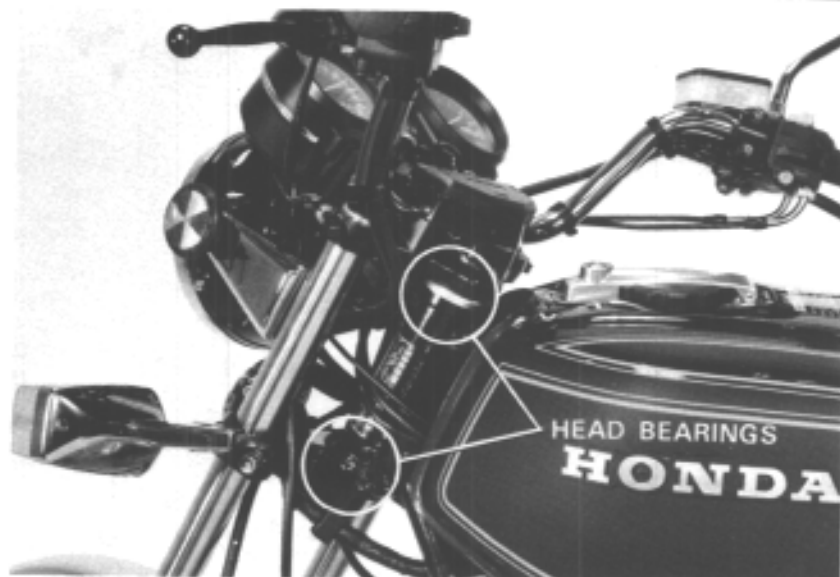
NOTE

Check that the control cables do not interfere with the handlebar rotation.

Raise the front wheel off the ground.

Check that the handlebar rotates freely.

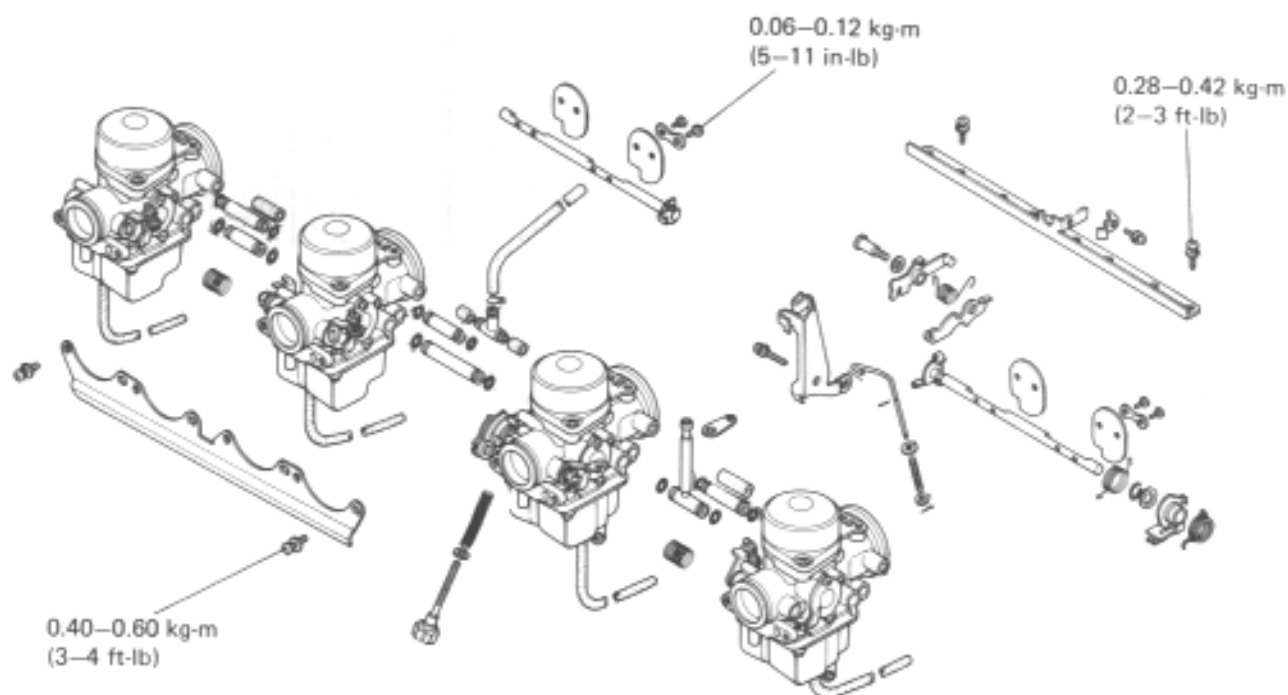
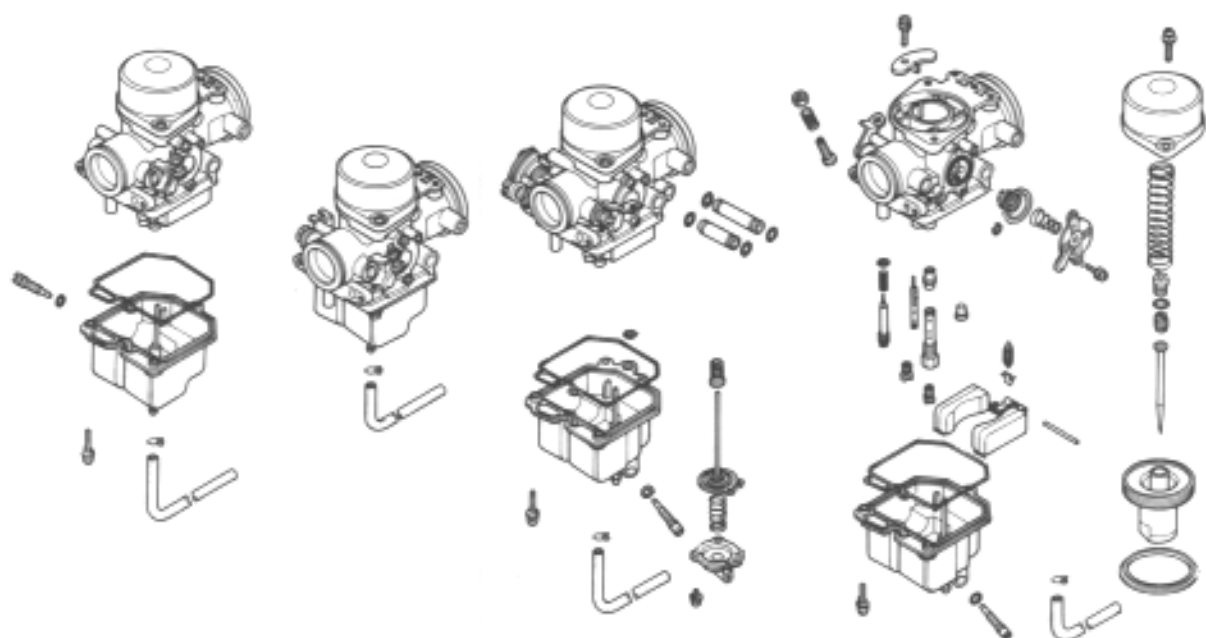
If the handlebar moves unevenly, binds, or has vertical movement, adjust the steering head bearing by turning the steering head adjusting nut with a pin spanner (page 13–27).



NUTS, BOLTS, FASTENERS

Check that all chassis nuts and bolts are tightened to correct torque values.

Check all cotter pins and safety clips.





SERVICE INFORMATION	4-1	CARBURETOR SEPARATION	4-8
TROUBLESHOOTING	4-2	LINKAGE DISASSEMBLY	4-11
CARBURETOR REMOVAL	4-3	LINKAGE ASSEMBLY	4-12
VACUUM CYLINDER DISASSEMBLY	4-4	CARBURETOR ASSEMBLY	4-12
FLOAT CHAMBER DISASSEMBLY	4-5	FAST IDLE ADJUSTMENT	4-16
AIR CUTOFF VALVE DISASSEMBLY	4-6	ACCELERATOR PUMP ADJUSTMENT	4-16
ACCELERATOR PUMP DISASSEMBLY	4-7	PILOT SCREW ADJUSTMENT	4-17
COMPONENT ASSEMBLY	4-7	FUEL TANK	4-18
FLOAT LEVEL ADJUSTMENT	4-8	AIR CLEANER CASE	4-18

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- Use caution when working with gasoline. Always work in a well-ventilated area and away from sparks or flames.
- When disassembling fuel system parts, note the locations of the O-rings. Replace them during assembly.
- The float bowls have drain plugs that can be loosened to drain residual gasoline.

SPECIAL TOOLS

Special Tools

Carburetor Throttle Wrench	07908-4220100
Carburetor Pilot Screw Wrench	07908-4220200

Common Tool

Float gauge	07401-0010000
-------------	---------------

TORQUE VALUES

Front bracket	0.40-0.60 kg-m (3-4 ft-lb)
Rear bracket	0.28-0.42 kg-m (2-3 ft-lb)
Choke valve	0.06-0.12 kg-m (5-11 in-lb)

SPECIFICATIONS

Venturi dia.	30 mm (1.18 in)
Setting mark	VB42A or VB42C
Float level	15.5 mm (0.61 in)
Main jet	Pri.: 68 2nd: 102
Idle speed	1000 ± 100 rpm
Throttle grip free play	2-6 mm (0.08-0.24 in)
Fast idle	2,000±500 rpm (after break-in)
Pilot screw	See page 4-17



TROUBLESHOOTING

Engine cranks but won't start

1. No fuel in tank
2. No fuel to carburetor
3. Engine flooded with fuel
4. No spark at plug (ignition malfunction)
5. Air cleaner clogged
6. Intake air leak
7. Improper choke operation
8. Improper throttle operation

Hard starting or stalling after starting

1. Improper choke operation
2. Ignition malfunction
3. Fast idle speed incorrect
4. Carburetor malfunction
5. Fuel contaminated
6. Intake air leak
7. Idle speed incorrect

Rough idle

1. Ignition malfunction
2. Idle speed incorrect
3. Incorrect carburetor synchronization
4. Carburetor malfunction
5. Fuel contaminated

Misfiring during acceleration

1. Ignition malfunction
2. Faulty air cutoff valve or accelerator pump

Backfiring

1. Ignition malfunction
2. Carburetor malfunction
3. Faulty air cutoff valve or accelerator pump

Poor performance (driveability) and poor fuel economy

1. Fuel system clogged
2. Ignition malfunction
3. Faulty accelerator pump

Lean mixture

1. Clogged fuel jets
2. Piston stuck closed
3. Faulty float valve
4. Float level low
5. Fuel cap vent blocked
6. Fuel strainer screen clogged
7. Restricted fuel line
8. Air vent tube clogged
9. Intake air leak

Rich mixture

1. Clogged air jets
2. Faulty float valve
3. Float valve too high
4. Choke stuck closed
5. Stuck closed air cutoff valve
6. Dirty air cleaner

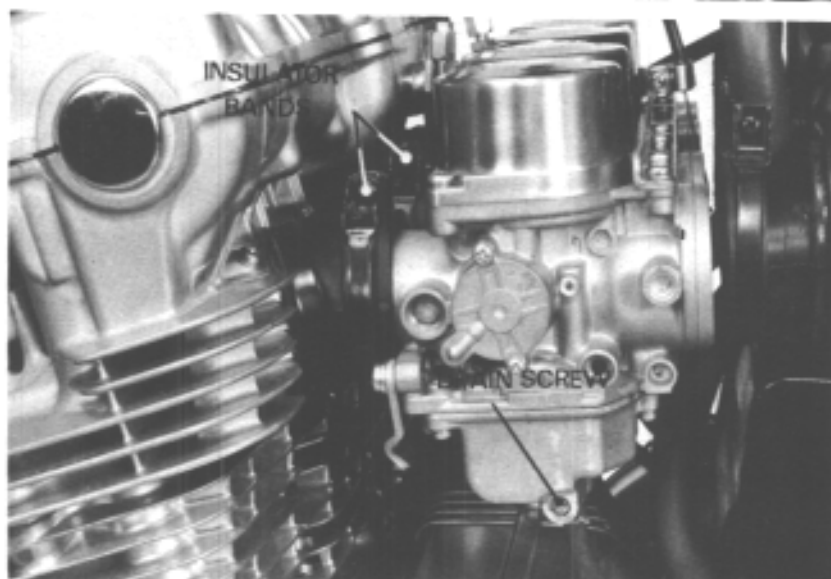


CARBURETOR REMOVAL

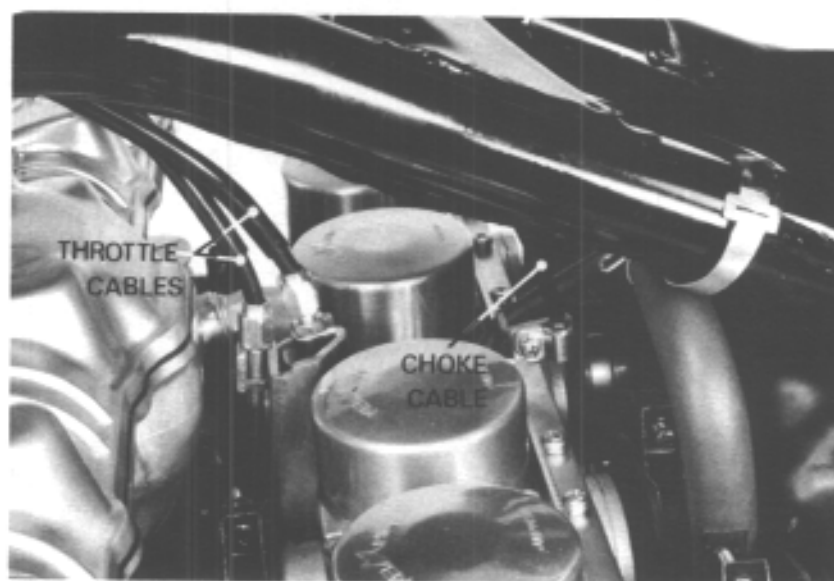
Turn the fuel valve "OFF" and disconnect the fuel line at the carburetor.
Remove both side covers and raise the seat.
Loosen the air cleaner connecting bands.
Move the air cleaner to the rear.



Loosen the carburetor manifold bands.
Drain residual fuel by loosening each drain screw.



Remove the carburetor assembly.
Disconnect the throttle and choke cables.





VACUUM CYLINDER DISASSEMBLY

Remove the vacuum cylinders from the carburetor bodies.

Carefully lift the vacuum piston out with the needle and compression spring.

Inspect the vacuum piston and cylinder for wear, nicks, scratches or other damage. Make sure that the piston and jet needle move up and down freely in the cylinder.

Remove the full open stopper.

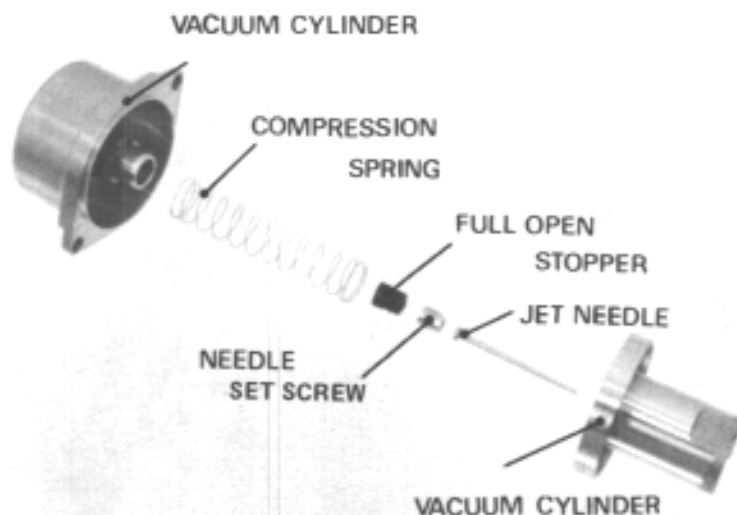
Remove the needle set screw.

Separate the jet needle from the piston.

Inspect the needle and seat for deposits, bending, grooves, or other damage.

Carefully lift the seal ring off the carburetor body.

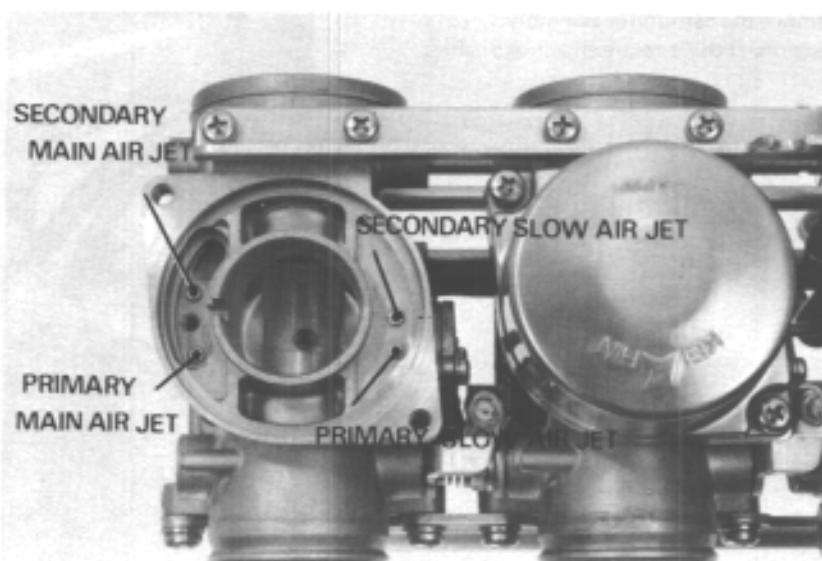
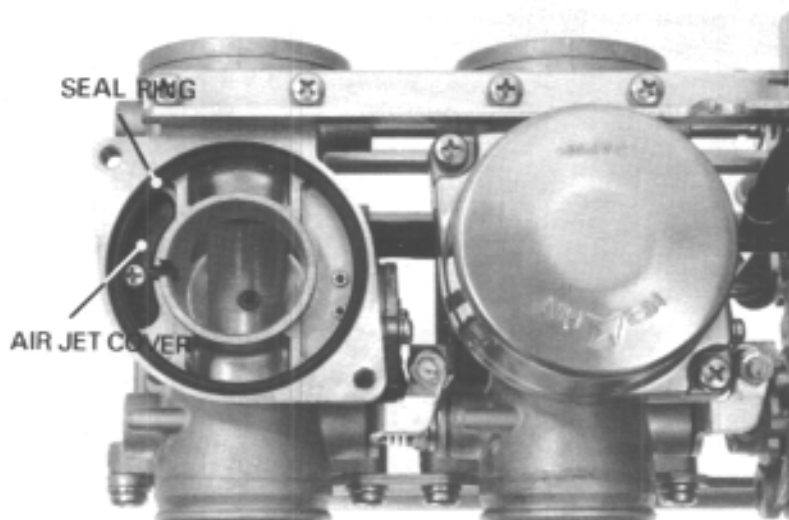
Remove the air jet cover.



Blow open the primary main air jet, secondary main air jet and slow air jet with compressed air.

NOTE

Never clean carburetor jets with wire or drills. This will enlarge the openings and result in excessive fuel consumption.



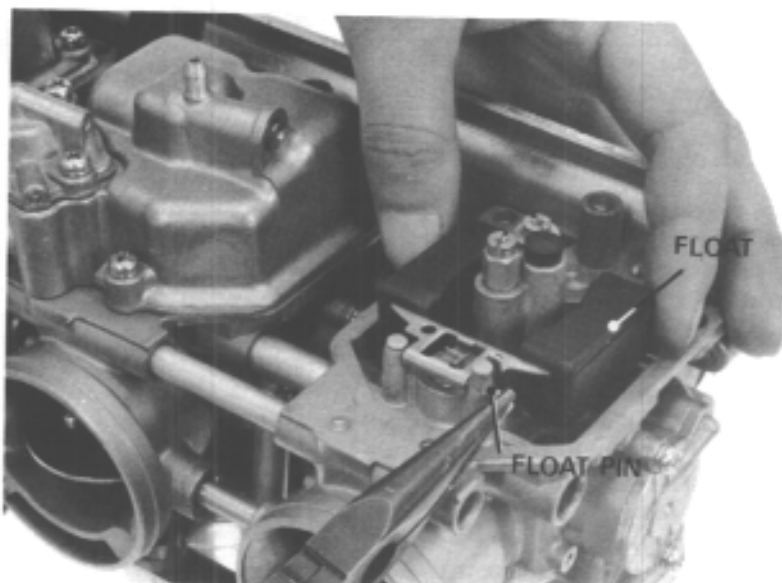


FLOAT CHAMBER DISASSEMBLY

Remove the float chamber body.

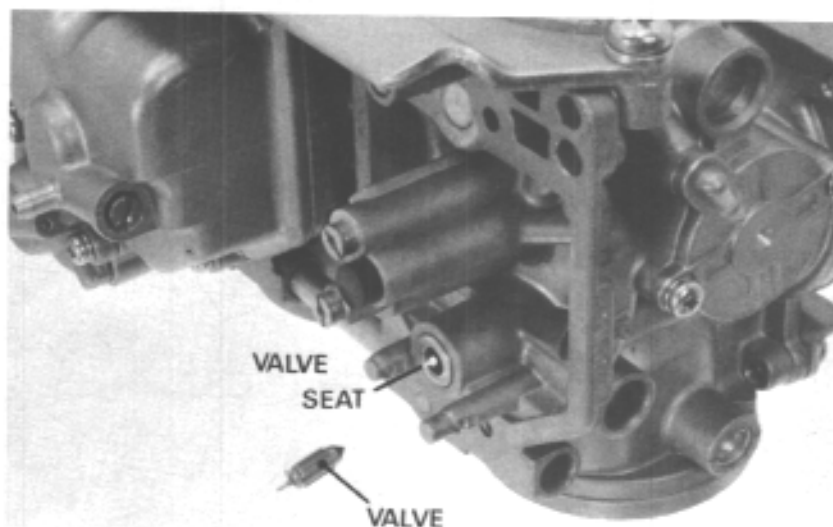
Pull out the float arm pin with a pair of pliers.

Remove the float and float valve.



Inspect the float valve and seat for grooves, nicks or deposits.

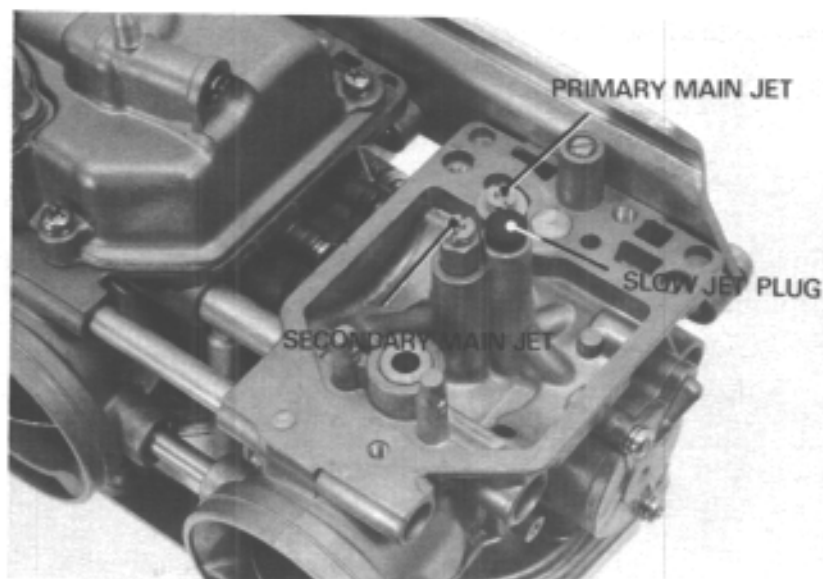
Inspect the float valve operation.



Remove the secondary main jet.

Remove the primary main jet.

Remove the slow jet plugs.




NOTE

The slow air jet cannot be removed.
It is a press fit.

Remove the primary nozzle.

Remove the needle jet holder.

Tilt the carburetor to remove the needle jet.

Blow all jets and body passages with compressed air.

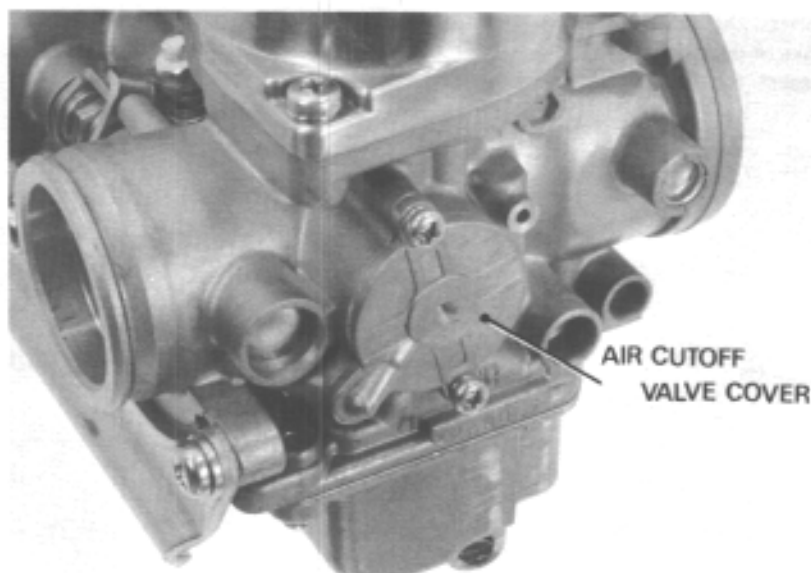
NOTE

- If the needle jet is difficult to remove, carefully press the needle jet from the cylinder side with a soft material.
- Before removing the pilot screws, record the number of turns necessary to make them seat to ensure original assembly.
- Do not damage the pilot screw threads when removing the plain washer and O-ring.

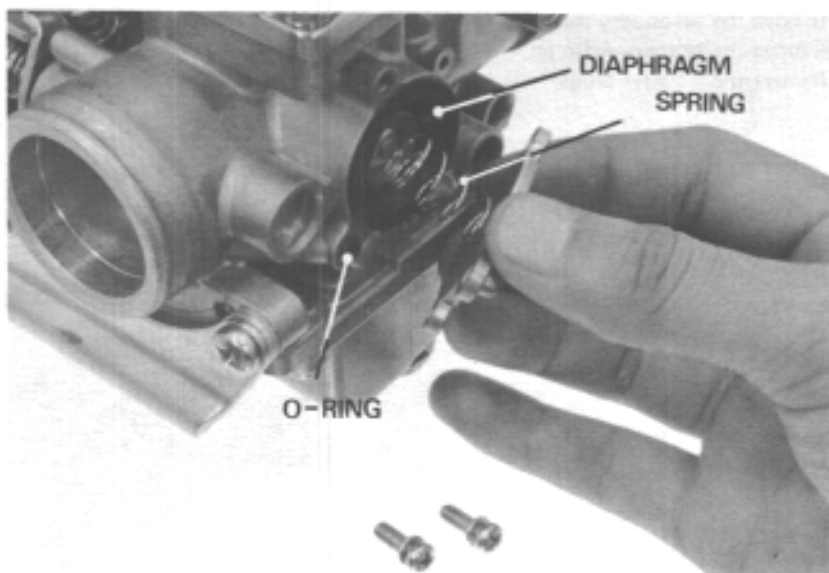


AIR CUTOFF VALVE DISASSEMBLY

Remove the air cutoff valve cover and spring.

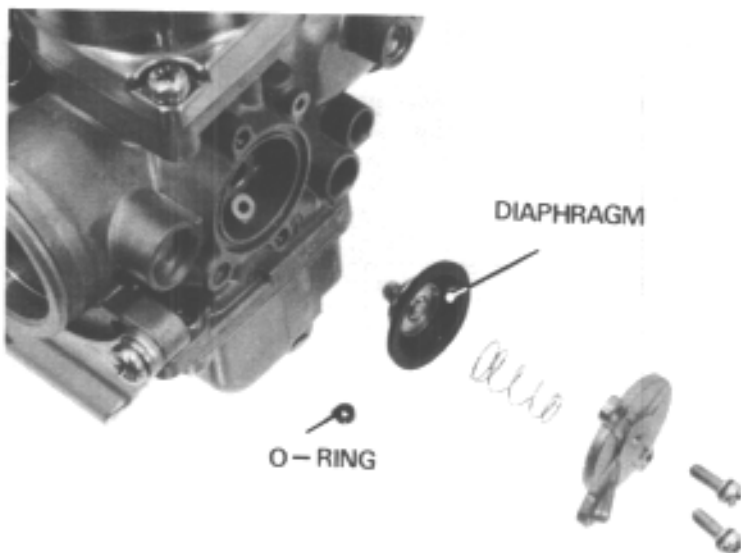


Remove the diaphragm and O-ring.



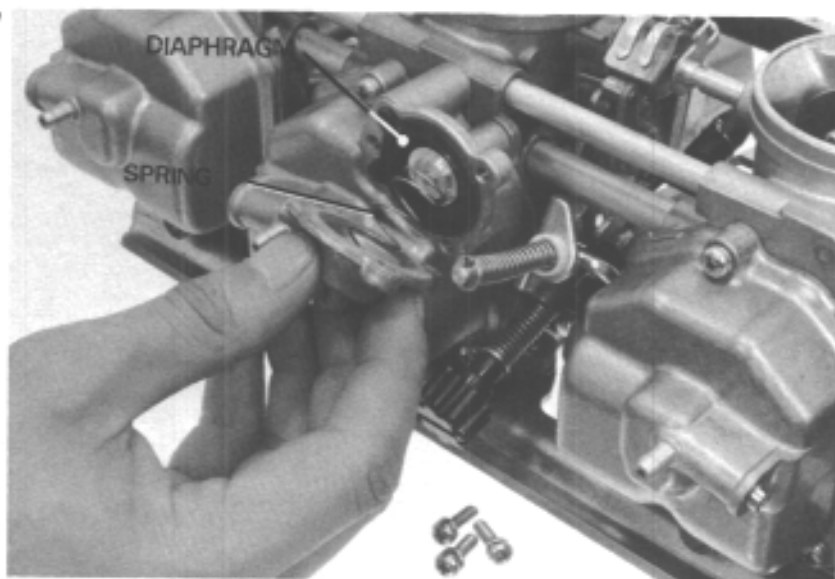


Inspect the diaphragm and valve for cracks and brittleness.



ACCELERATOR PUMP DISASSEMBLY

Remove the accelerator pump cover and spring.



Remove the diaphragm.
Inspect the diaphragm for cracks and brittleness.

NOTE

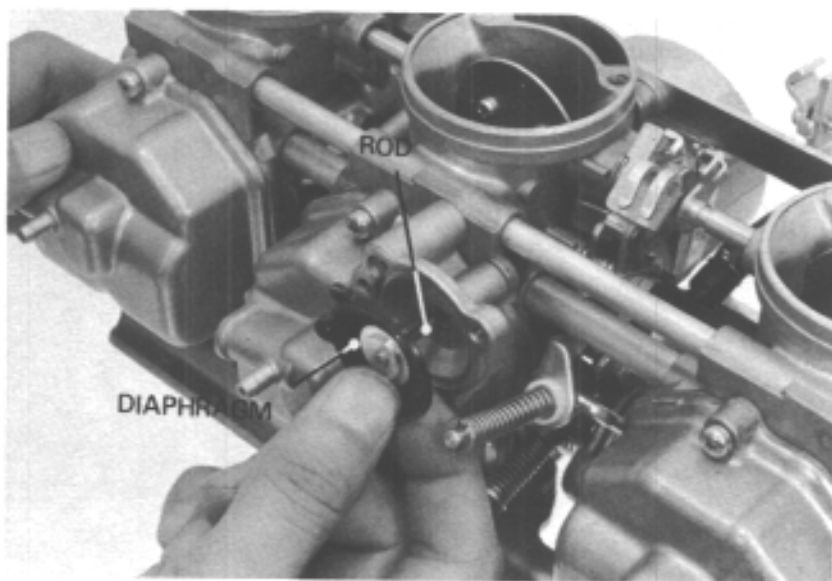
Be sure the accelerator pump rod is not bent.

COMPONENT ASSEMBLY

To assemble the accelerator pump, air cutoff valve, float chamber and vacuum cylinder, reverse the disassembly procedure.

NOTE

When installing the air cutoff valve O-ring, make sure the flat surface is toward the body.





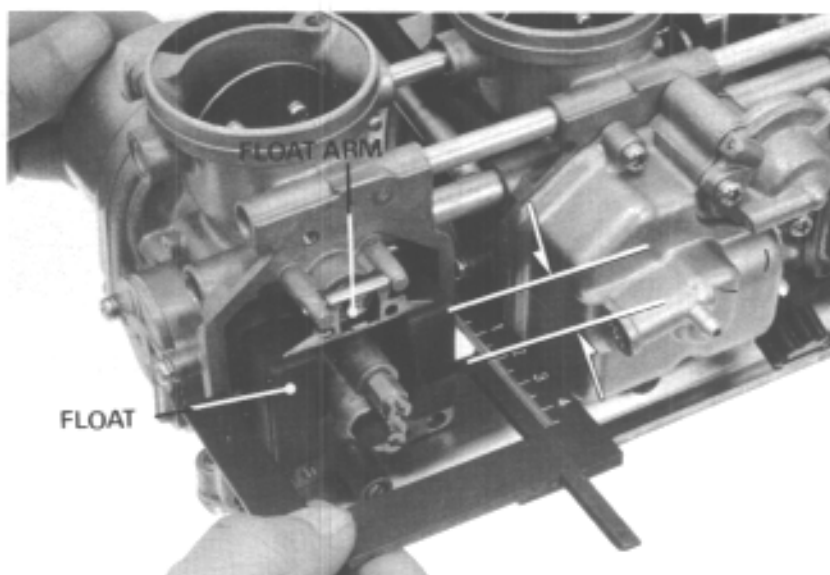
FLOAT LEVEL ADJUSTMENT

To adjust the float level, bend the float arm carefully until it just contacts the float valve.

FLOAT LEVEL: 15.5 mm (0.61 in)

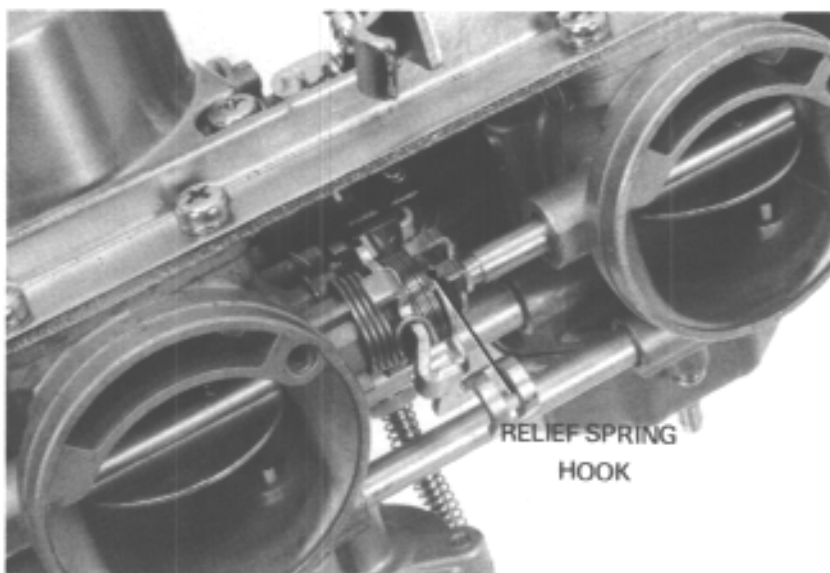
NOTE

Before adjusting, remove the adjacent chambers.



CARBURETOR SEPARATION

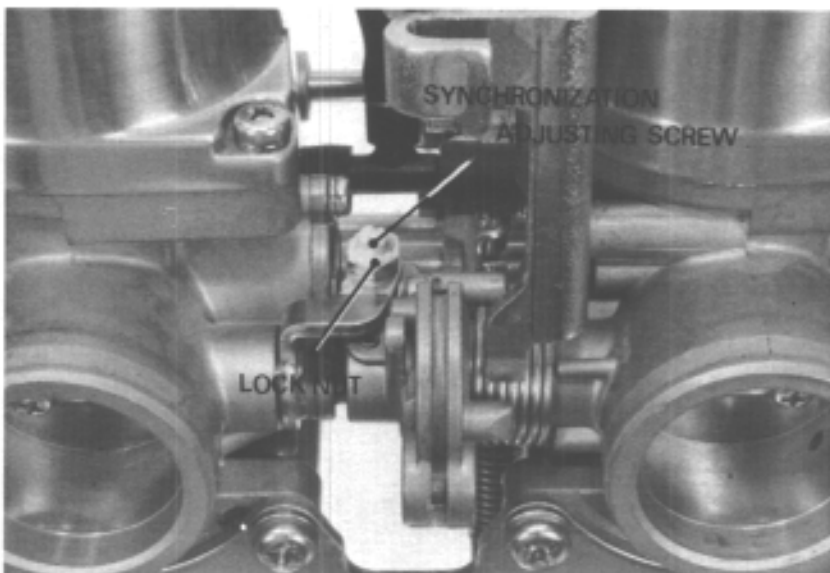
Unhook the choke relief spring from the choke shaft arm of the No.3 and No.4 carburetors.



Loosen the synchronization adjusting screw lock nuts and adjusting screw until there is no tension.

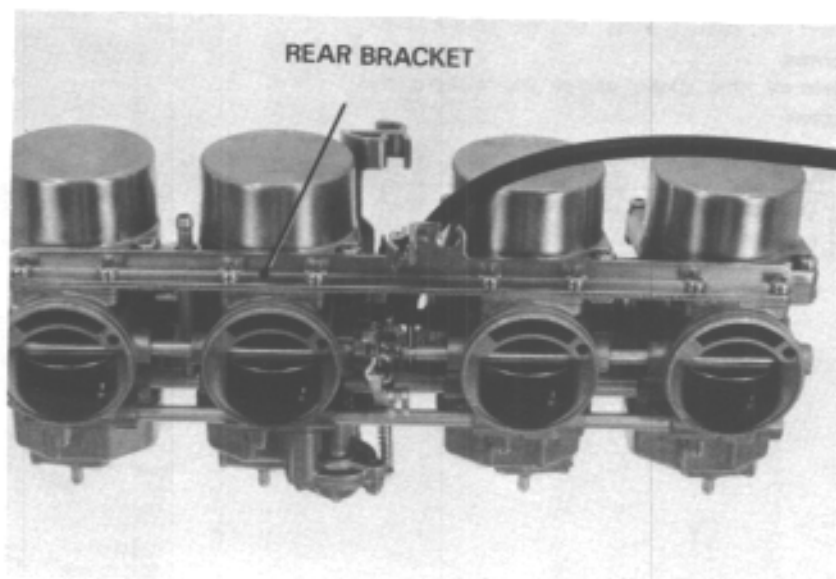
NOTE

Turn the synchronization screws in until they seat and note the number of turns to ensure original positioning.

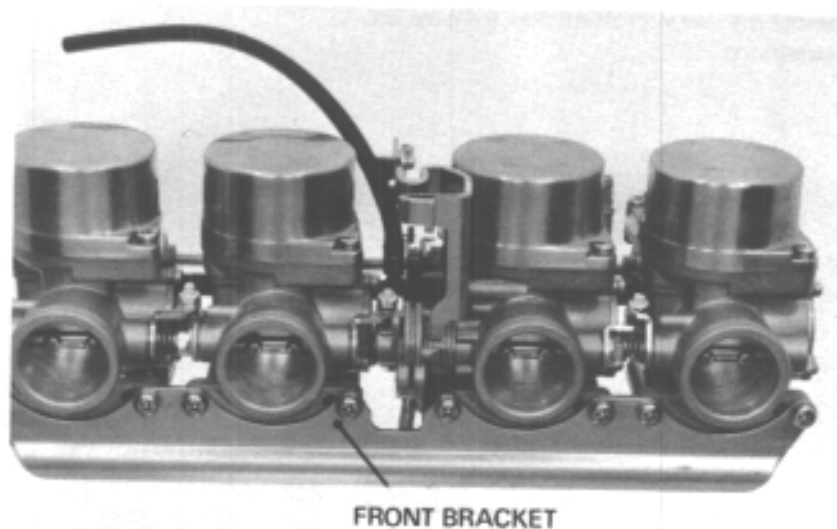




Remove the rear bracket.



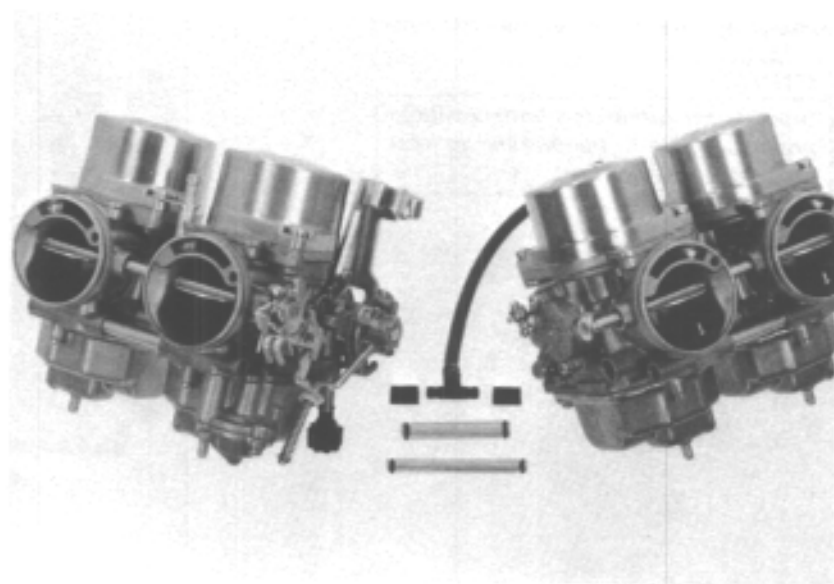
Remove the front bracket.



Carefully separate the carburetors into No. 1,2 and No. 3,4.

CAUTION

Separate the carburetors horizontally to prevent damage to the fuel and air joint pipes and choke linkage.

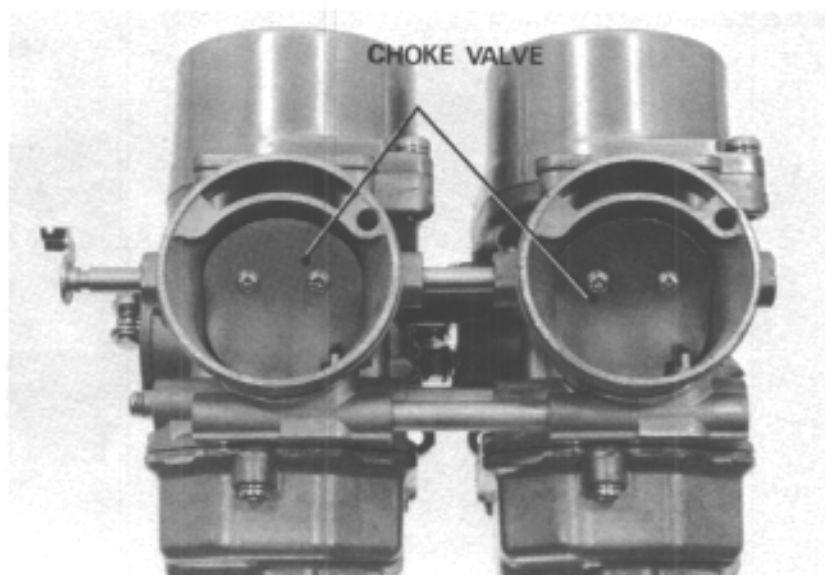




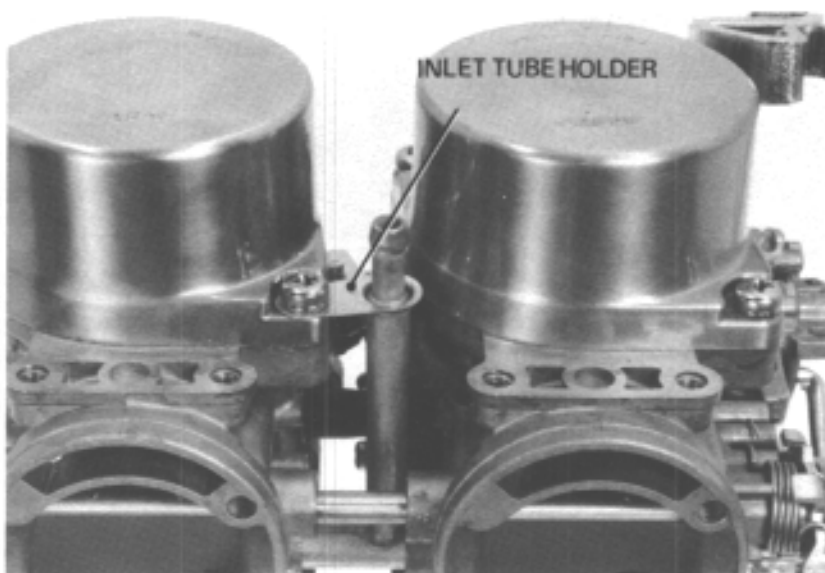
File the staked ends of the choke valve screws.
 Remove the choke valves and discard the screws.

NOTE

Do not allow the cut ends to enter the carburetors.



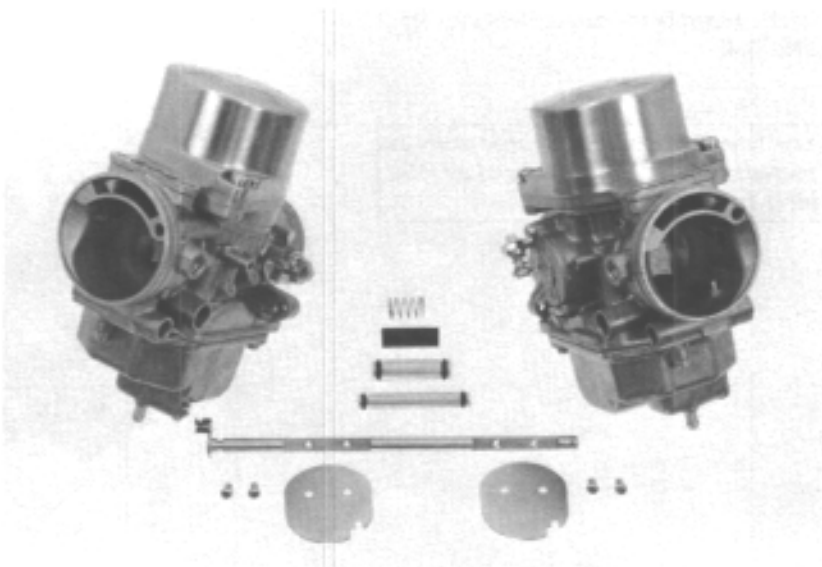
Remove the fuel inlet tube holder from the No. 1 carburetor.



Carefully separate the individual carburetors.

CAUTION

Separate the carburetors horizontally to prevent damage to the fuel and air joint pipes and choke link.



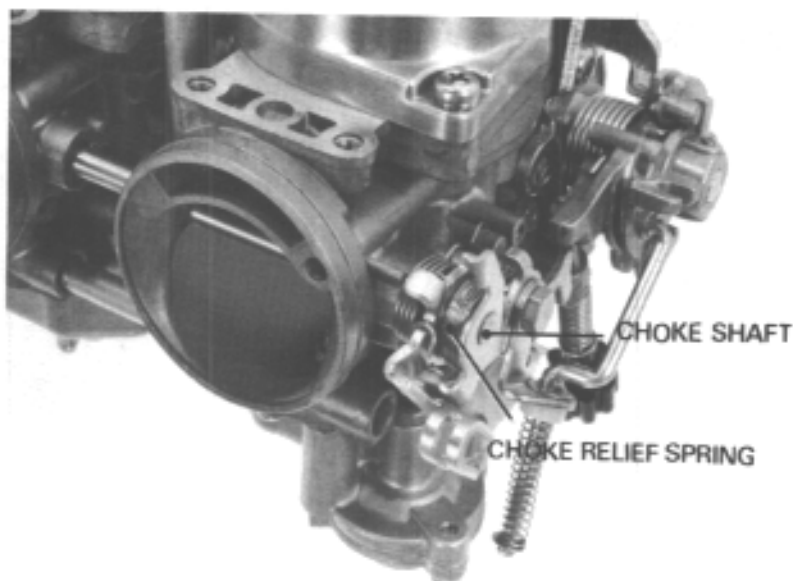


LINKAGE DISASSEMBLY

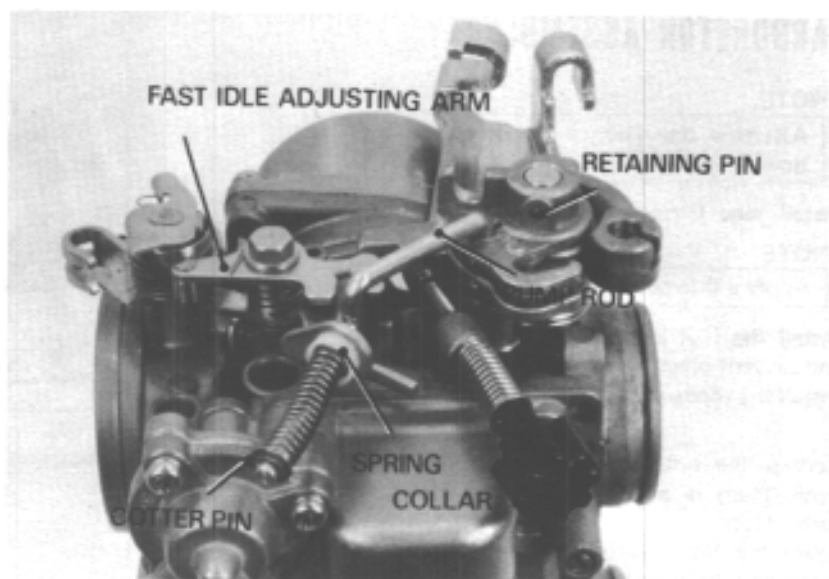
Note the spring positions.
Remove the choke relief spring from the choke link and pull the choke shaft out.

CAUTION

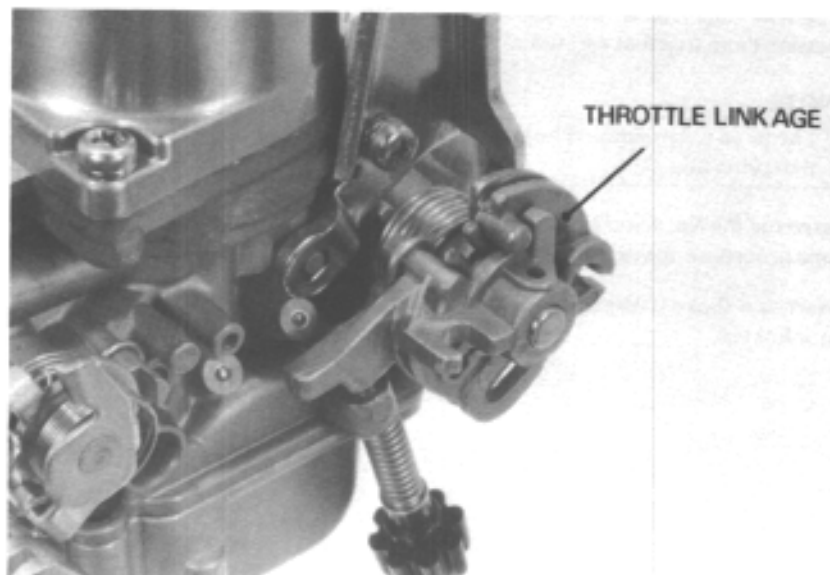
Do not reuse the choke shaft, or choke valves and screws.



Remove the cotter pin from the accelerator pump rod.
Remove the plain washers, spring and collar.
Remove the fast idle adjusting arm bolt.
Remove the fast idle adjusting arm and springs.
Remove the accelerator pump rod.
Drive out the throttle link retaining pin.



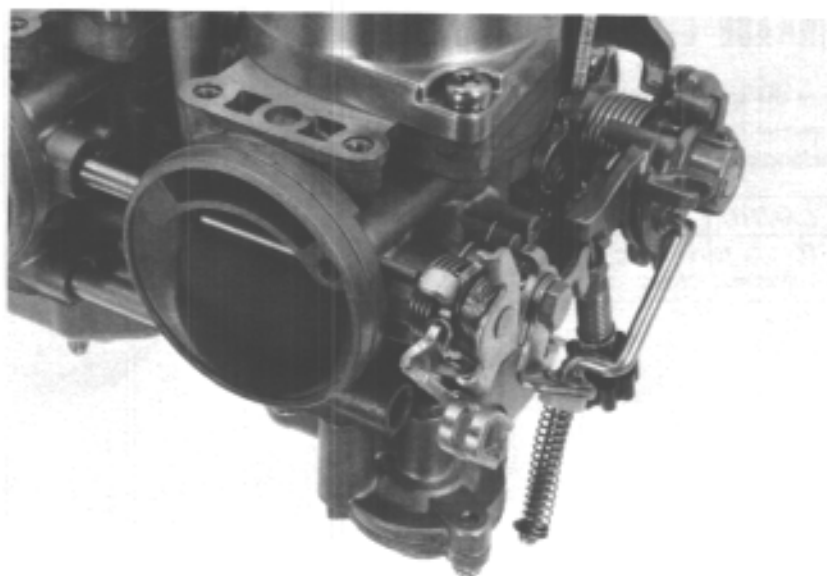
Remove the throttle linkage.





LINKAGE ASSEMBLY

To assemble the carburetor linkage, reverse the disassembly procedure.



CARBURETOR ASSEMBLY

NOTE

Assemble one pair of carburetors at a time.

Install new O-rings on the fuel joint pipes.

NOTE

Apply a thin coating of oil to the O-rings.

Install the fuel joint, accelerator pump joint and air vent pipes on the No. 3 carburetor.
Install the choke dust tube.

Loosen the synchronization adjusting screw until there is no tension when assembling carburetors.

Insert the No. 3 carburetor throttle link between the plain washers.

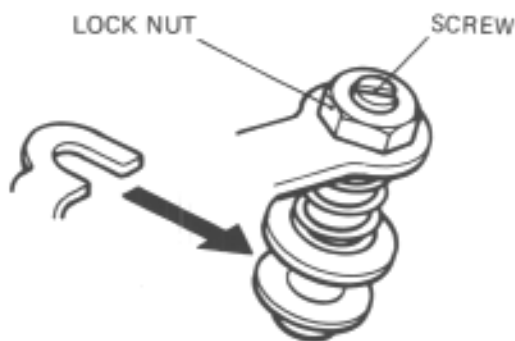
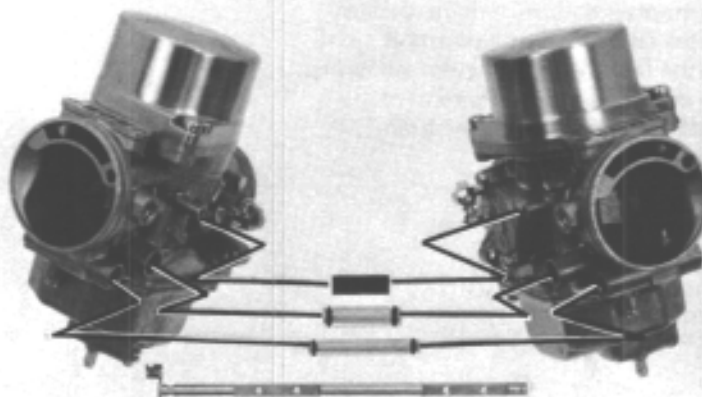
Assemble the No. 3 and No. 4 carburetors, pressing them together carefully.

NOTE

The large washer should be positioned on the spring side.

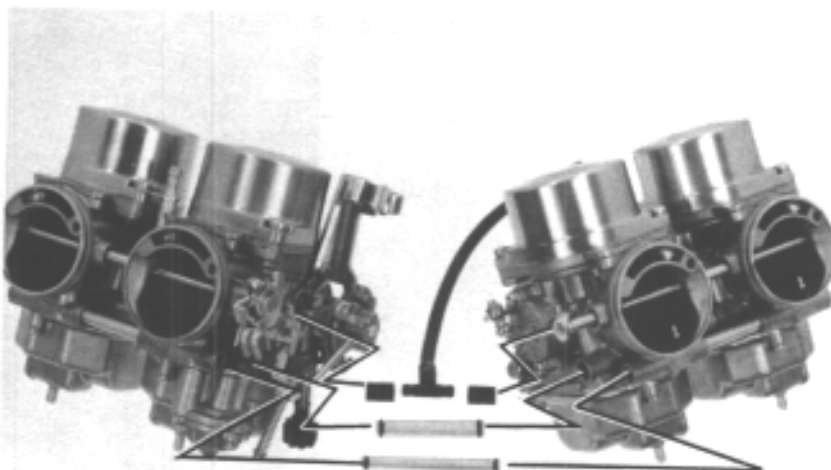
Assemble the No. 1 and No. 2 carburetors in the same procedure above.

Insert new choke shafts and assemble the carburetor linkage.





Assemble each pair of carburetor by following the procedure described for the No. 3 and 4 carburetors.



Install the front bracket loosely.
Place the carburetors on a flat surface with the float chamber up.
Press the carburetors together carefully and evenly tighten the screws in the sequence shown in two or more steps to prevent carburetor misalignment.

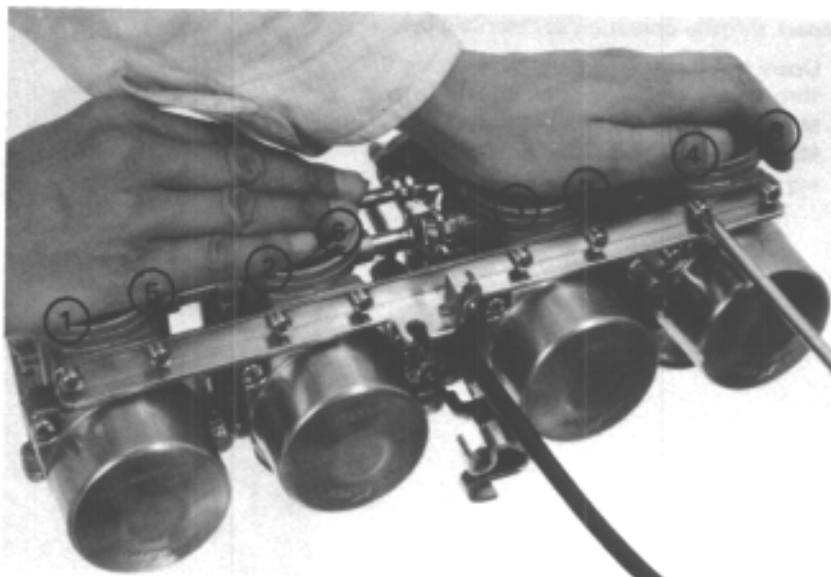
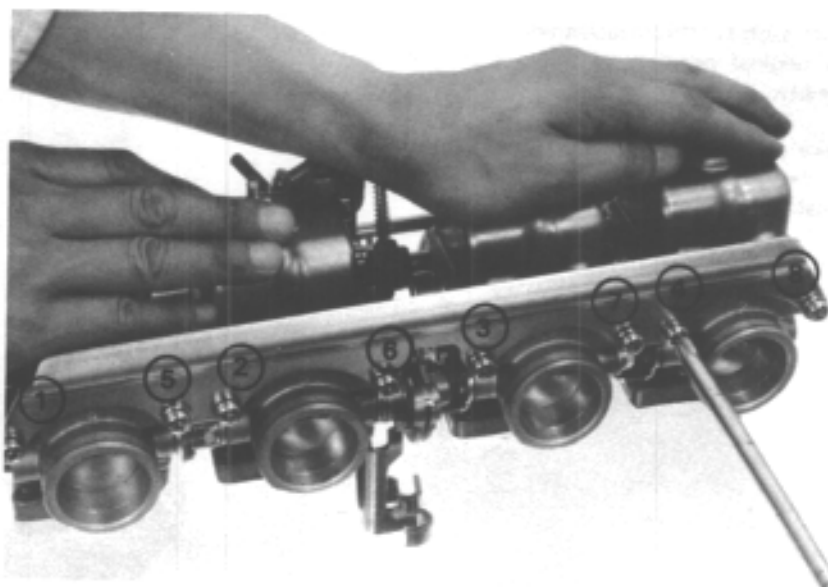
TORQUE: 0.4–0.6 kg-m
(3–4 ft-lb, 36–48 in-lb)

NOTE

Check for smooth choke shaft operation. If it is not, recheck the carburetor alignment.

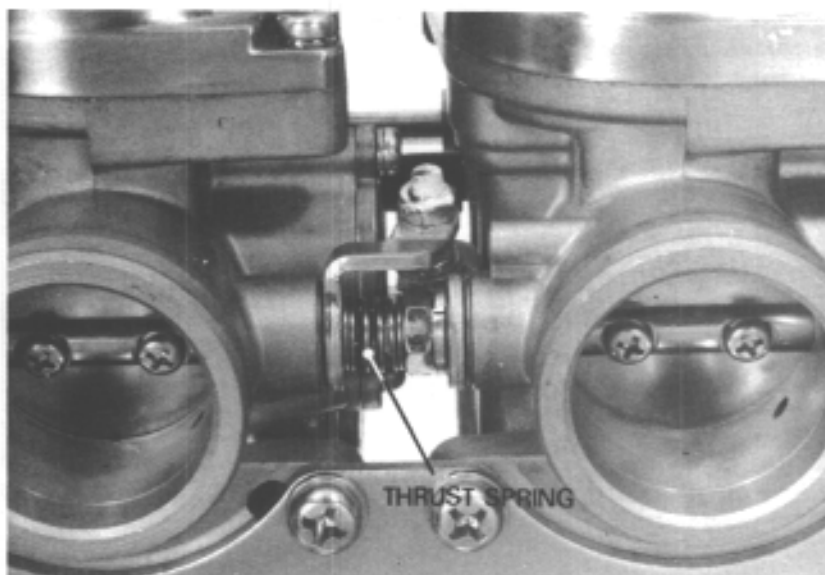
Install the rear bracket using the same procedure as for the front bracket.

TORQUE: 0.28–0.42 kg-m
(2–3 ft-lb, 24–36 in-lb)



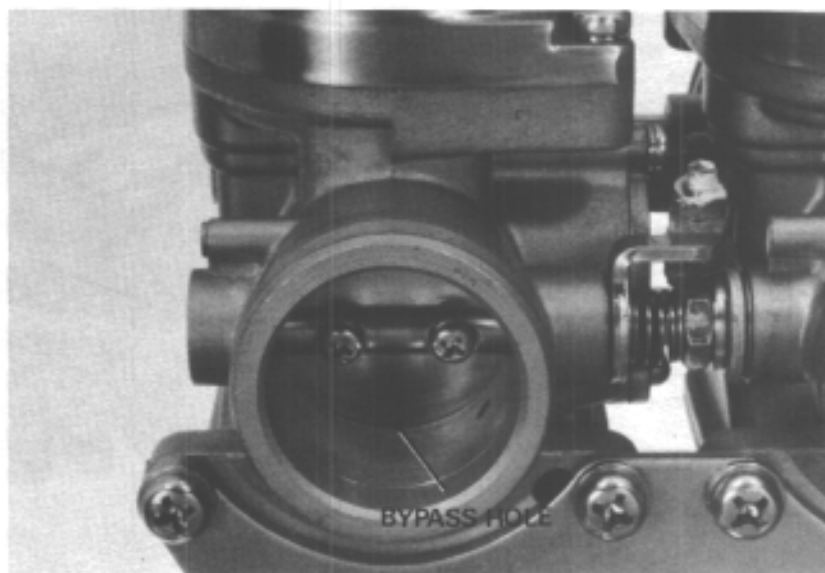


Install the thrust springs between the No. 1 and 2, and No. 3 and 4 carburetor throttle links.



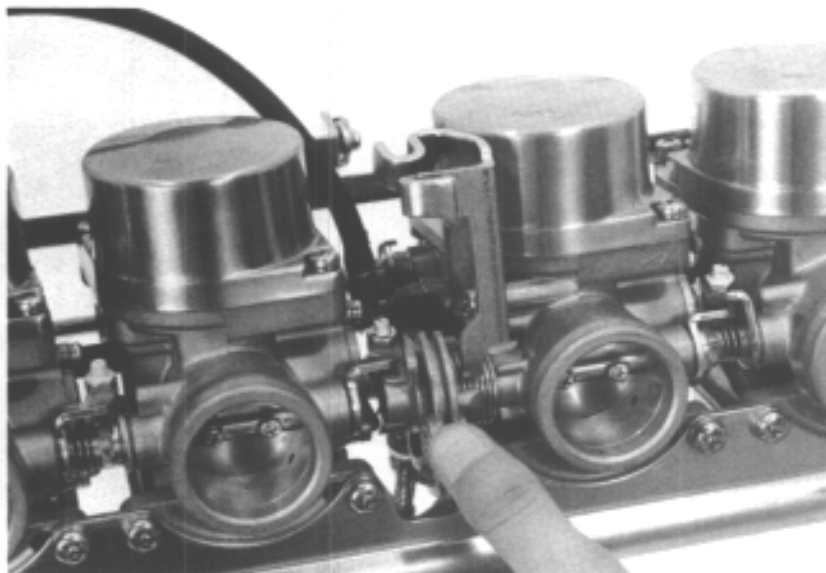
Turn each synchronization adjusting screw to its original position as noted during disassembly.

Make each distance between the by-pass hole in the carburetor body and throttle valve equal.



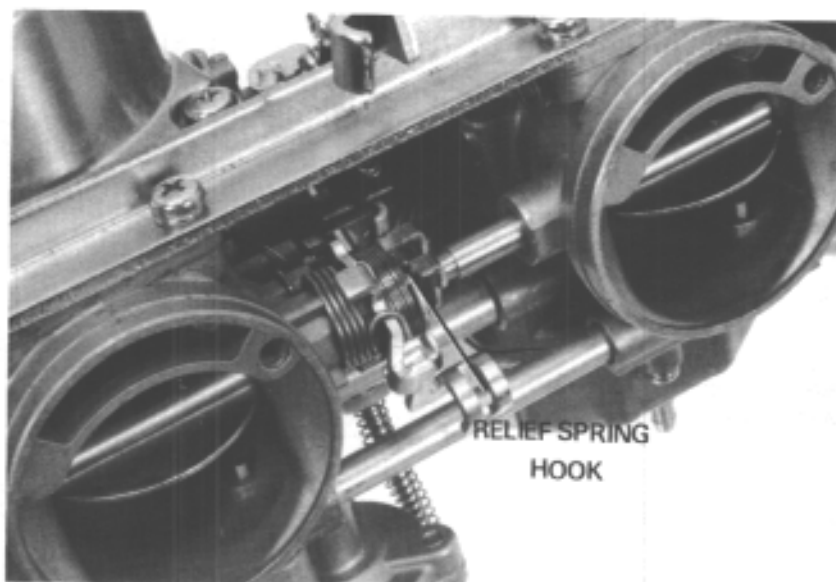
Inspect throttle operation as described below:

- Open the throttle slightly by pressing the throttle linkage. Then release the throttle.
- Make sure that it returns smoothly.
- Make sure that there is no drag when opening and closing the throttle.

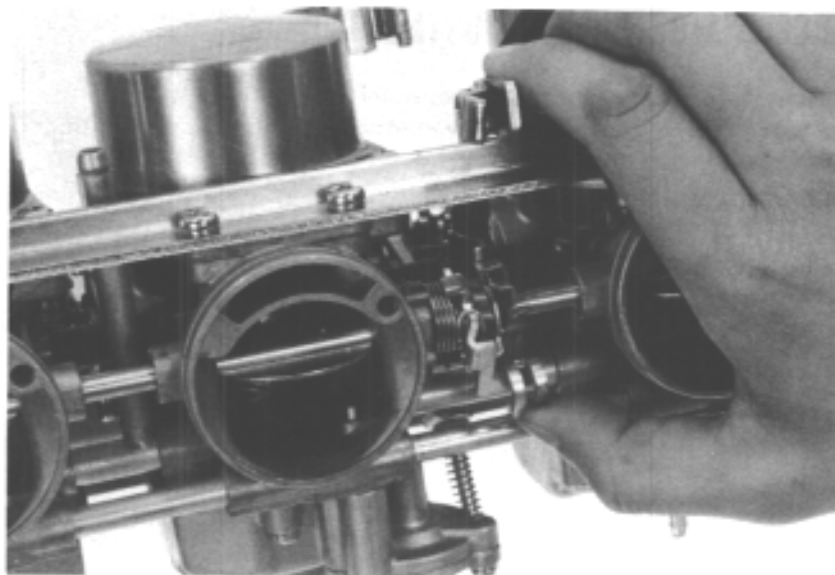




Hook the choke relief spring to the choke shaft arm of the No. 3, 4 carburetors. Install the choke valves, but do not tighten the bolts.



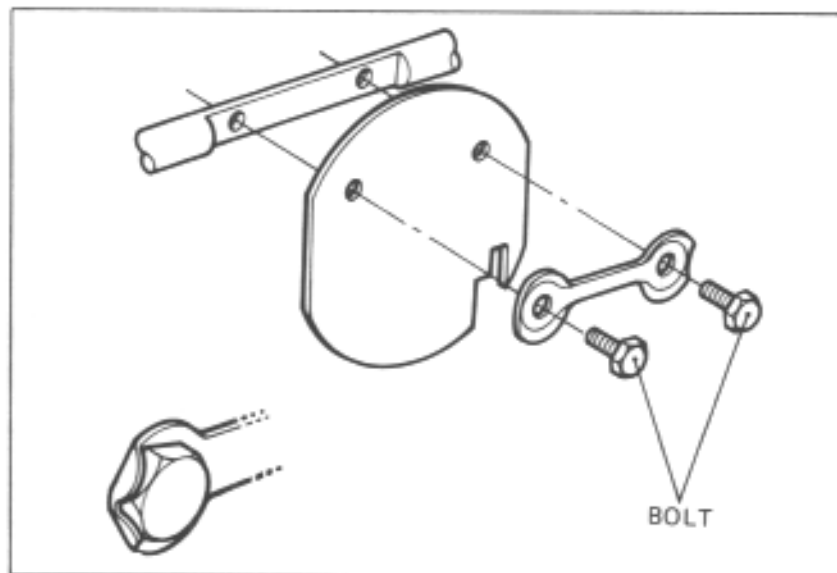
Make sure that choke valve operation is smooth by moving the choke linkage. Close the choke valve by turning the choke linkage. Release the choke linkage and make sure that it returns smoothly.



Tighten the choke valve bolts.

TORQUE: 0.06–0.12 kg-m
(0.4–0.9 ft-lb, 5–11 in-lb)

Fold the tabs of the lock washer up.
Recheck the throttle and choke operation.





FAST IDLE ADJUSTMENT

FAST IDLE: 2000 $\pm$ 500 rpm

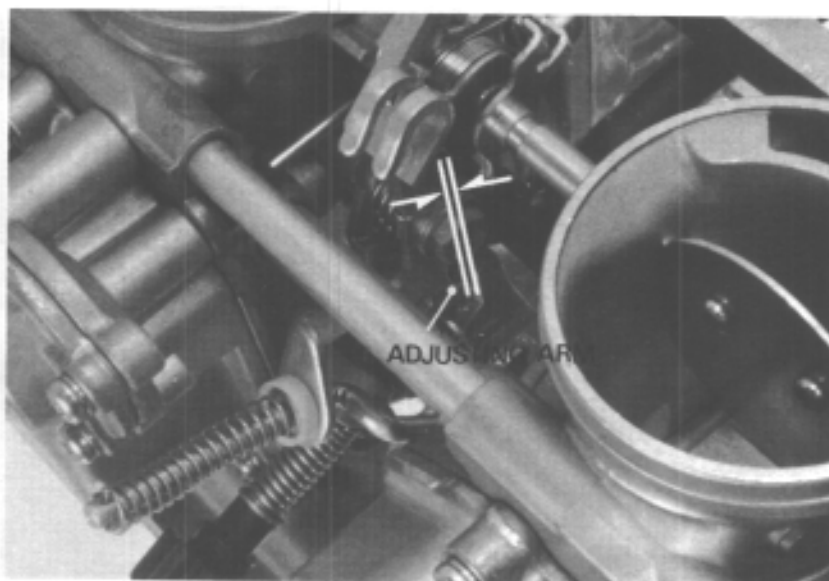
Close the throttle valve and open the choke valve.

Measure the clearance between the throttle link and fast idle adjusting arm pin.

CLEARANCE:

0.7–1.0 mm (0.03–0.04 in)

Adjust by opening and closing the fork end of the fast idle adjusting arm.



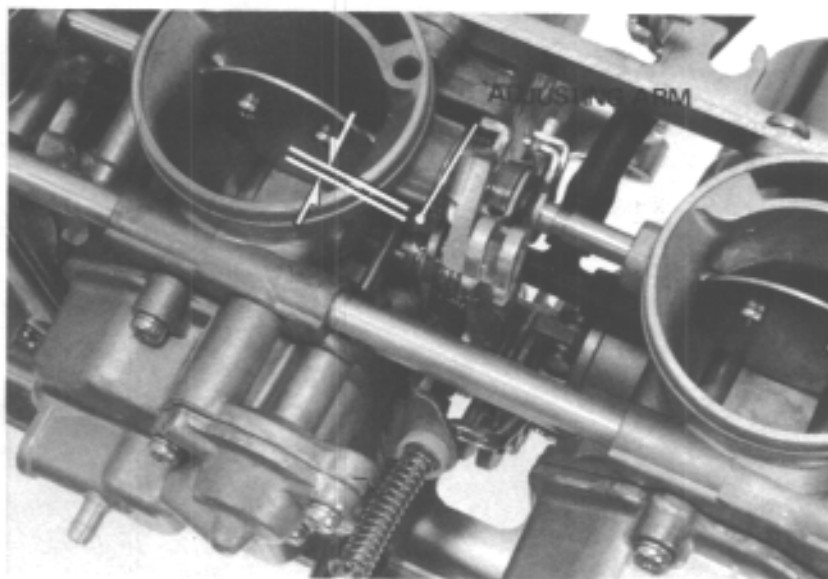
ACCELERATOR PUMP ADJUSTMENT

Measure the clearance between the accelerator pump rod and adjusting arm with the throttle valve closed.

CLEARANCE:

0–0.04 mm (0–0.0016 in)

Adjust by bending the adjusting arm.

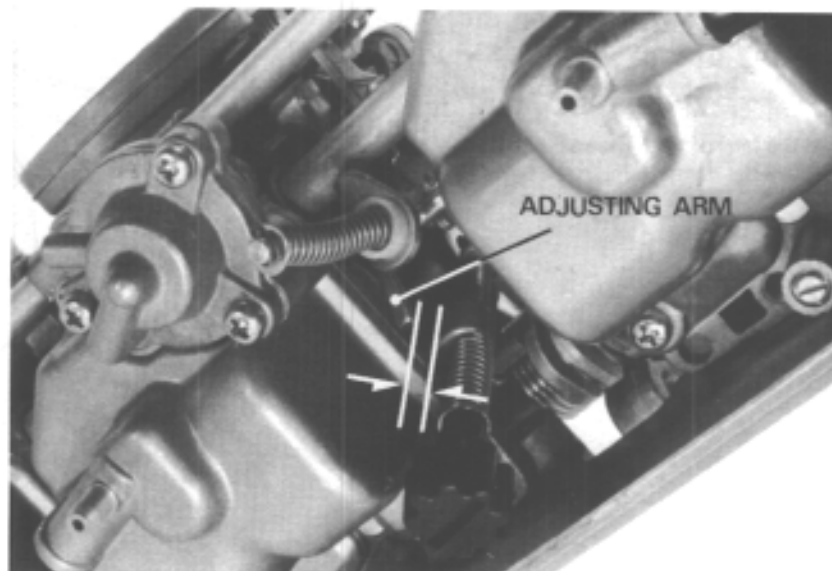


Measure the clearance between the adjusting arm and stopper on the carburetor body.

CLEARANCE:

3.1–3.3 mm (0.12–0.13 in)

Adjust by bending the adjusting arm.





PILOT SCREW ADJUSTMENT

IDLE DROP PROCEDURE

NOTE

The pilot screw is factory pre-set and no adjustment is necessary unless the carburetor is overhauled.

NOTE

Use a tachometer with graduations of 50 rpm.

Turn the pilot screw clockwise until it seats lightly and back it out to the specification. This is a preliminary setting prior to the final pilot screw adjustment.

**PILOT SCREW OPENING: 1-1/2 (VB42A)
1-3/4 (VB42C)**

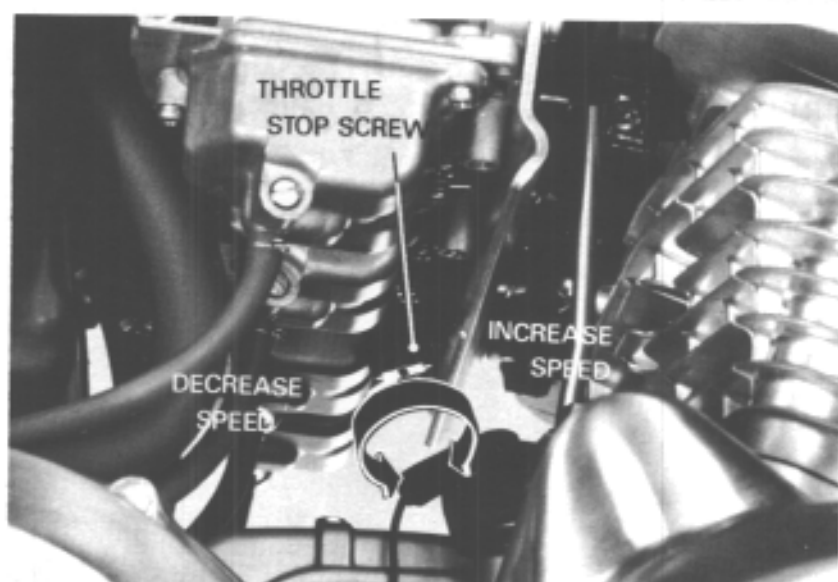
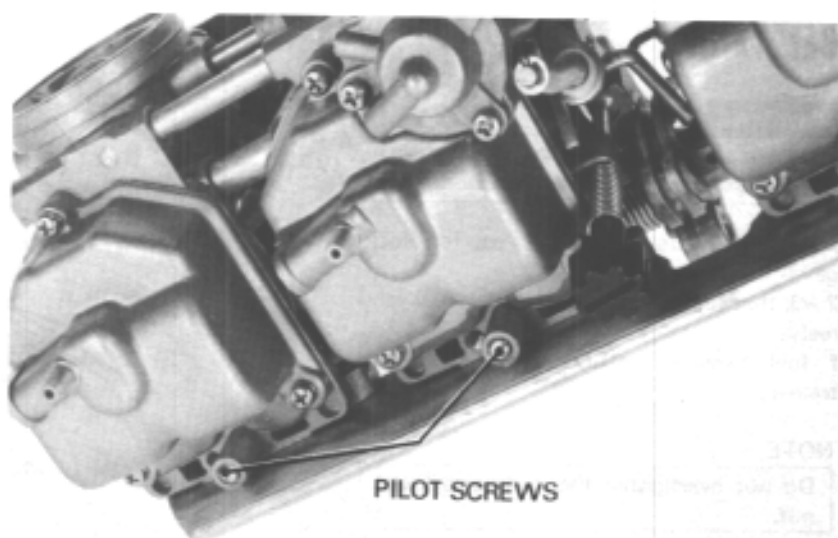
CAUTION

Damage to the pilot screw seat will occur if the pilot screw is tightened against the seat.

1. Warm up the engine to operating temperature. Stop and go driving for 10 minutes is sufficient.
2. Attach a tachometer.
3. Adjust the idle speed with the throttle stop screw.

IDLE SPEED: 1,000 $\pm$ 100 rpm

4. Turn each pilot screw 1/2 turn out from the initial setting position.
5. If the engine speed increases by 50 rpm or more, turn each pilot screw out by a continual 1/2 turn until it drops by 50 rpm or less.
6. Adjust the idle speed with the throttle stop screw.
7. Turn the No. 1 carburetor pilot screw in until the engine speed drops 50 rpm.
8. Turn the No. 1 carburetor pilot screw (3/8 = VB42A, 3/4 = VB42C) turn out from the position obtained in Step 7.
9. Adjust the idle speed with the throttle stop screw.
10. Perform Steps 7, 8 and 9 for the 2, 3 and 4 carburetor pilot screws.





FUEL TANK

WARNING

Do not allow flames or sparks near gasoline. Wipe up spilled gasoline at once.

Check the vent hole of the filler cap for blockage.

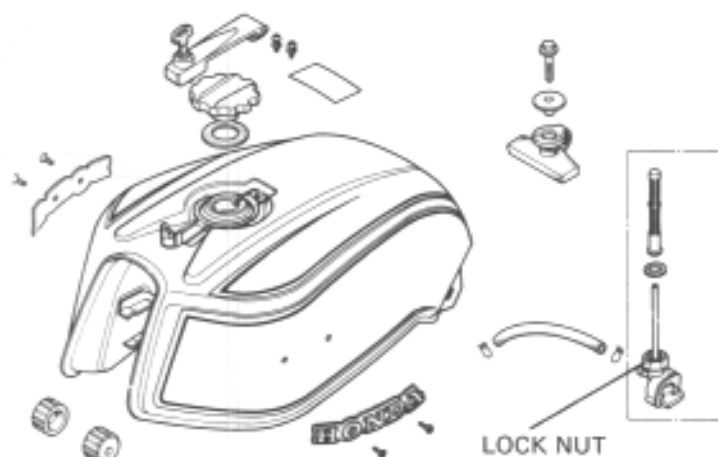
Check that fuel is flowing out of the fuel valve freely.

If fuel flow is restricted, clean the fuel strainer.

NOTE

Do not overtighten the fuel valve lock nut.

Make sure there are no fuel leaks.



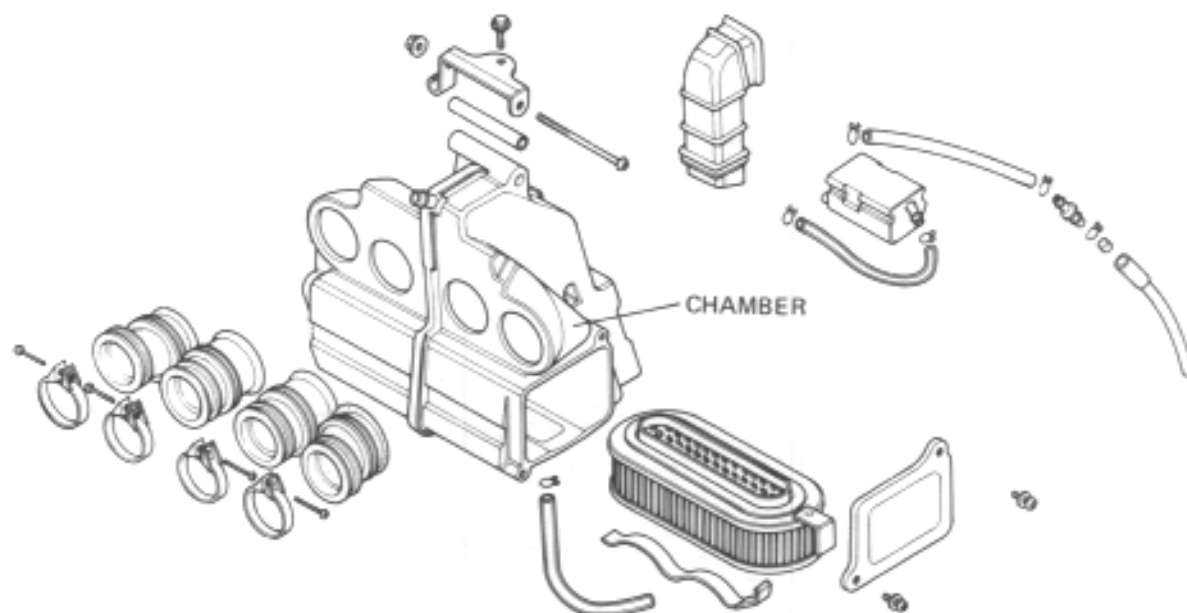
AIR CLEANER CASE

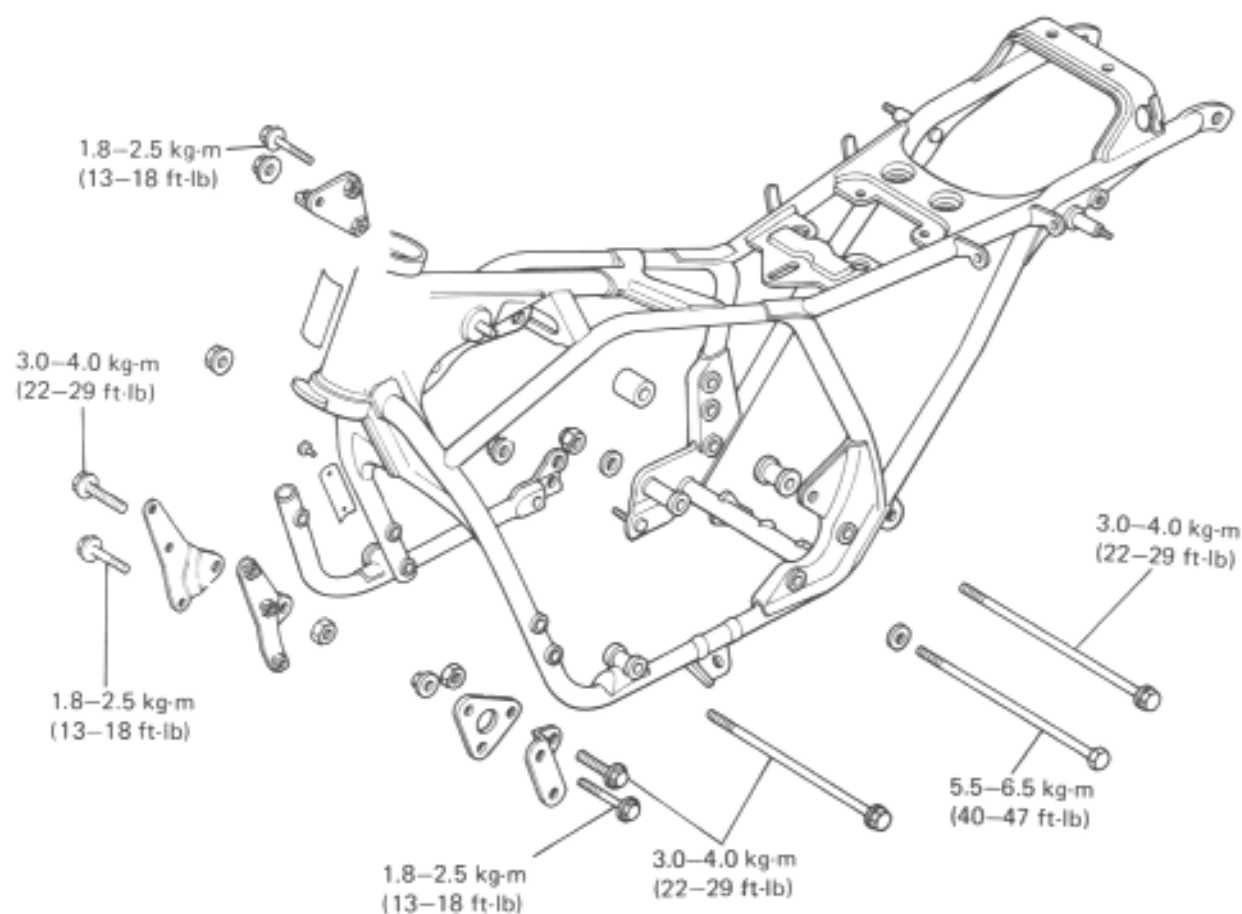
AIR CLEANER CASE/CHAMBER

Check the air cleaner case for deterioration.

CRANKCASE VENTILATION SYSTEM

Check that the breather tube is not restricted.







SERVICE INFORMATION	5-1
ENGINE REMOVAL	5-2
ENGINE INSTALLATION	5-5

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- The following parts or components can be serviced with the engine installed in the frame:

- Clutch
- Shift linkage
- Camshaft
- Carburetor
- A.C. generator
- Starter motor
- Cylinder head

SPECIFICATIONS

Engine dry weight	88.5 kg (195 lb) approx.
Oil capacity	4.5 lit (4.7 US qt) at engine assembly
	3.5 lit (3.7 US qt) at change

TORQUE VALUES

8 mm bolt	1.8-2.5 kg-m (13-18 ft-lb)
10 mm bolt	3.0-4.0 kg-m (22-29 ft-lb)
12 mm bolt	5.5-6.5 kg-m (40-47 ft-lb)
Rear axle nut	8.0-10.0 kg-m (58-72 ft-lb)
Drive sprocket	5.0-5.4 kg-m (36-39 ft-lb)
Spark plug	1.2-1.6 kg-m (9-12 ft-lb)

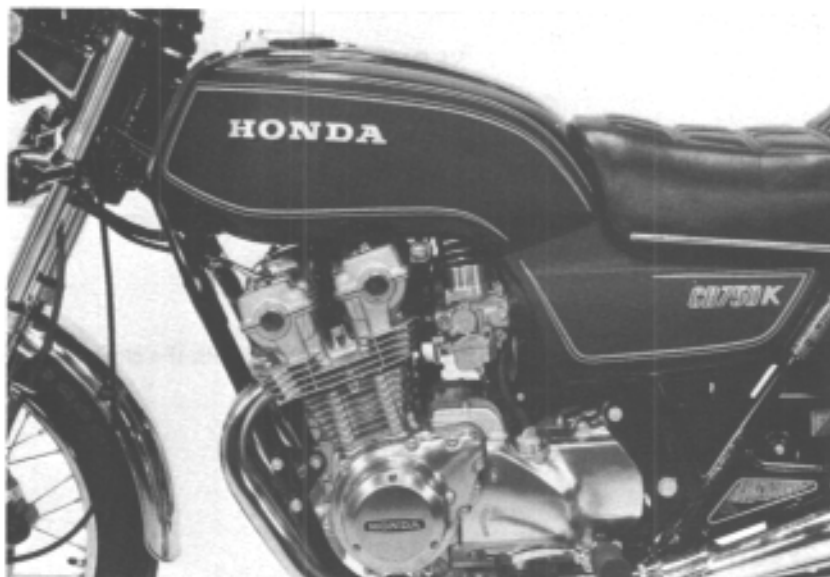


ENGINE REMOVAL

Drain oil from engine (Page 2-2).

Turn the fuel valve OFF.

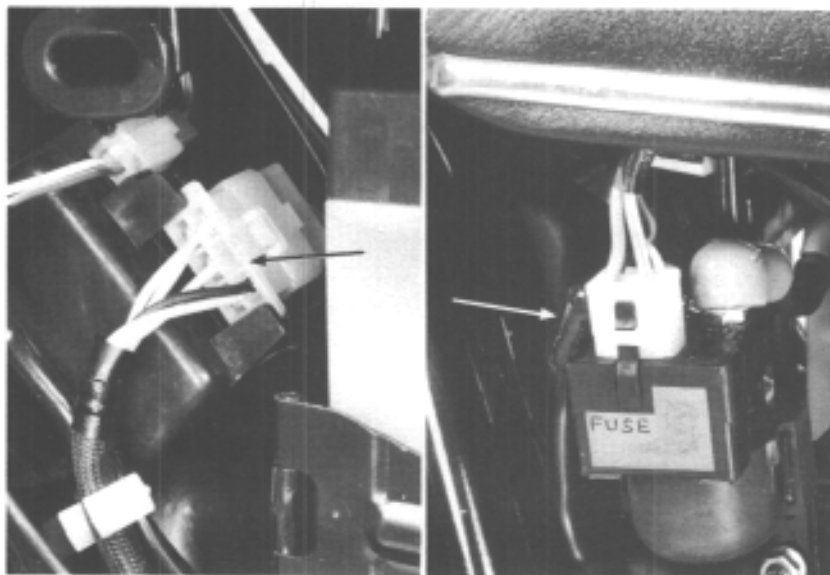
Raise the seat and remove the overflow tube, fuel lines, both side covers and fuel tank.



Remove the carburetor and the air cleaner (Section 4).

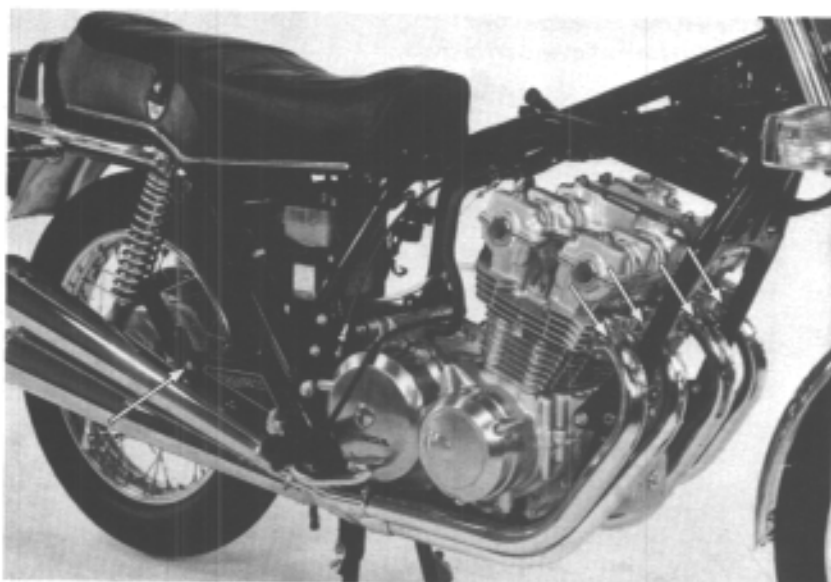


Disconnect the electrical wires.





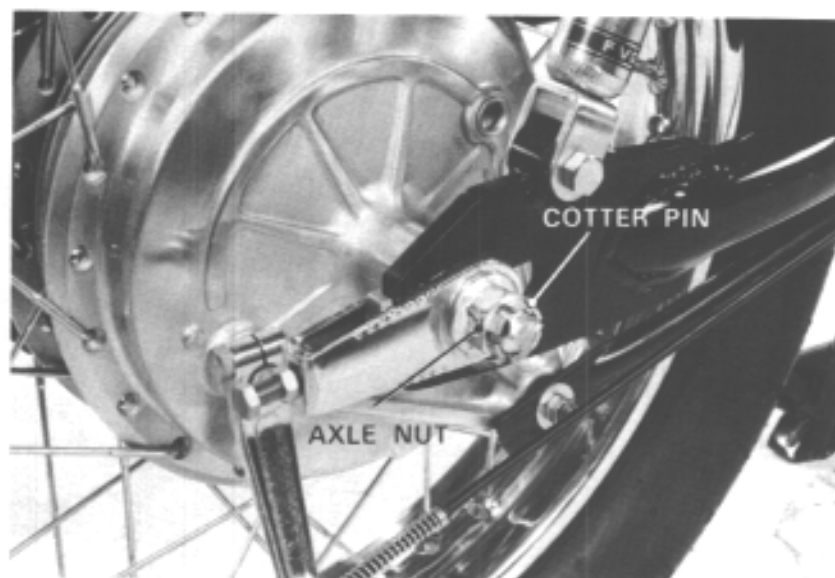
Remove the exhaust system.



Remove the tachometer cable from the cylinder head cover.
Remove all spark plug caps.

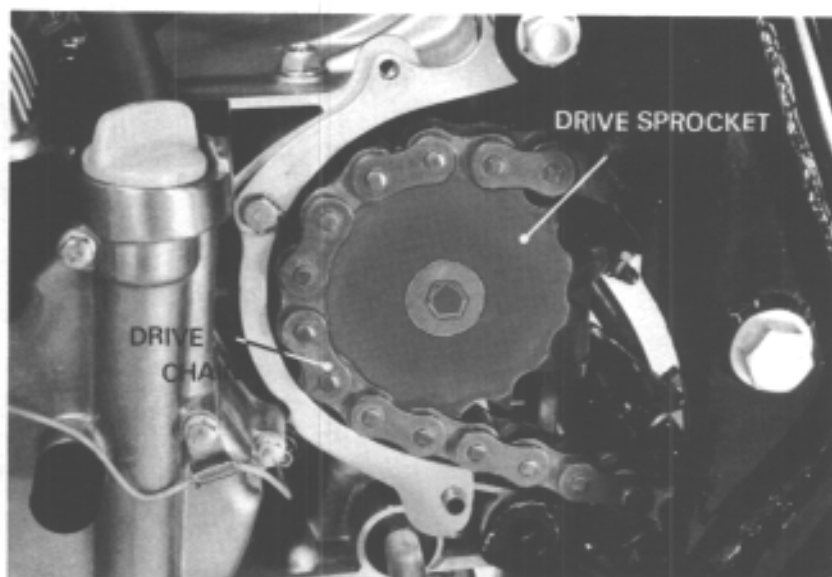


Remove the cotter pin and loosen the rear axle nut.
Loosen both chain adjusters and push the rear wheel forward.

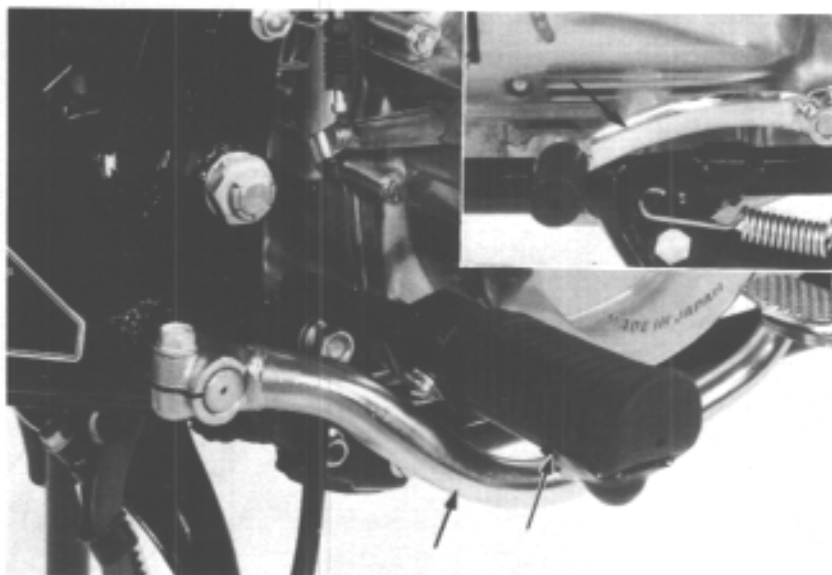




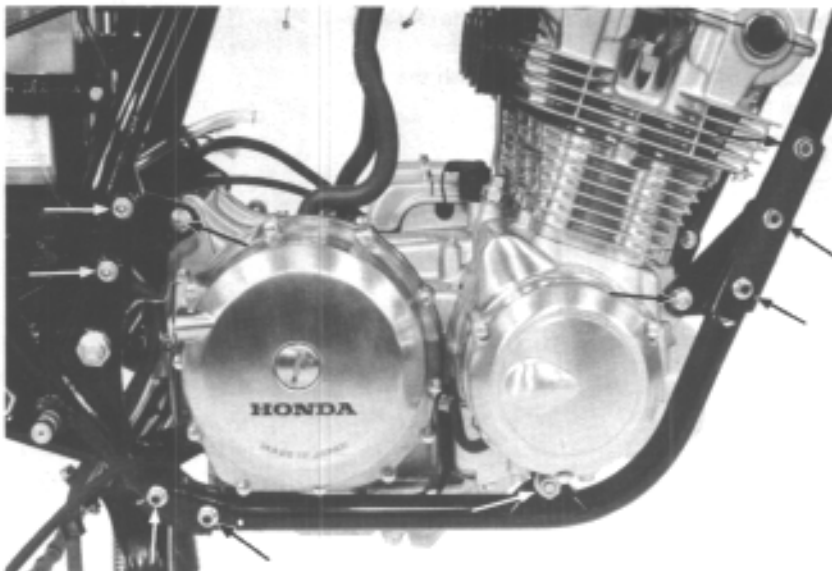
Remove the left rear crankcase cover.
Remove the drive sprocket and drive chain.



Remove the clutch cable at the clutch arm, rear brake pedal, foot pegs and gear shift pedal.



Place a jack under the engine.
Remove the engine hanger brackets and bolts.
Remove the engine toward the right.





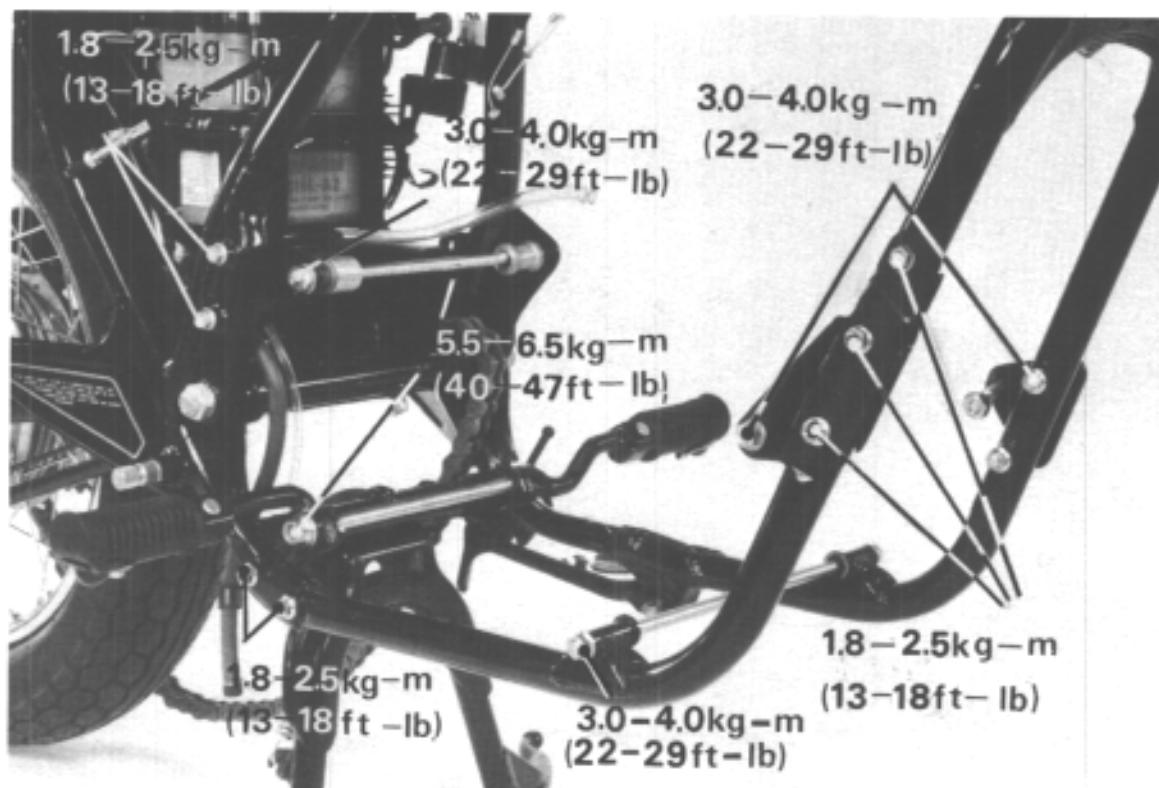
ENGINE INSTALLATION

The installation sequence is the reverse of removal.

NOTE

- Do not damage parts during installation.
- Route the wires and cables properly (Page 1-8).
- Fill the crankcase to the proper level (Page 2-1).
- Perform the following inspection and adjustments:
 - Throttle cable free play (Page 3-12).
 - Clutch lever free play (Page 3-20).
 - Drive chain tension (Page 3-16).
 - Choke cable free play (Page 3-12).

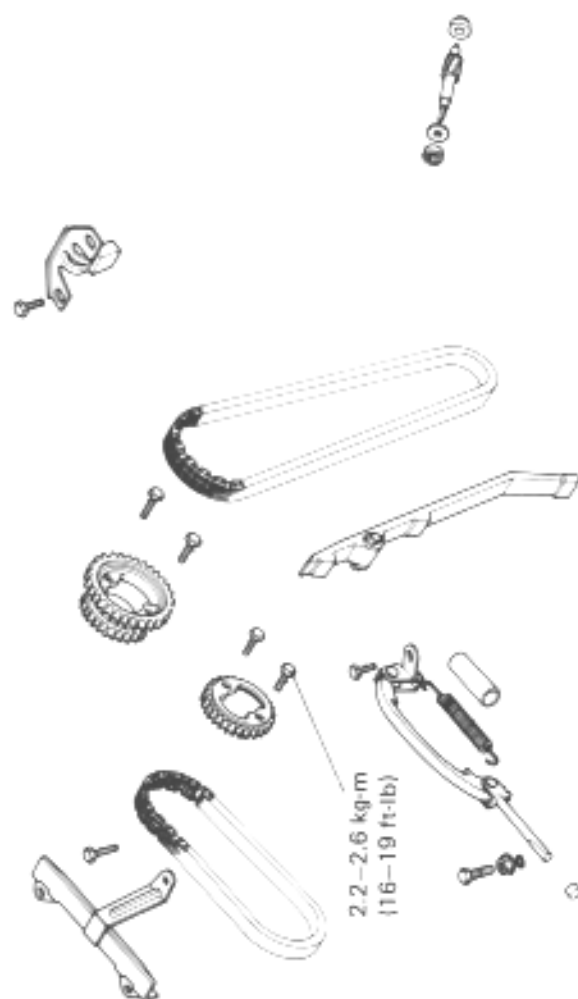
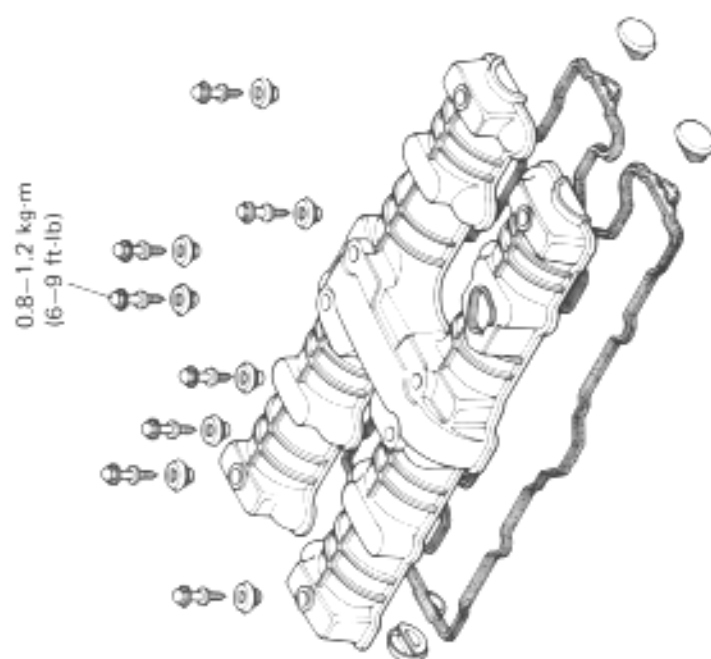
Torque values:	8 mm flange bolt/nut	1.8–2.5 kg-m (13–18 ft-lb)
	10 mm flange bolt/nut	3.0–4.0 kg-m (22–29 ft-lb)
	12 mm flange bolt/nut	5.5–6.5 kg-m (40–47 ft-lb)
	Drive sprocket	5.0–5.4 kg-m (36–39 ft-lb)

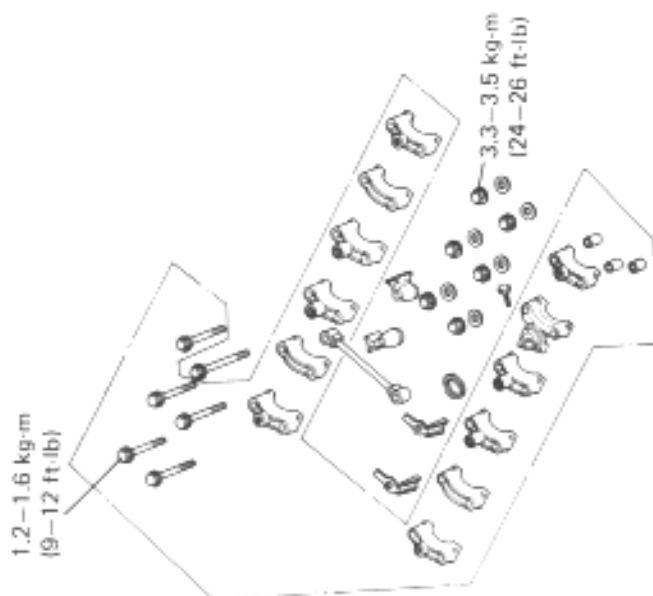
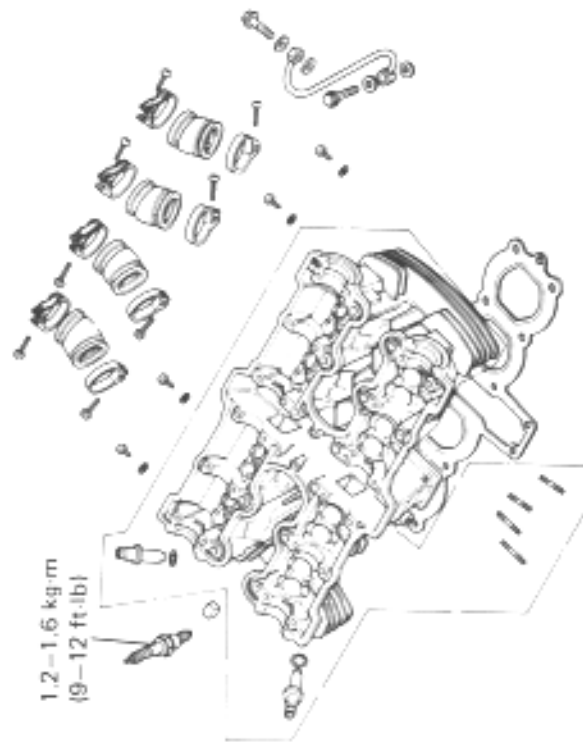




HONDA
CB750K

CYLINDER HEAD/VALV







SERVICE INFORMATION	6-1	VALVE GUIDE REPLACEMENT	6-15
TROUBLESHOOTING	6-2	VALVE SEAT INSPECTION/REFACING	6-16
CAMSHAFT REMOVAL	6-3	CYLINDER HEAD ASSEMBLY	6-17
CYLINDER HEAD REMOVAL	6-9	CYLINDER HEAD INSTALLATION	6-18
CYLINDER HEAD DISASSEMBLY	6-11	CAMSHAFT INSTALLATION	6-20

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- The engine must be removed from the frame to remove the cylinder head.
- Camshaft lubricating oil is fed through an oil line. Be sure the hole in the oil line is not clogged.
- During assembly, apply molybdenum disulfide to the camshaft bearings to provide initial lubrication. Pour clean engine oil into the oil pockets in the cylinder head to lubricate the camshafts.
- Marks A thru L on the camshaft holders mean position of holders to be installed; A to E are for EX. side and F to L for IN. side from left to right respectively. When installing, be sure the mark faces forward.

SPECIAL TOOLS

Special Tools

Valve Guide Reamer	07984-2000000
Tappet Hole Protector	07999-4220000

Common Tools

Valve Guide Remover (5.5 mm)	07742-0010100
Valve Guide Driver	07742-0020200
Valve Spring Compressor	07757-0010000

TORQUE VALUES

Cylinder head cover	0.8-1.2 kg-m (6- 9 ft-lb)
Camshaft holder	1.2-1.6 kg-m (9-12 ft-lb)
Cylinder head	3.6-4.0 kg-m (26-29 ft-lb)
Cam sprocket	2.2-2.6 kg-m (16-19 ft-lb)
Spark plug	1.2-1.6 kg-m (9-12 ft-lb)

SPECIFICATIONS

			STANDARD	SERVICE LIMIT
Compression pressure			12 ± 1 kg/cm ² (171 ± 14 psi)	—
Camshaft	Cam height	IN.	37.000-37.160 mm (1.4567-1.4630 in)	36.9 mm (1.45 in)
		EX.	37.500-37.660 mm (1.4763-1.4827 in)	37.4 mm (1.47 in)
	Oil clearance	A and F	0.040- 0.082 mm (0.0016-0.0032 in)	0.13 mm (0.0051 in)
		Gear holder and G	0.062- 0.109 mm (0.0024-0.0043 in)	0.16 mm (0.0063 in)
		B and H	0.085- 0.139 mm (0.0033-0.0055 in)	0.19 mm (0.0075 in)
		C and J	0.085- 0.139 mm (0.0033-0.0055 in)	0.19 mm (0.0075 in)
		D and K	0.062- 0.109 mm (0.0024-0.0043 in)	0.16 mm (0.0063 in)
		E and L	0.040- 0.082 mm (0.0016-0.0032 in)	0.13 mm (0.0051 in)
	Run out		—	0.05 mm (0.002 in)



			STANDARD	SERVICE LIMIT
Valve lifter	Valve lifter O.D.		27.972–27.993 mm (1.1013–1.1021 in)	27.96 mm (1.101 in)
	Valve lifter bore I.D.		28.000–28.016 mm (1.1024–1.1030 in)	28.04 mm (1.104 in)
	Lifter to cylinder head clearance		—	0.07 mm (0.003 in)
Valve spring	Free length	IN. Outer	43.9 mm (1.73 in)	42.5 mm (1.67 in)
		IN. Inner	40.7 mm (1.60 in)	39.8 mm (1.57 in)
		EX. Outer	43.9 mm (1.73 in)	42.5 mm (1.67 in)
		EX. Inner	40.7 mm (1.60 in)	39.8 mm (1.57 in)
	Preload/length	IN. Outer	12.6–14.6 kg/37.5 mm (27.78–32.19 lbs/1.48 in)	12.0 kg/37.5 mm (26.46 lbs/1.48 in)
		IN. Inner	6.39–7.81 kg/34.5 mm (14.087–17.218 lbs/1.36 in)	6.0 kg/34.5 mm (13.23 lbs/1.36 in)
		EX. Outer	12.6–14.6 kg/37.5 mm (27.78–32.19 lbs/1.48 in)	12.0 kg/37.5 mm (26.46 lbs/1.48 in)
		EX. Inner	6.39–7.81 kg/34.5 mm (14.087–17.218 lbs/1.36 in)	6.0 kg/34.5 mm (13.23 lbs/1.36 in)
Valve guide	Valve stem O.D.	IN	5.475–5.490 mm (0.2156–0.2161 in)	5.47 mm (0.215 in)
		EX.	5.455–5.470 mm (0.2148–0.2154 in)	5.44 mm (0.214 in)
	Valve guide I.D.	IN.	5.500–5.515 mm (0.2165–0.2171 in)	5.54 mm (0.218 in)
		EX.	5.500–5.515 mm (0.2165–0.2171 in)	5.54 mm (0.218 in)
	Stem-to-guide clearance	IN.	—	0.07 mm (0.003 in)
		EX.	—	0.09 mm (0.004 in)
	Valve seat width		0.99–1.27 mm (0.039–0.050 in)	1.5 mm (0.06 in)
Cylinder head	Warpage		—	0.10 mm (0.004 in)
Cam chain	Length		175.70–175.92 mm (6.917–6.926 in)	177.1 mm (6.97 in)

TROUBLESHOOTING

Engine top-end problems usually affect engine performance. These can be diagnosed by a compression test, or by tracing noises to the top-end with a sounding rod or stethoscope.

Low compression

1. Valves

- Incorrect valve adjustment
- Burned or bent valves
- Incorrect valve timing
- Broken valve spring

2. Cylinder head

- Leaking or damaged head gasket
- Warped or cracked cylinder head

3. Cylinder and piston (Refer to Section 7)

Compression too high

1. Excessive carbon build-up on piston head or combustion chamber

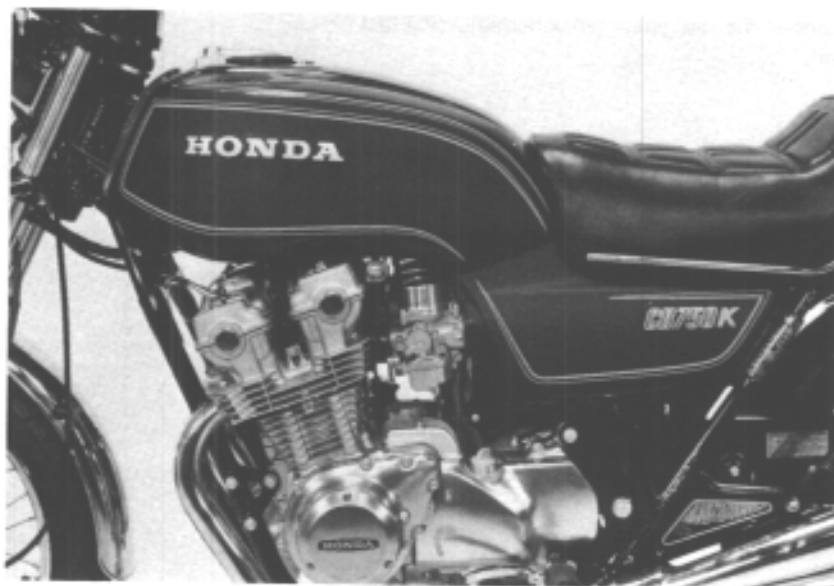
Excessive noise

1. Incorrect valve adjustment
2. Sticking valve or broken valve spring
3. Damaged or worn camshaft
4. Loose or worn cam chain
5. Worn or damaged cam chain tensioner
6. Worn cam sprocket teeth

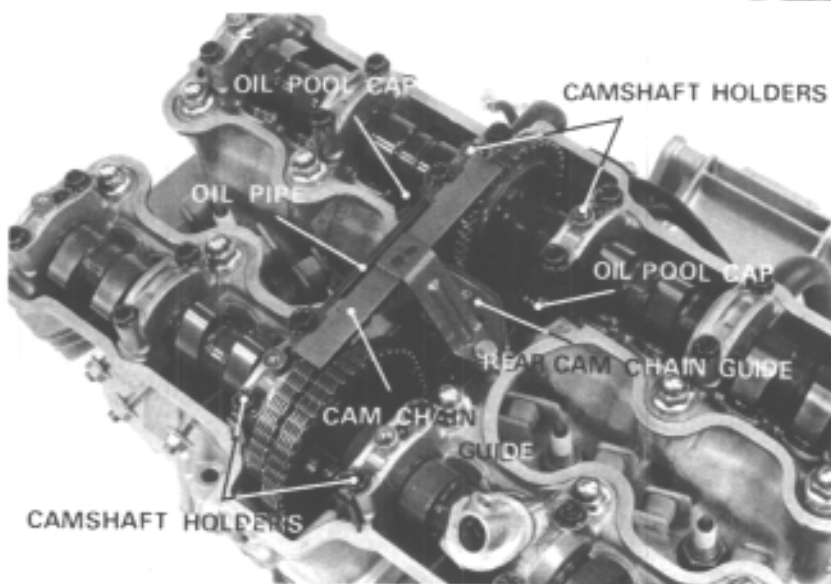


CAMSHAFT REMOVAL

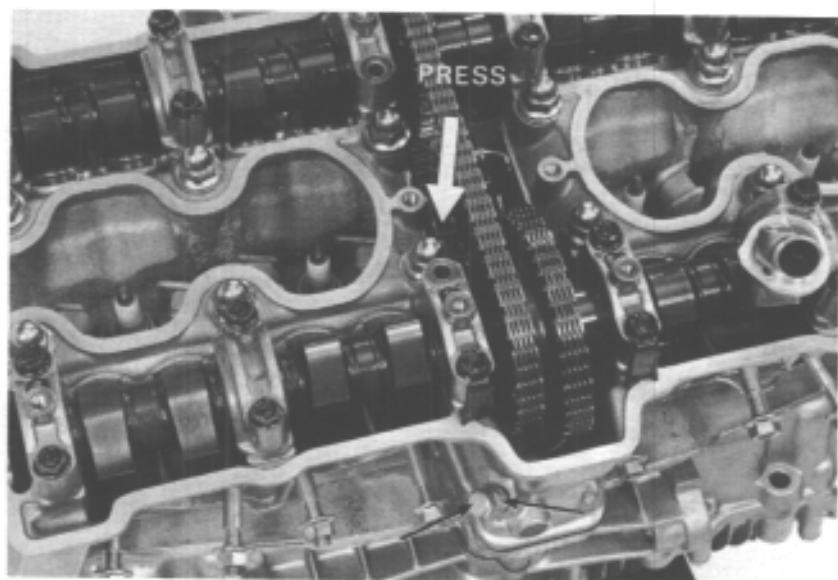
Place the motorcycle on its center stand.
Raise the seat and remove the fuel lines and fuel tank.
Disconnect the tachometer cable, and remove the spark plug caps.



Remove the cylinder head cover bolts and the cylinder head cover.
Remove the oil line and cam chain guide.
Remove the No. B, No. C, No. H and No. J camshaft holders.
Remove the oil pool caps and REAR cam chain guide attaching plate.
Remove the dowel pins.

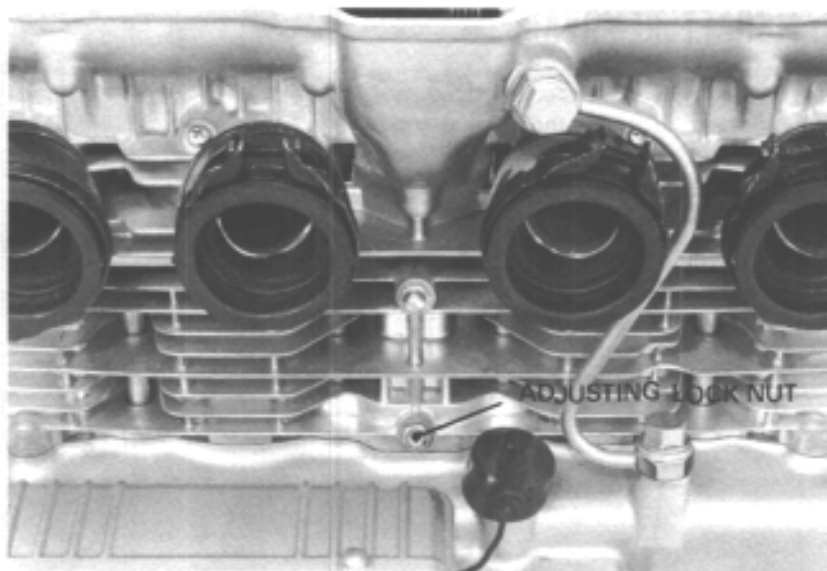


Loosen the front cam chain tensioner lock nut and bolt.
Press the cam chain tensioner down to reduce chain tension.
Tighten the lock bolt and nut.

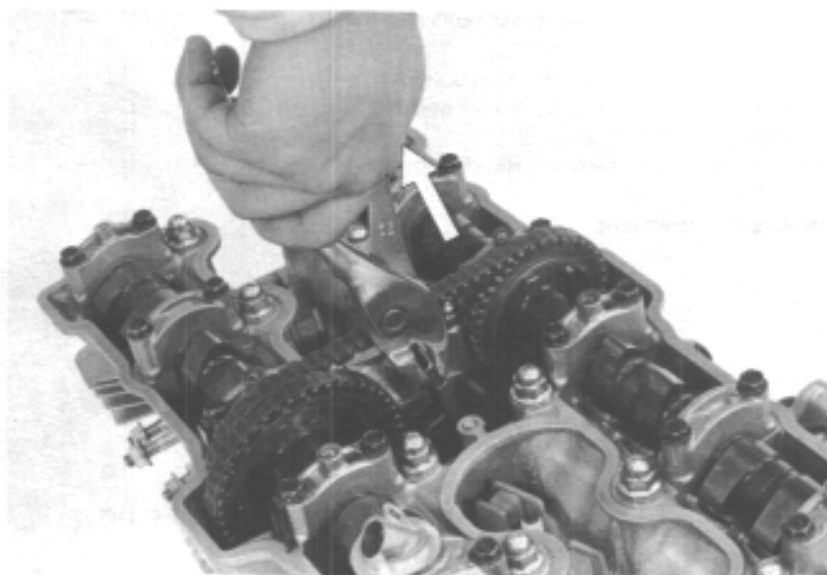




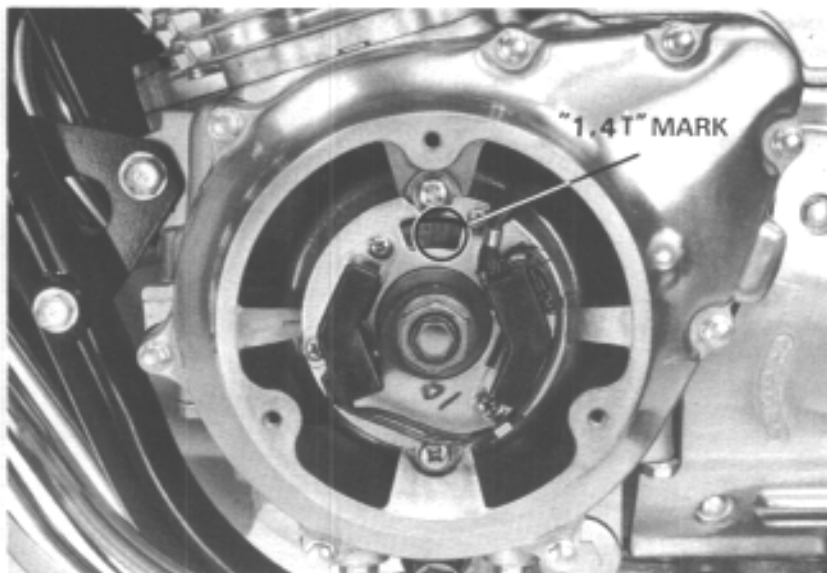
Loosen the rear chain tensioner adjusting lock nut.



Pull the rear cam chain tensioner up to reduce chain tension and tighten the adjusting lock nut.



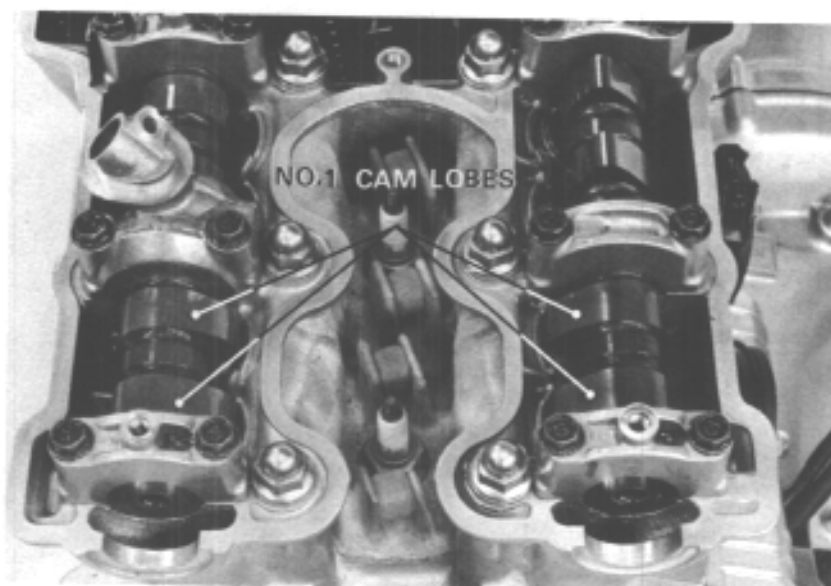
Remove the pulser generator cover.
Turn the crankshaft counterclockwise until the "1.4T" mark aligns with the index mark.



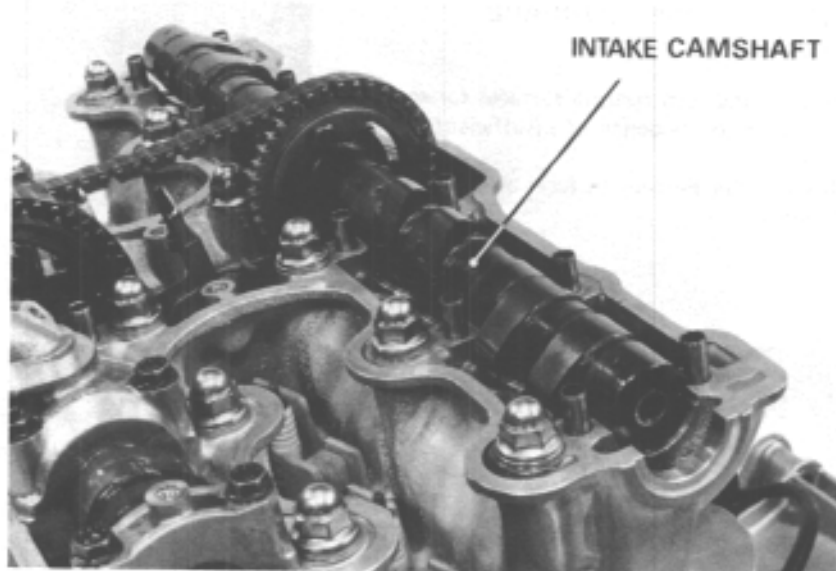


Make sure the No. 1 or 4 cylinder intake and exhaust cam lobes face the spark plug.

Remove the No. G and K camshaft holders.
Remove the No. F and L holders.
Remove the dowel pins.



Remove the intake camshaft.



Loosen the exhaust cam sprocket bolt.
Turn the crankshaft counterclockwise until cam lift is minimal and the other cam sprocket bolt can be removed.

Remove the No. D and gear camshaft holders.
Remove the No. A and E holders.

Remove the exhaust camshaft.
Remove the dowel pins.



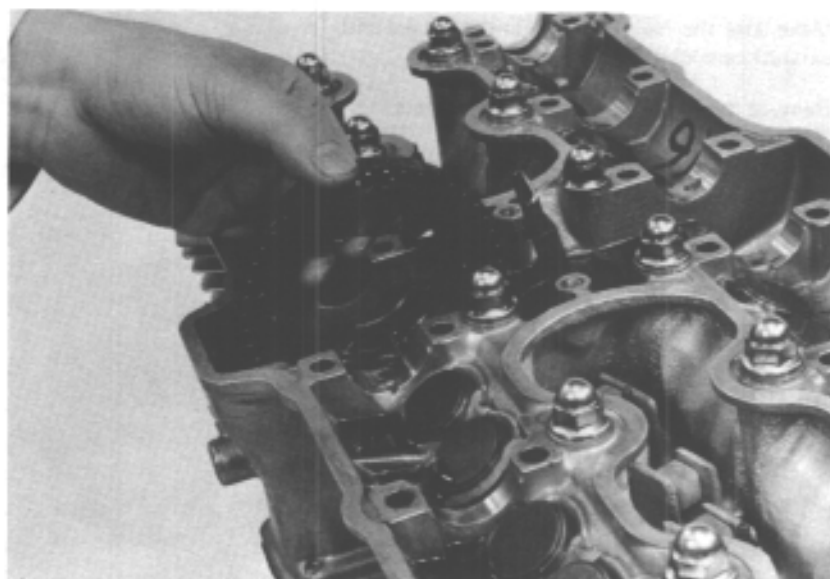

NOTE

Suspend the cam chain with a piece of wire to keep it from falling into the engine.

Remove the cam sprocket and cam chain.

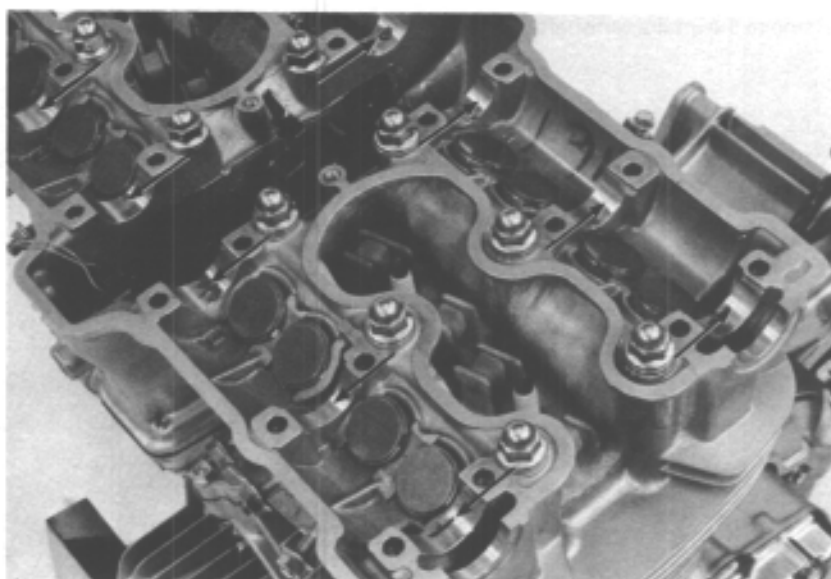
NOTE

After removing the camshaft, the valve clearance adjusting shims and valve lifters can be removed.


CAM BEARING SURFACE INSPECTION

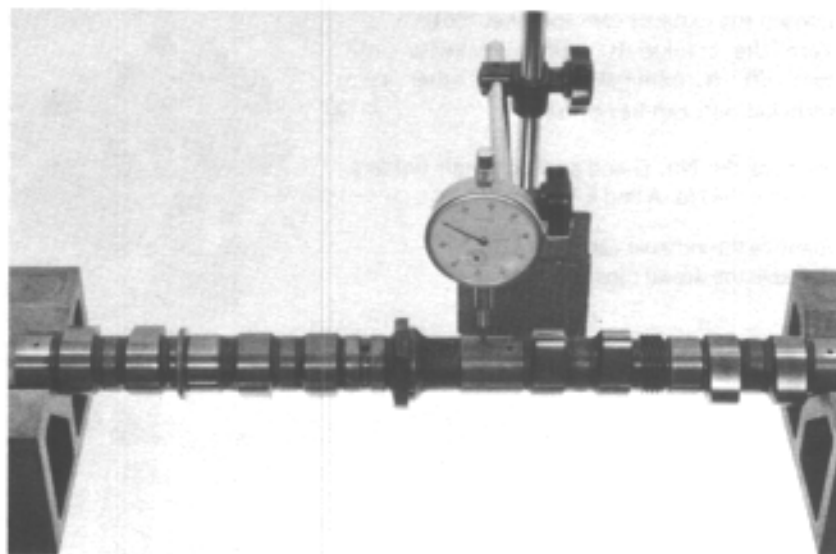
Inspect the cam bearing surfaces for scoring, scratches, or evidence of insufficient lubrication.

Inspect the bearing surface of the camshaft holders.


CAMSHAFT RUNOUT

Check camshaft runout with a dial indicator. Support both ends of the camshaft with V-blocks.

SERVICE LIMIT: 0.05 mm (0.002 in)

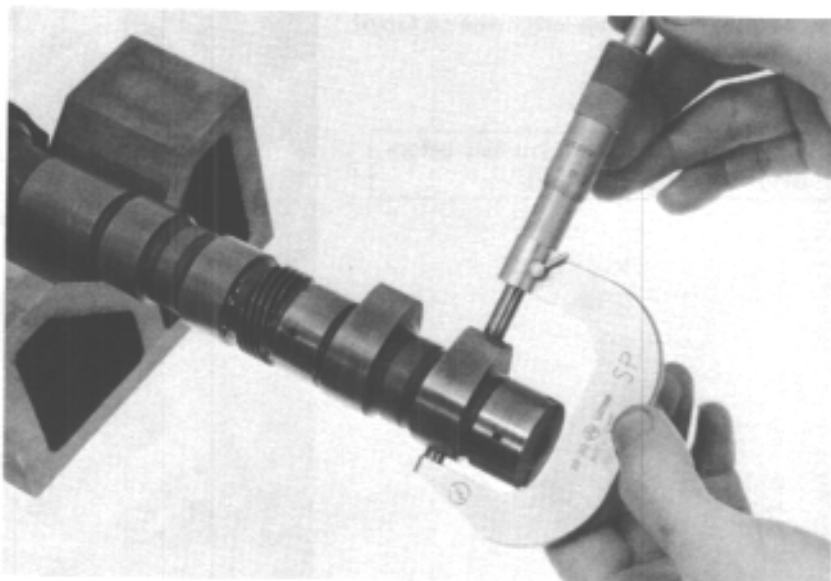




CAM INSPECTION

Using a micrometer, measure each cam lobe. Check for wear or damage.

SERVICE LIMITS: IN: 36.9 mm (1.45 in)
EX: 37.4 mm (1.47 in)



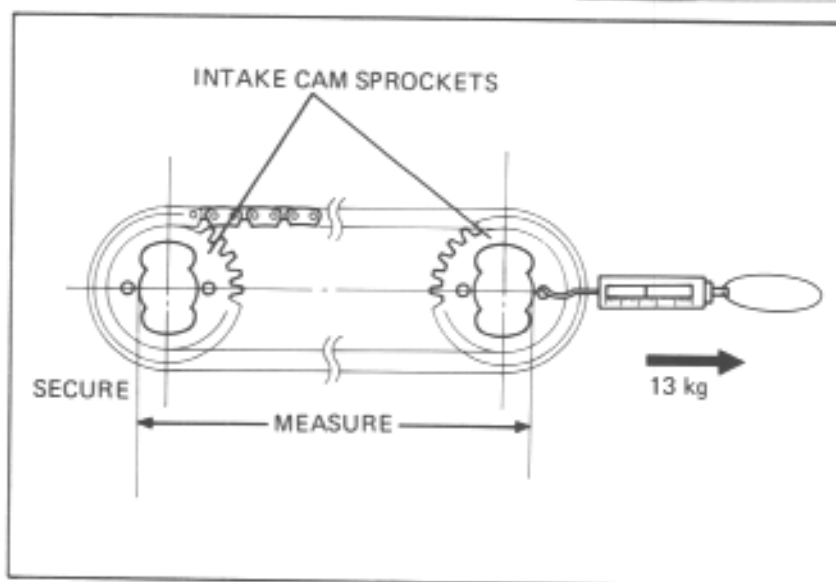
CAM CHAIN LENGTH MEASUREMENT

Place the cam chain over the intake camshaft sprockets. Secure one sprocket and apply 13 kg (29 lb) of tension with a spring scale. Measure the distance between the points as shown.

SERVICE LIMIT: 177.1 mm (6.97 in)

CAM CHAIN GUIDE INSPECTION

Inspect the upper cam chain guide for damage or excessive wear.

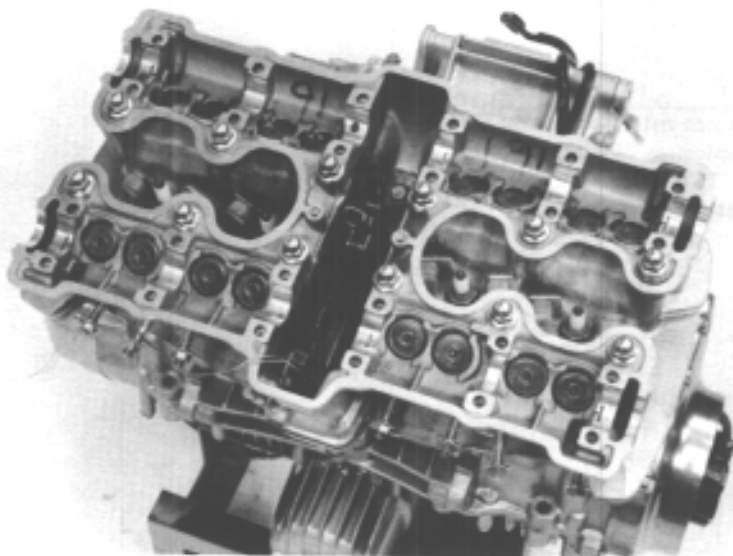


CAMSHAFT OIL CLEARANCE

Remove the adjusting shims and the valve lifters.

NOTE

Mark each part to ensure correct re-assembly.

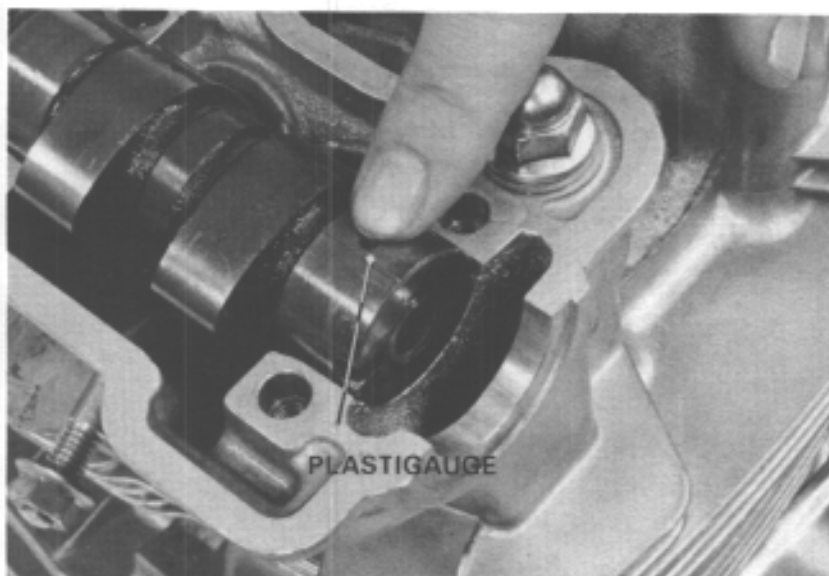




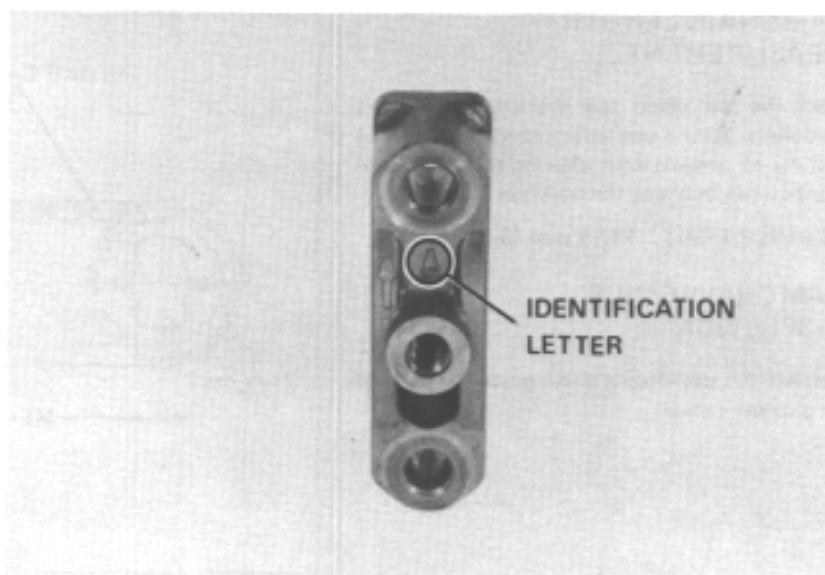
Lay a strip of plastigauge lengthwise on top of each camshaft journal.

NOTE

Wipe any oil from the journals before using plastigauge.



Check the camshaft holder identification letter before installing.



Install the camshaft holders and tighten in a criss-cross pattern.

NOTE

Do not rotate the camshaft when using plastigauge

SPECIFIED TORQUE:

1.2–1.6 kg-m (9–12 ft-lb)





Remove the camshaft holders and measure the width of each plastigauge. The widest thickness determines the oil clearance.

SERVICE LIMITS:

No. A, E, F and L:

0.13 mm (0.0051 in)

Gear holder, No. D, G and K:

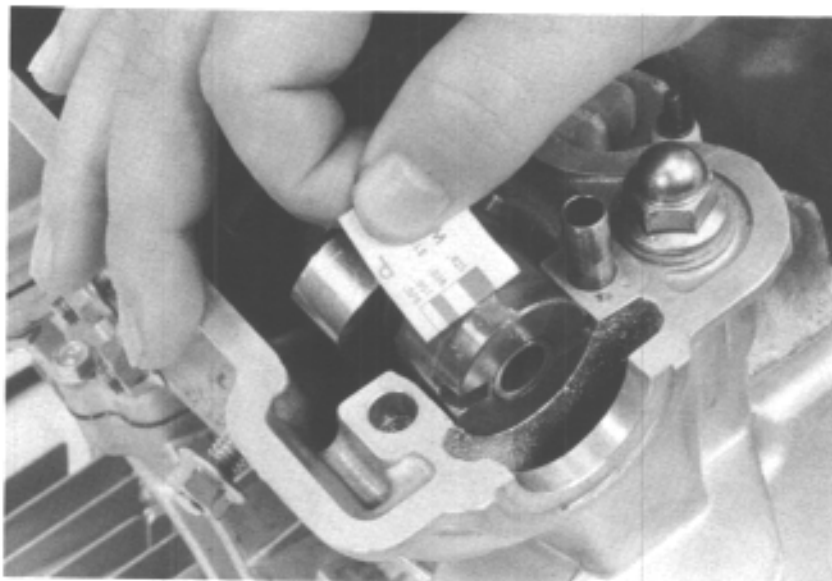
0.16 mm (0.0063 in)

No. B, C, H and J:

0.19 mm (0.0075 in)

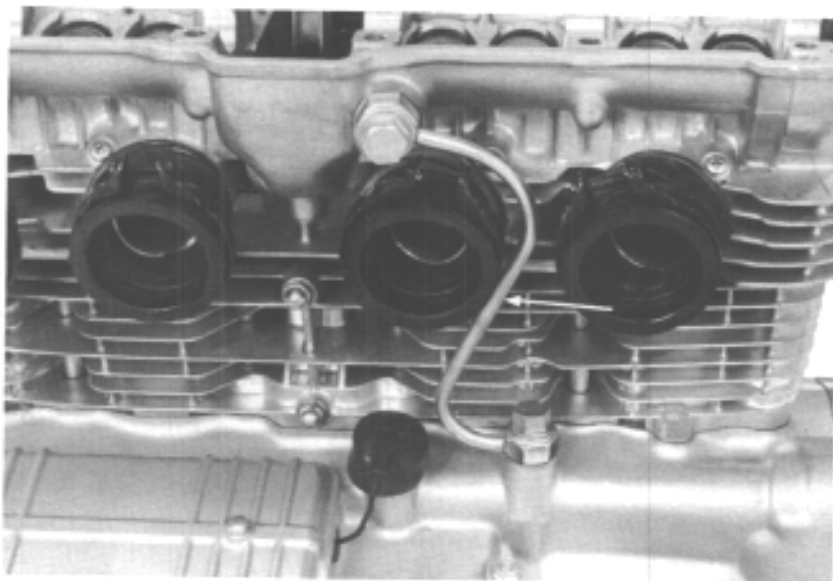
When the service limits are exceeded, replace the camshaft and recheck the oil clearance.

Replace the cylinder head and camshaft holders if the clearance still exceeds service limits.

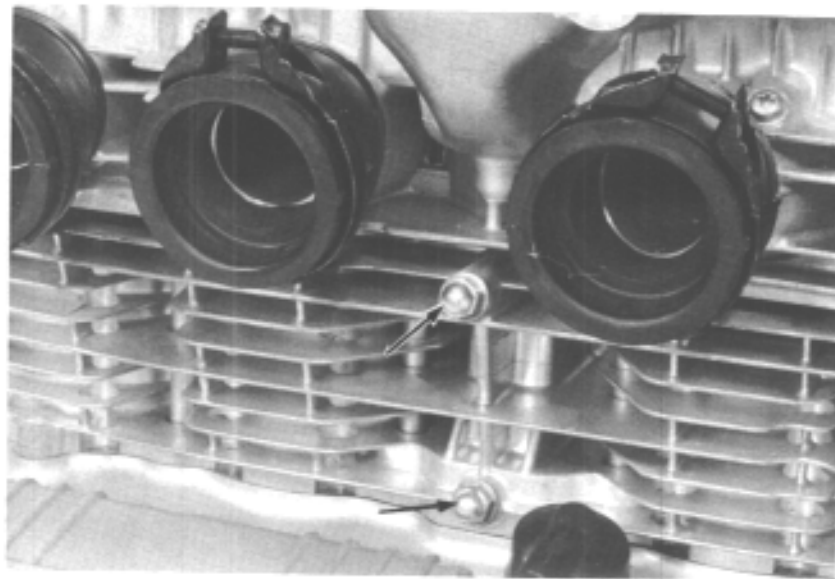


CYLINDER HEAD REMOVAL

Remove the oil line.

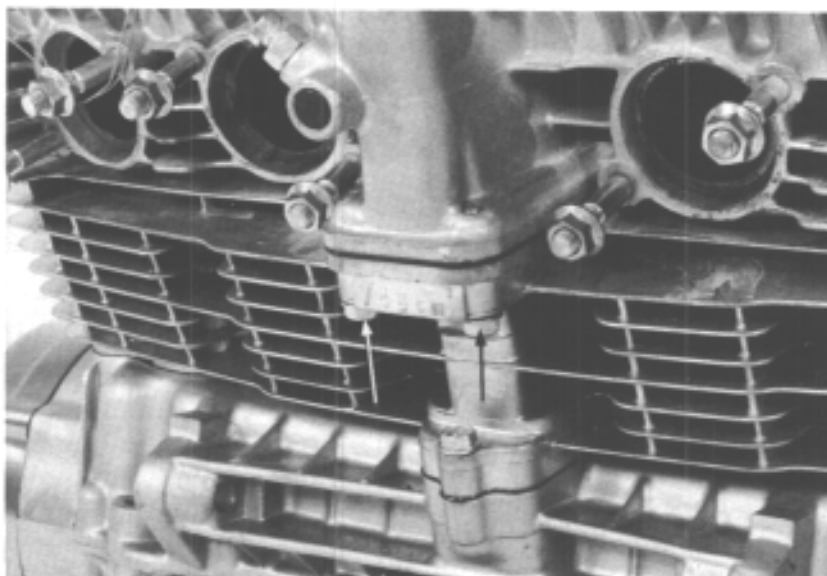


Remove the two rear cam chain tensioner lock nuts.





Remove the two bolts at the cam chain housing.

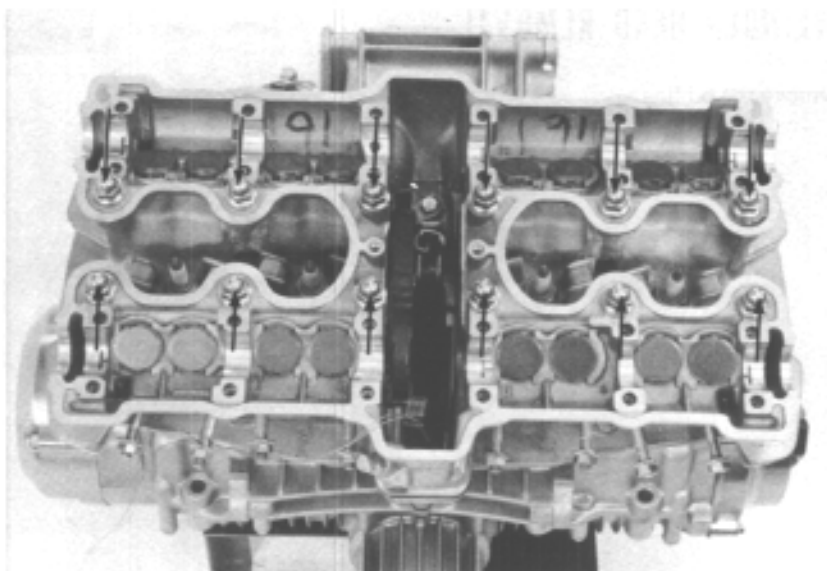


Remove the 12 cap nuts.

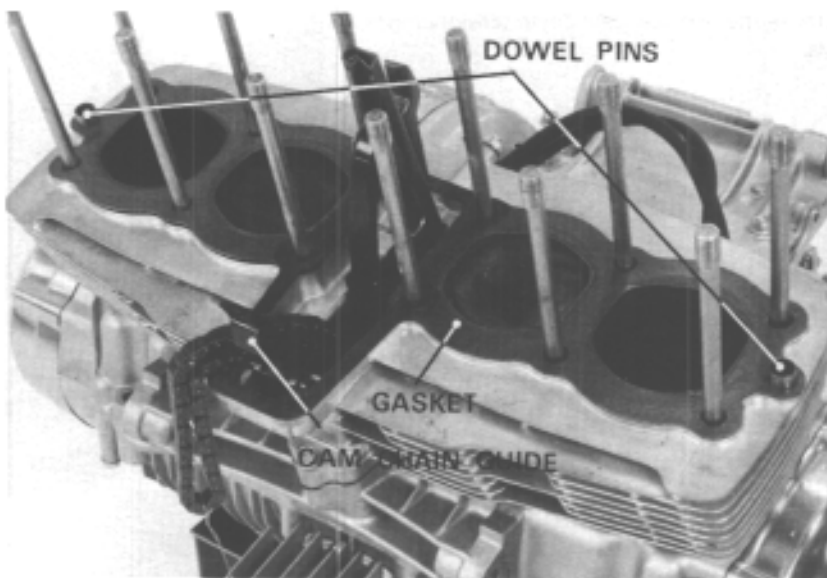
NOTE

Remove the nuts in 2-3 steps in a criss-cross pattern to prevent warpage.

Remove the cylinder head.



Remove the cylinder head gasket, dowel pins, and cam chain guide.



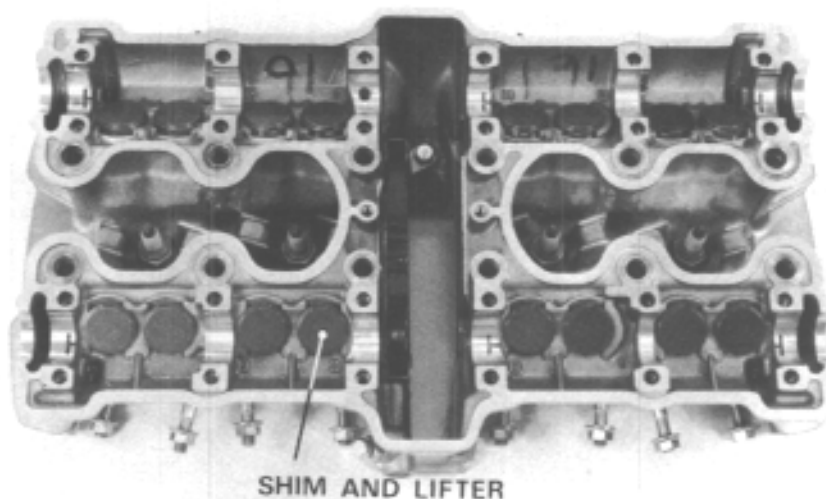


CYLINDER HEAD DISASSEMBLY

Remove the valve clearance adjusting shims.
Remove the valve lifters.

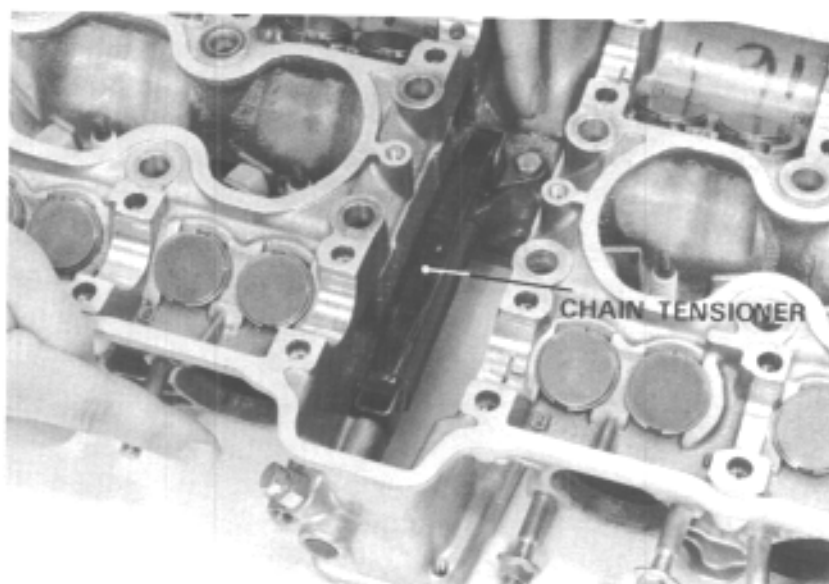
NOTE

Mark all disassembled parts to ensure correct reassembly.



Loosen the cam chain tensioner lock nut and bolts.

Remove the bolt in the cylinder head.
Pull the chain tensioner back and remove.



Remove the valve spring cotters, retainers, springs and valves.

CAUTION

To prevent loss of tension, do not compress the valve springs more than necessary to remove the keepers.

NOTE

Avoid damaging the lifter sliding surface.

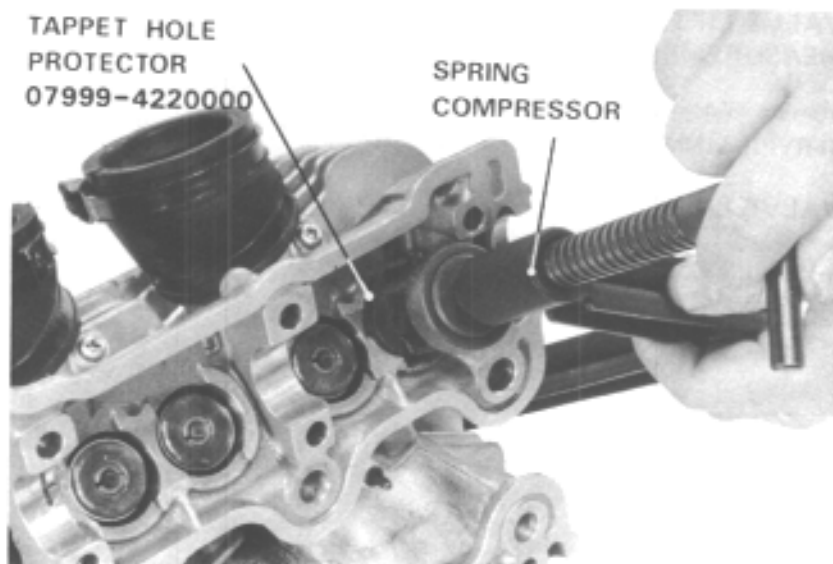
NOTE

Mark all disassembled parts to ensure correct reassembly.

Remove the valve stem seals.

TAPPET HOLE
PROTECTOR
07999-4220000

SPRING
COMPRESSOR



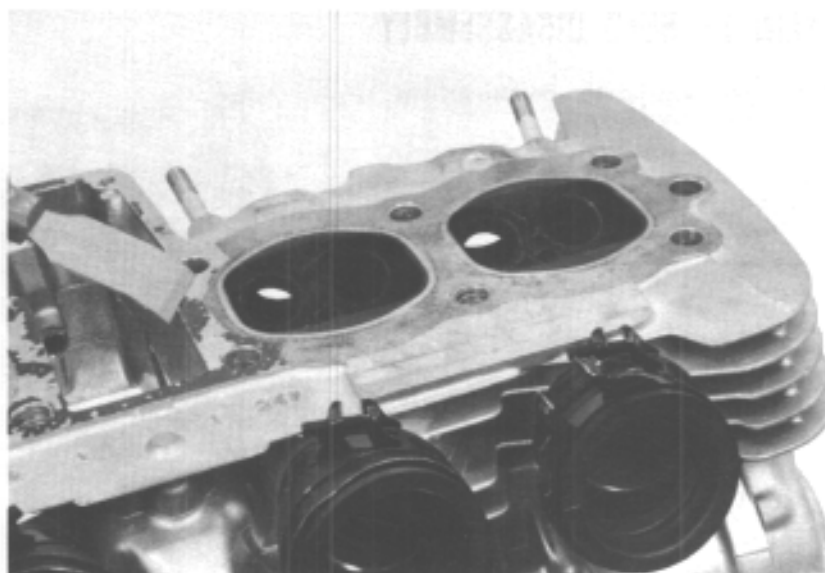


Remove carbon deposits from the combustion chamber.

Clean off the head gasket surfaces.

NOTE

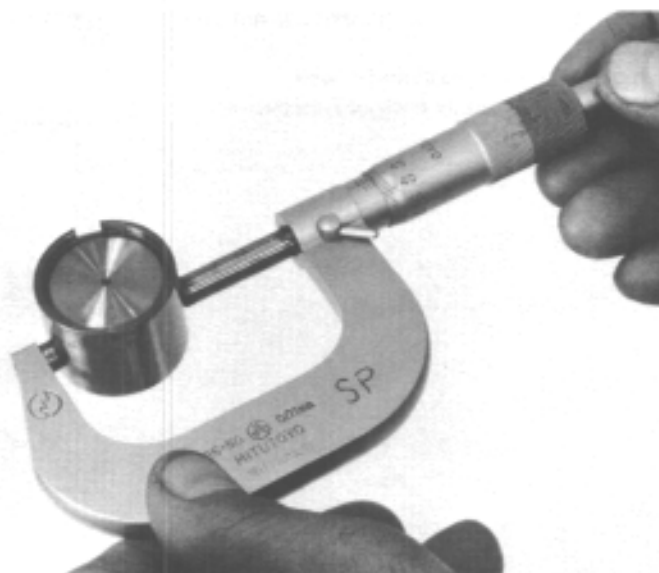
- Avoid damaging the gasket surfaces.
- Gasket will come off easier if soaked in solvent.



VALVE LIFTER O.D. MEASUREMENT

Measure valve lifter O.D..

SERVICE LIMIT: 27.96 mm (1.101 in)



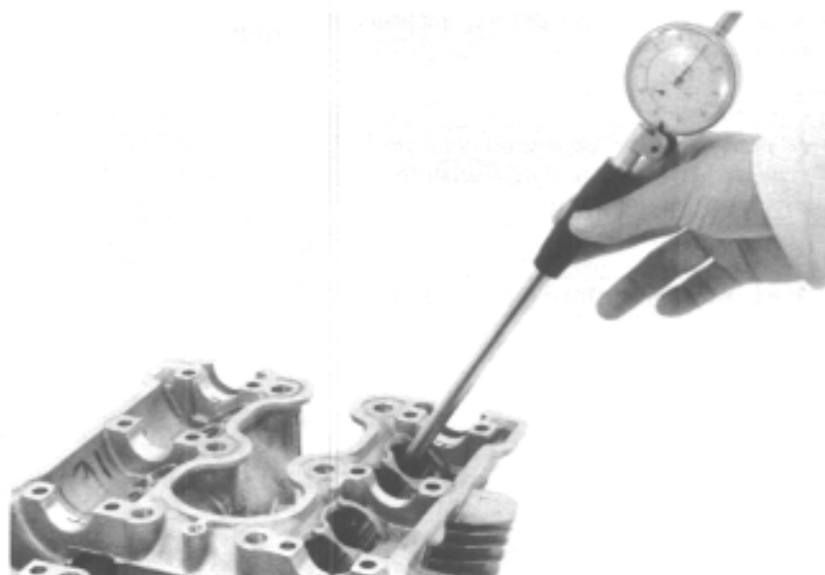
VALVE LIFTER BORE MEASUREMENT

Measure valve lifter bore I.D..

SERVICE LIMIT: 28.04 mm (1.104 in)

VALVE LIFTER BORE

Inspect the valve lifter for scoring, scratches, or evidence of insufficient lubrication.

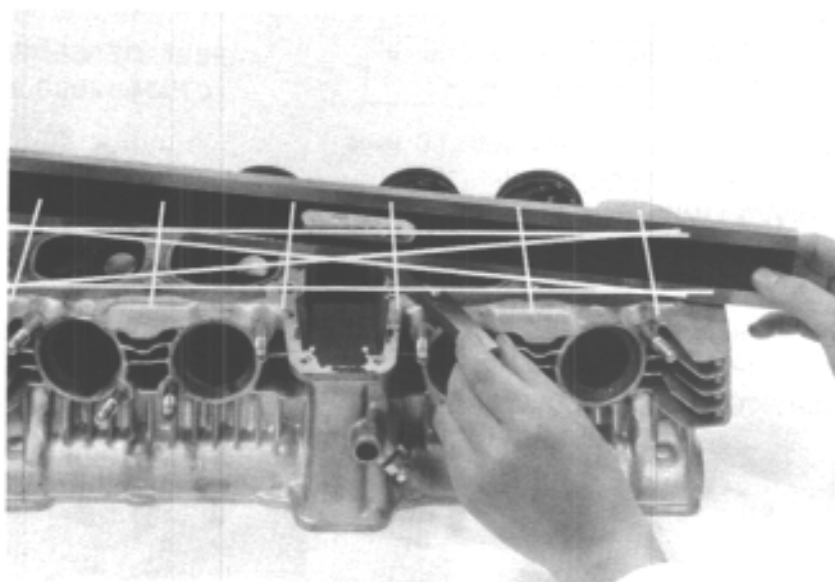




Check the spark plug hole and valve areas for cracks.

Check the cylinder head for warpage with a straight edge and a feeler gauge.

SERVICE LIMIT: 0.10 mm (0.004 in)



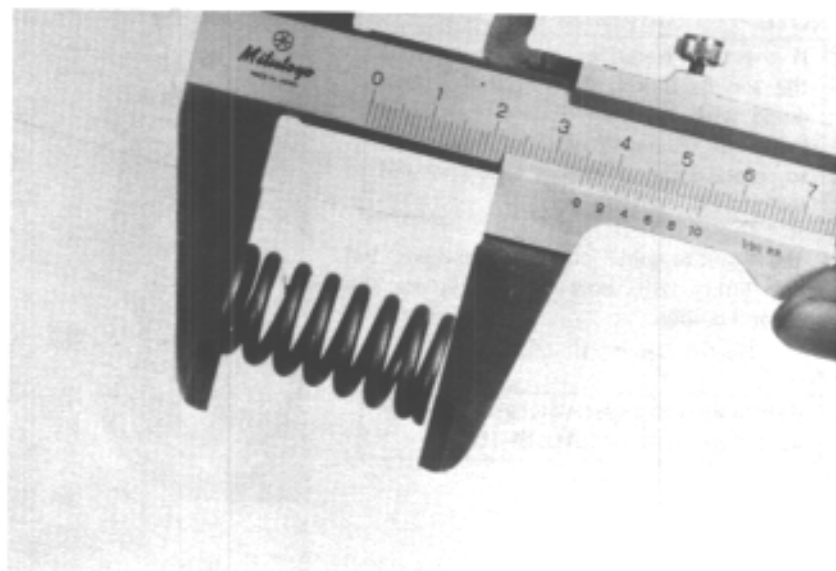
VALVE SPRING FREE LENGTH INSPECTION

Measure the length of the inner and outer valve springs.

SERVICE LIMITS:

Inner: IN. 39.8 mm (1.57 in)
EX. 39.8 mm (1.57 in)

Outer: IN. 42.5 mm (1.67 in)
EX. 42.5 mm (1.67 in)



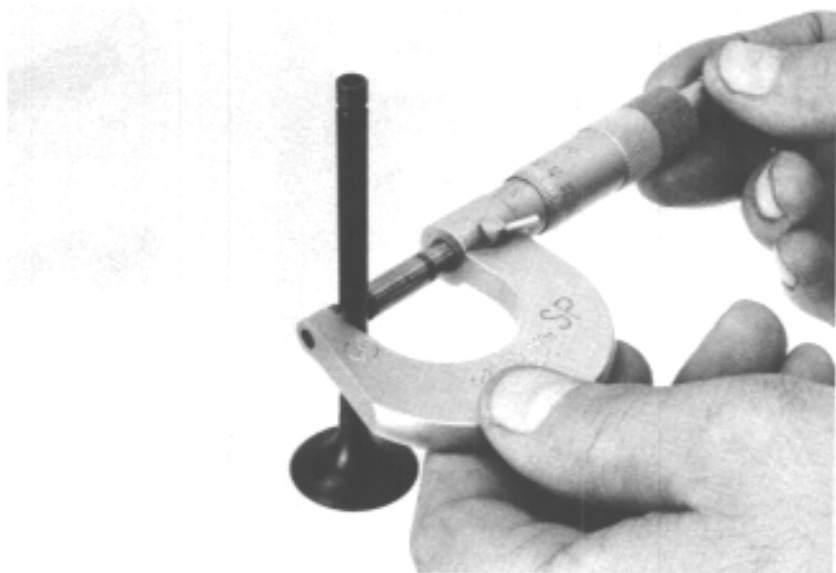
VALVE STEM-TO-GUIDE CLEARANCE

Inspect each valve for bending, burning, scratches or abnormal stem wear.

Check valve movement in the guide.

Measure and record each valve stem O.D.

SERVICE LIMITS: IN: 5.47 mm (0.215 in)
EX: 5.44 mm (0.214 in)




NOTE

Ream the guides to remove any carbon build-up before checking clearance.

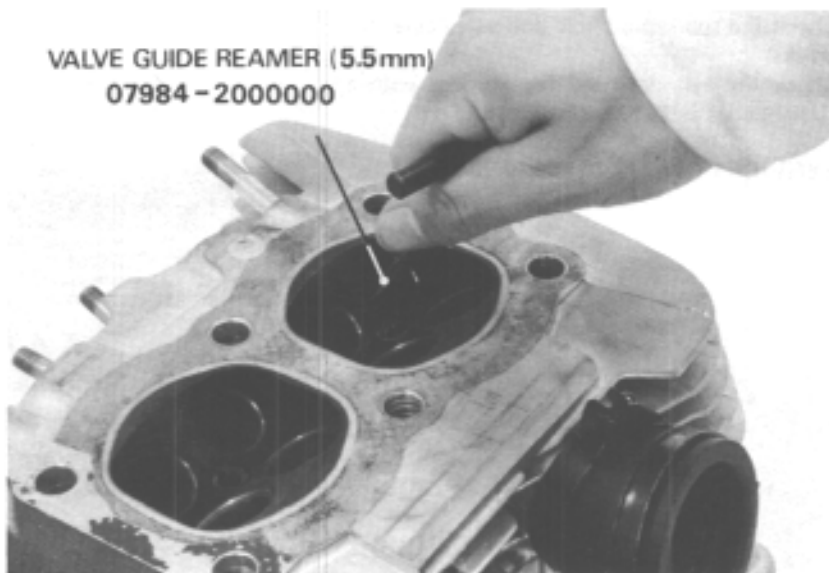
Measure and record each valve guide I.D. using a ball gauge or inside micrometer.

SERVICE LIMIT: IN. 5.54 mm (0.218 in)
 EX. 5.54 mm (0.218 in)

Subtract each valve stem O.D. from the corresponding guide I.D. to obtain the stem to guide clearance.

SERVICE LIMITS: IN. 0.07 mm (0.003 in)
 EX. 0.09 mm (0.004 in)

VALVE GUIDE REAMER (5.5mm)
 07984-2000000

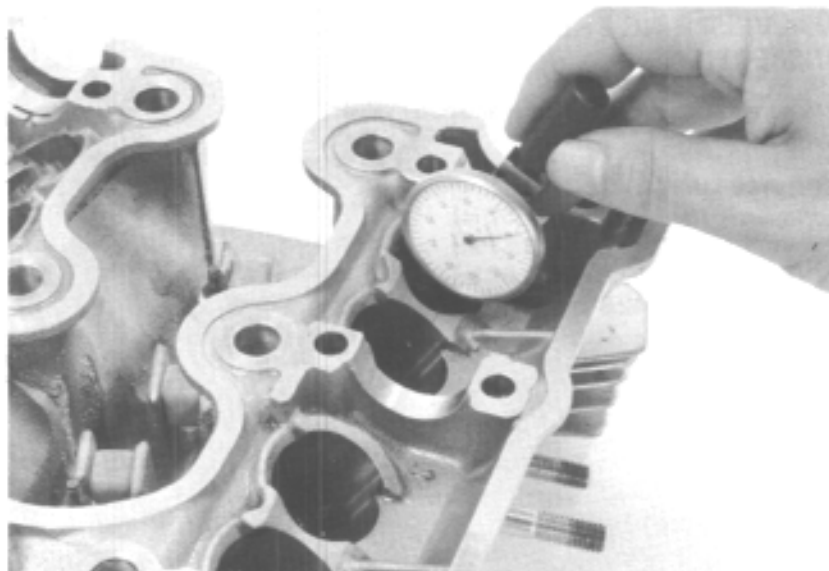

NOTE

If the stem-to-guide clearance exceeds the service limits, determine if a new guide with standard dimensions would bring the clearance within tolerance. If so, replace any guides as necessary and ream to fit.

If the stem-to-guide clearance exceeds the service limits with new guides, replace the valves and guides.

NOTE

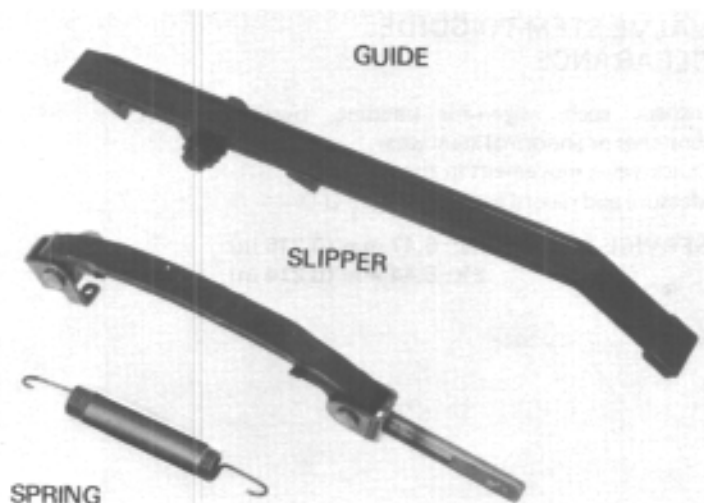
Reface the valve seats whenever the valve guides are replaced (page 6-16).


CAM CHAIN GUIDE AND CAM CHAIN TENSIONER INSPECTION

Inspect the cam chain guide and tensioner for damage or excessive wear.

Inspect the cam chain tensioner slipper for damage or local or excessive wear.

Inspect the spring for tension.



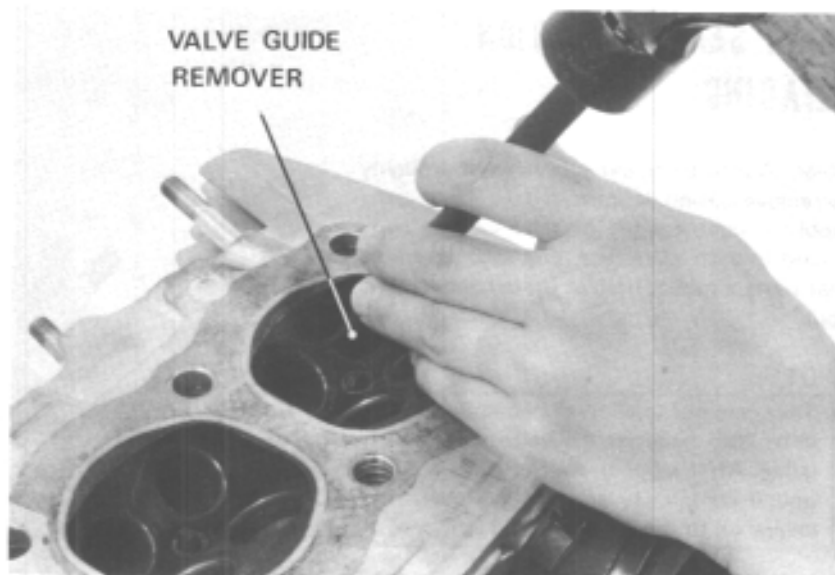


VALVE GUIDE REPLACEMENT

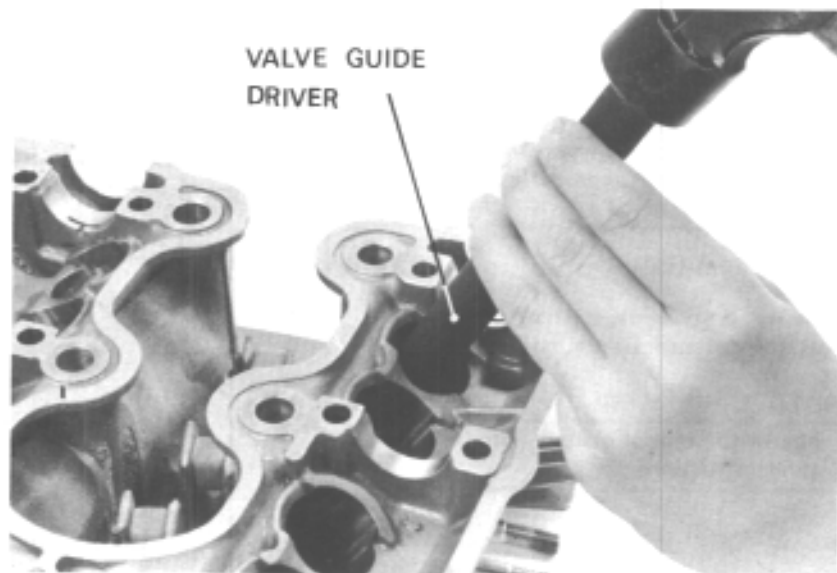
Support the cylinder head and drive out the guide from the valve port.

NOTE

When driving out the valve guide, do not damage the head.



Install an oversize valve guide from the top of the head.



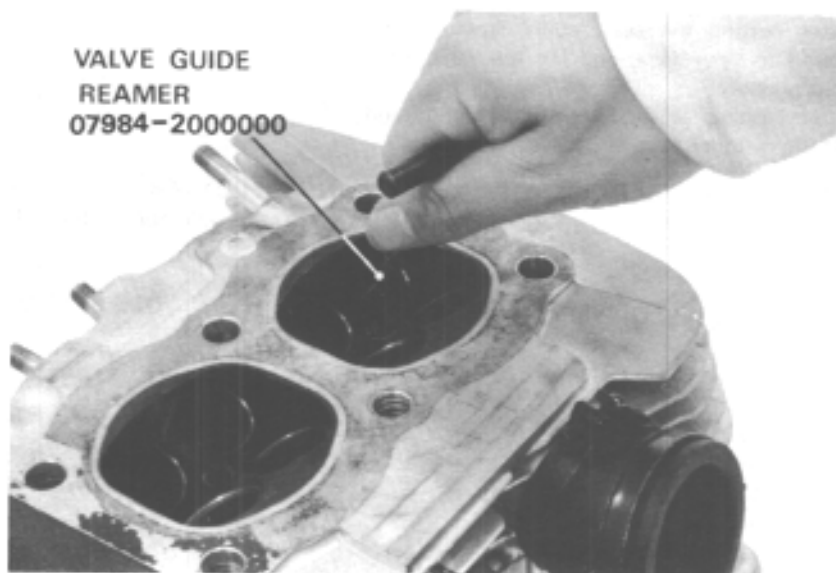
Ream the new valve guide after installation.

NOTE

- Use cutting oil on the reamer during this operation.
- Rotate the reamer when inserting and removing it.

Reface the valve seat (page 6-16).

Clean the cylinder head thoroughly to remove any metal particles.





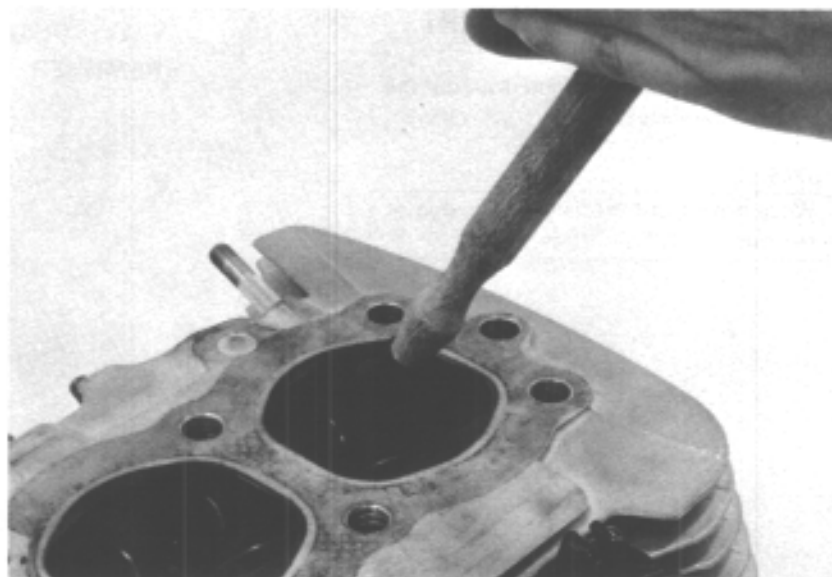
VALVE SEAT INSPECTION/ REFACING

Clean all intake and exhaust valves thoroughly to remove carbon deposits.

Apply a light coating of valve lapping compound to each valve face. Lap each valve and seat using a rubber hose or other hand-lapping tool.

NOTE

Take care not to allow the compound to enter into between the valve stem and guide. After lapping, wash out the compound completely and apply a coat of engine oil to the valve face and seat.



Remove the valve and inspect the face.

CAUTION

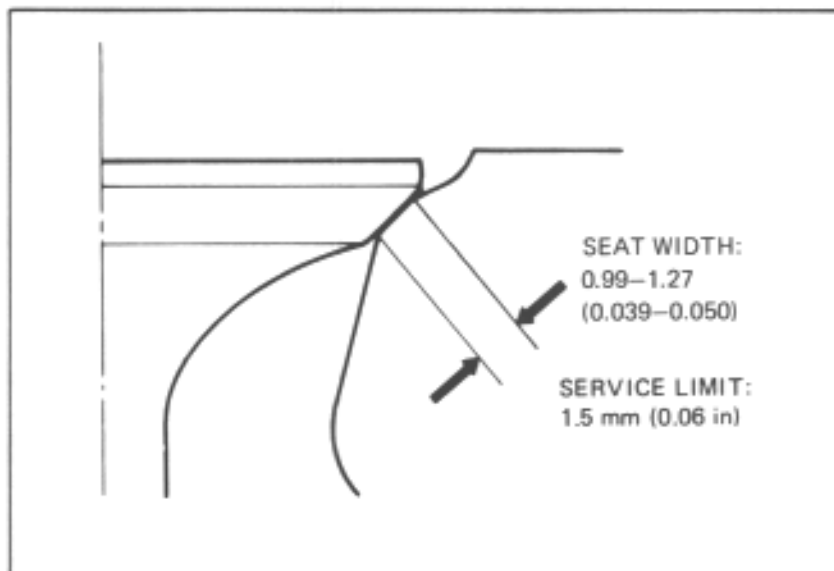
The valves cannot be ground. If the valve face is rough, worn unevenly, or contacts the seat improperly, the valve must be replaced.

Inspect the valve seat.

If the seat is too wide, too narrow, or has low spots, the seat must be ground.

NOTE

Follow the refacer manufacturer's operating instructions.



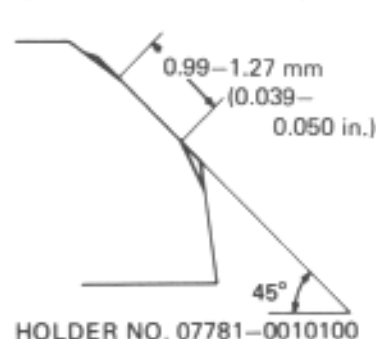
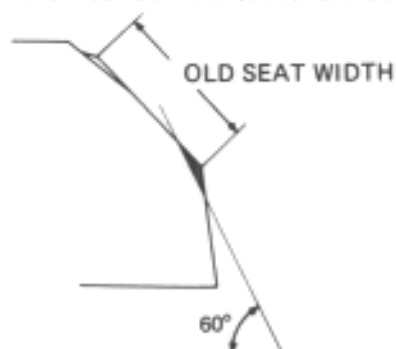
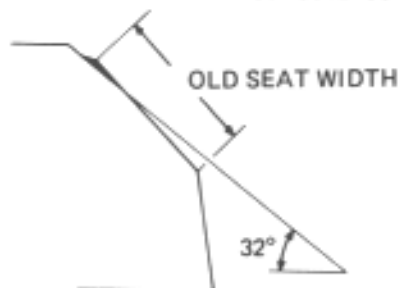
After cutting the seat, apply lapping compound to valve face, and lap the valve using light pressure.

After lapping, wash any residual compound off the cylinder head and valve.

IN: CUTTER No. 07780-0012200 (30 ϕ)
EX: CUTTER No. 07780-0012100 (28 ϕ)

IN, EX: CUTTER
No. 07780-0014000 (30 ϕ)

IN: CUTTER No. 07780-0010200 (27.5 ϕ)
EX: CUTTER No. 07780-0010100 (24.5 ϕ)





CYLINDER HEAD ASSEMBLY

NOTE

Install new valve stem seals when assembling.

Lubricate each valve stem with molybdenum disulfide grease and insert the valve into the valve guide.

NOTE

To avoid damage to the stem seal, turn the valve slowly when inserting.

Install the valve springs and retainers.

NOTE

Install the valve springs with the tightly wound coils facing the cylinder head.

Install the valve cotters.

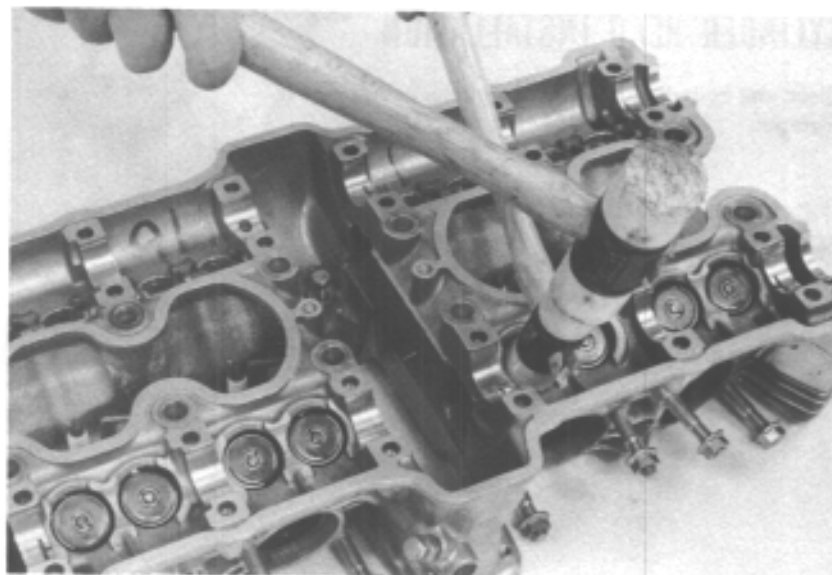
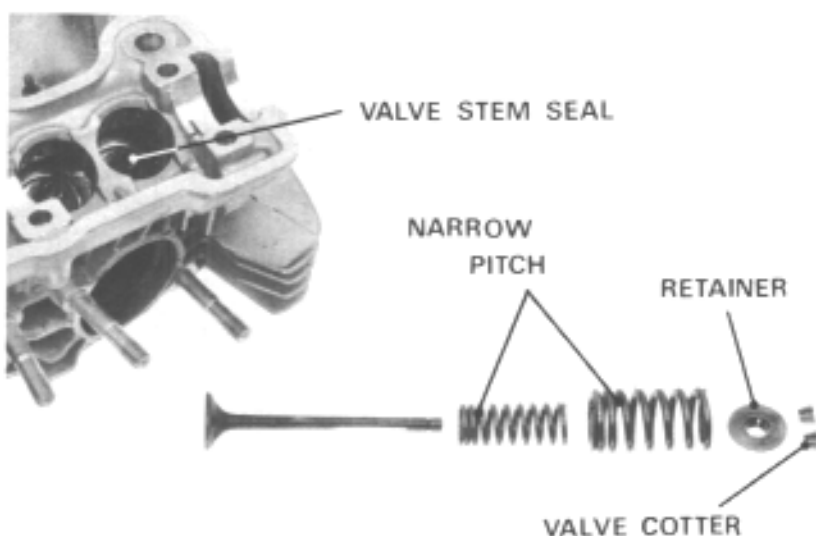
CAUTION

To prevent loss of tension, do not compress the valve spring more than necessary to install the valve keepers.

Tap the valve stems gently with a soft hammer to firmly seat the keepers.

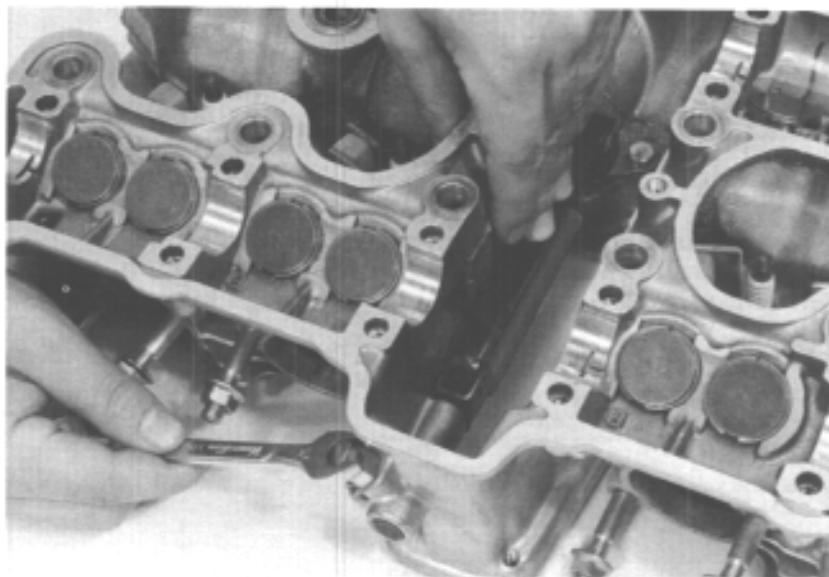
NOTE

Support the cylinder head above the work bench surface to prevent possible valve damage.





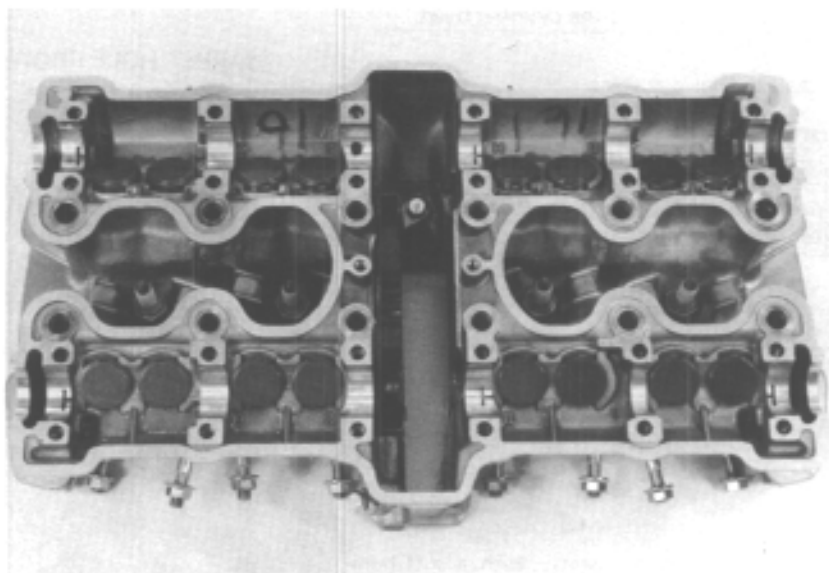
Install the front cam chain tensioner.
Push the chain tensioner and tighten the lock nut.



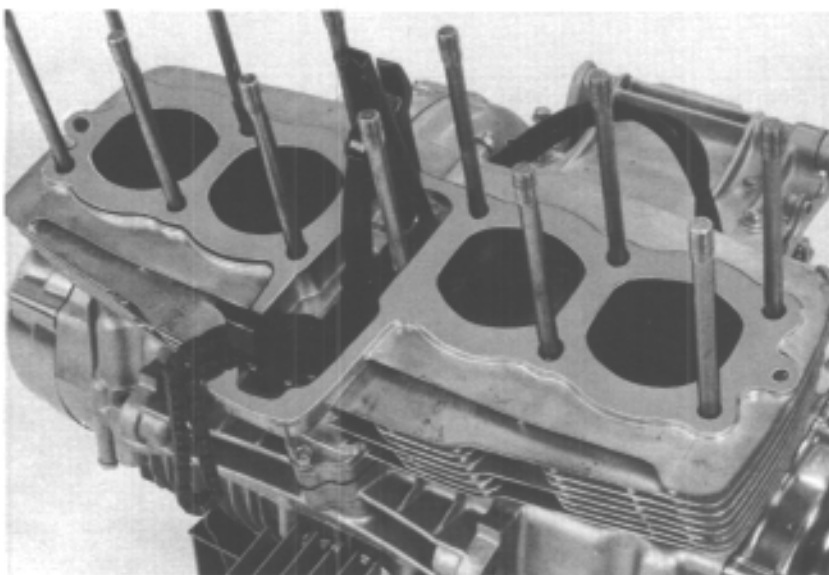
Install the valve lifters and adjustment shims.

NOTE

Make sure that the valve lifters and shims are in their original positions.

**CYLINDER HEAD INSTALLATION**

Clean the cylinder head surfaces of any gasket material.





Tighten the two cam chain tensioner lock nuts.

Loosen the adjusting lock nut and pull the tensioner up.

Retighten the lock nut.

Install the dowel pins, a new gasket and cam chain guide.

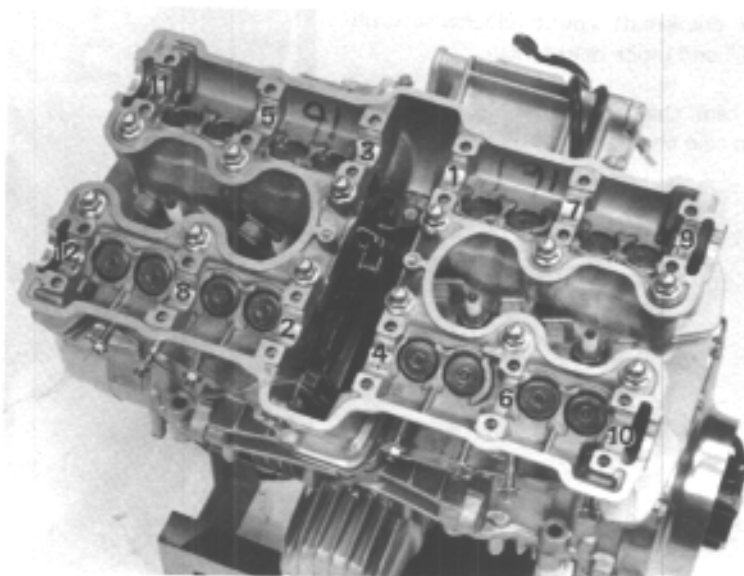


Install the cylinder head assembly.

Tighten the cap nuts in the sequence shown.

SPECIFIED TORQUE:

10 mm cap nut: 3.6–4.0 kg-m
(26–29 ft-lb)



Tighten the two bolts at the cam chain housing.

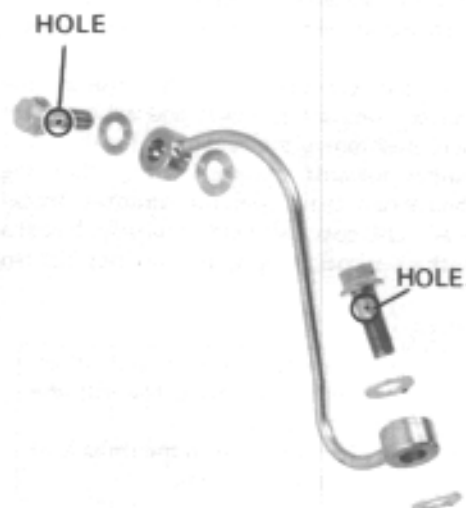
NOTE

Apply molybdenum disulfide grease to the threads of the cylinder bolts.

Tighten the two oil pipe bolts.

NOTE

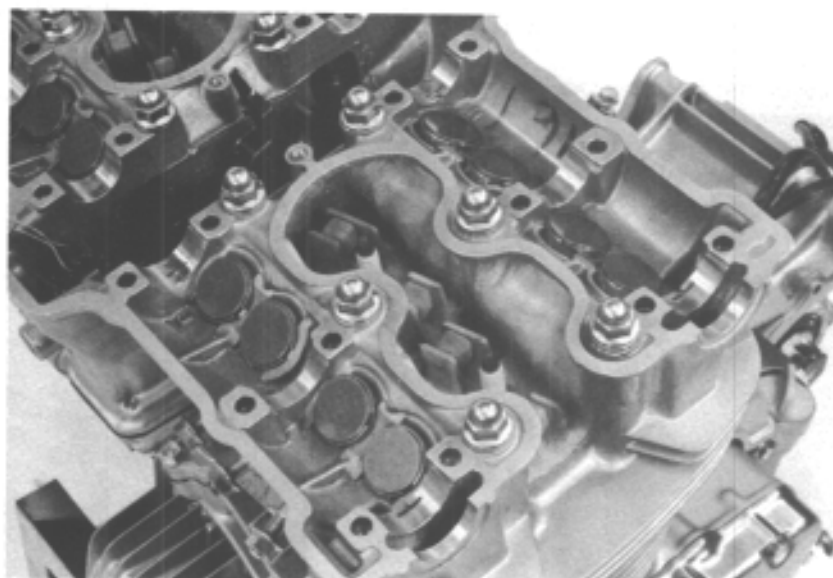
Install the bolt with bigger hole to tighten the upper oil pipe.





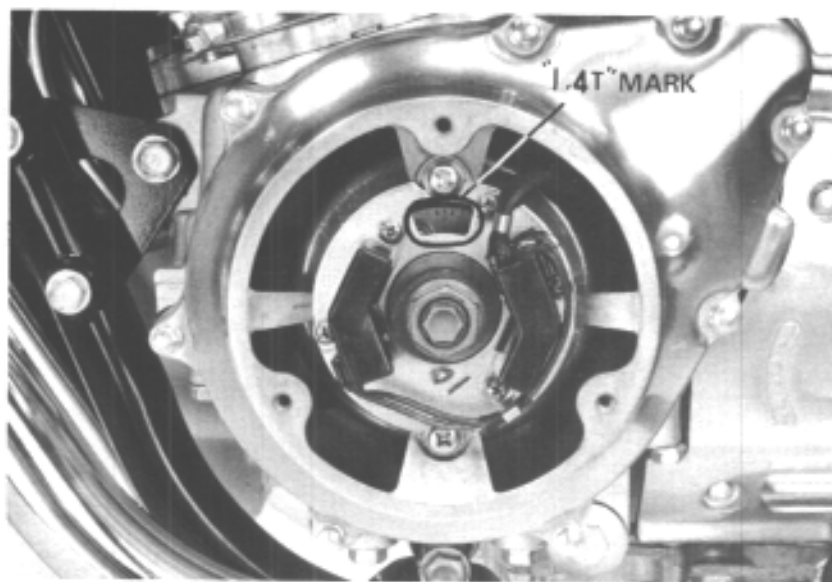
CAMSHAFT INSTALLATION

Lubricate the camshaft bearings with molybdenum disulfide grease.



Turn the crankshaft counterclockwise until the "1,4T" and index marks align.

Pull the cam chain tensioner up to provide maximum cam chain slack.

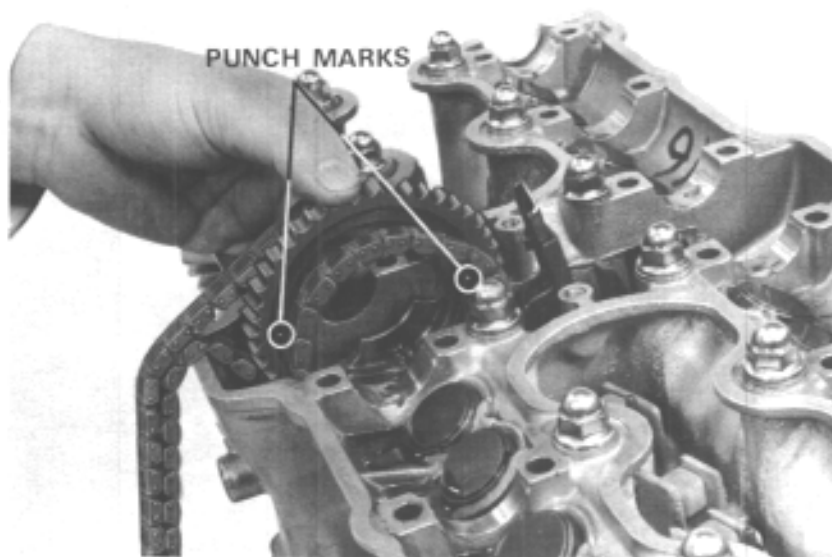


Place the intake cam chain over the exhaust camshaft sprocket, aligning the sprocket punch marks with the cylinder head surface.

Place the exhaust camshaft through the exhaust camshaft sprocket and exhaust cam chain, positioning the cam lobes for the No. 1 cylinder towards the spark plug. Place the exhaust cam chain over the sprocket. Install the A and E camshaft holders loosely. Install a camshaft sprocket bolt, but do not tighten yet.

NOTE

- Install camshaft holders with directional arrows pointing towards the front of the engine.
- Apply locking agent to the threads of camshaft sprocket bolts.





Loosely install the D camshaft holder and the tachometer drive gear/camshaft holder. Position the camshaft so its flange fits into the slot in the D holder.

Turn the crankshaft counterclockwise 360° and install the other camshaft sprocket bolt and tighten to the specified torque. Turn the crankshaft another 360° and tighten the sprocket bolt which was installed earlier.

NOTE

Apply locking agent to the threads of camshaft sprocket bolts.

TORQUE: 2.2–2.6 kg-m (16–19 ft-lb)

Tighten the camshaft holder bolts in a criss-cross pattern.

TORQUE: 1.2–1.6 kg-m (9–12 ft-lb)

Adjust the front cam chain with the lock nut on the rear of the engine (page 3-11).

Make sure that the "1,4T" and index marks are aligned as shown on page 6-20 and the cam lobes for the No. 1 cylinder face toward the spark plug. Recheck the position of the exhaust camshaft sprocket; the punch marks must align with the cylinder head surface. Place the intake cam chain over the intake camshaft and sprocket, aligning the sprocket punch marks with the cylinder head surface.

Install the intake camshaft, positioning the cam lobes for the No. 1 cylinder toward the spark plugs. Install a camshaft sprocket bolt, but do not tighten yet.

NOTE

If the sprocket was not removed from the camshaft during disassembly, then reinstall as an assembled set.

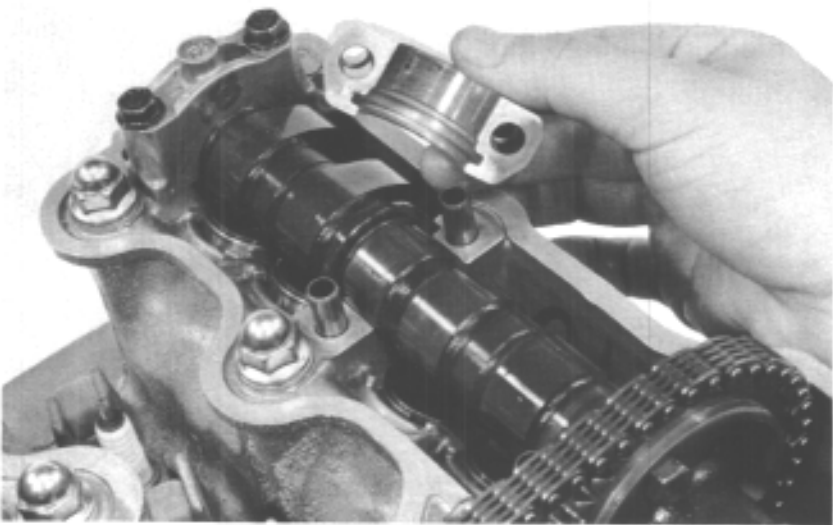
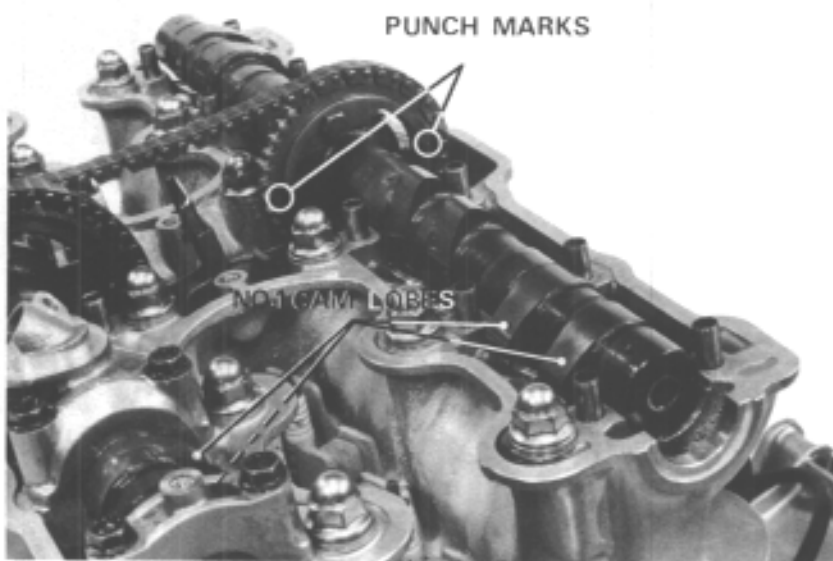
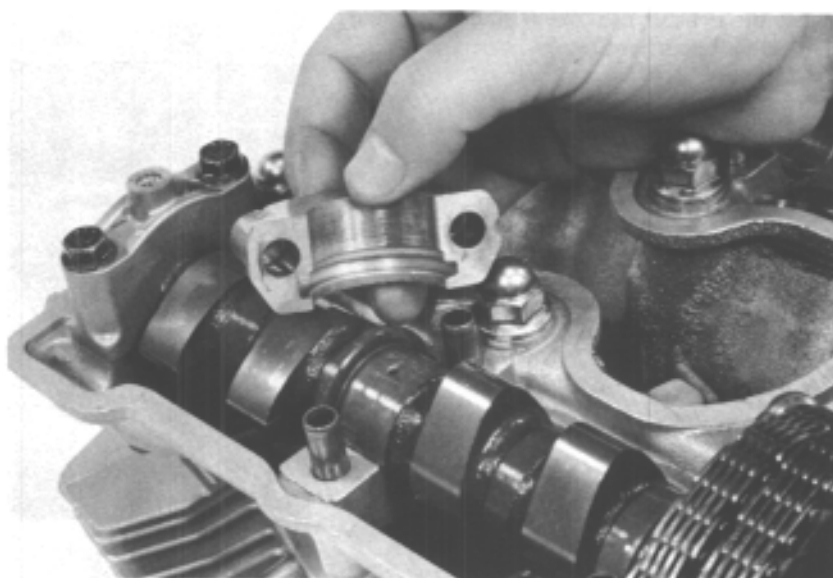
Loosely install the F and L camshaft holders. Install the G and K holders loosely, positioning the camshaft so its flange fits into the slot in the K holder.

Install and tighten the camshaft sprocket bolts, following the same procedures described for exhaust camshaft installation.

Tighten the camshaft holder bolts in a criss-cross pattern.

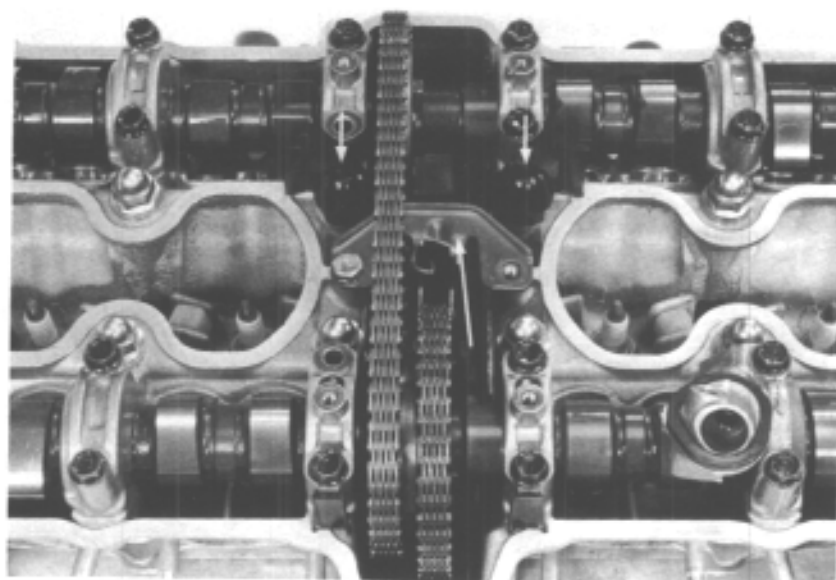
Adjust the intake cam chain tensioner with the lock nut on the front of the engine (page 3-11).

Recheck the crankshaft and camshaft sprocket alignment.

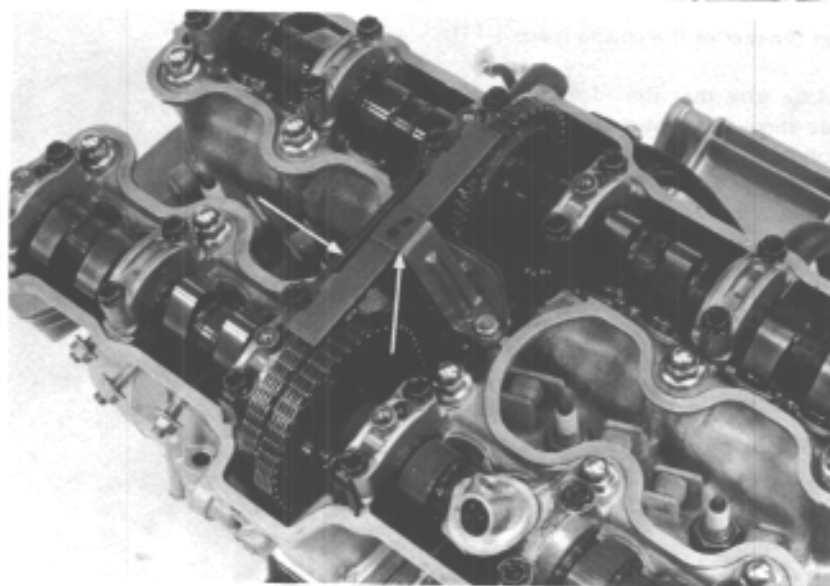




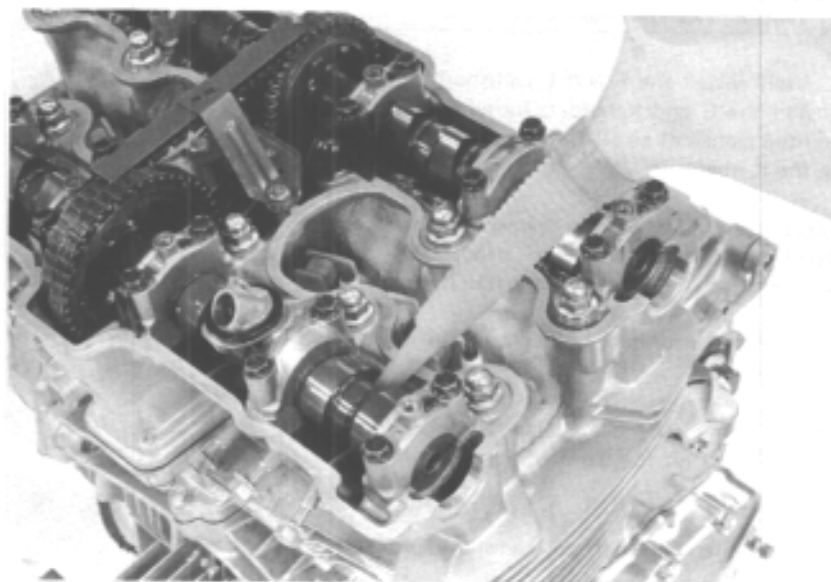
Install the exhaust cam chain guide attaching plate and oil pool caps.



Install the oil line and cam chain guide with the B, C, H and J holders. Tighten in a criss-cross pattern.



Fill the oil pockets in the head with oil so that the cam lobes are submerged. Adjust the valve clearance (page 3-7).

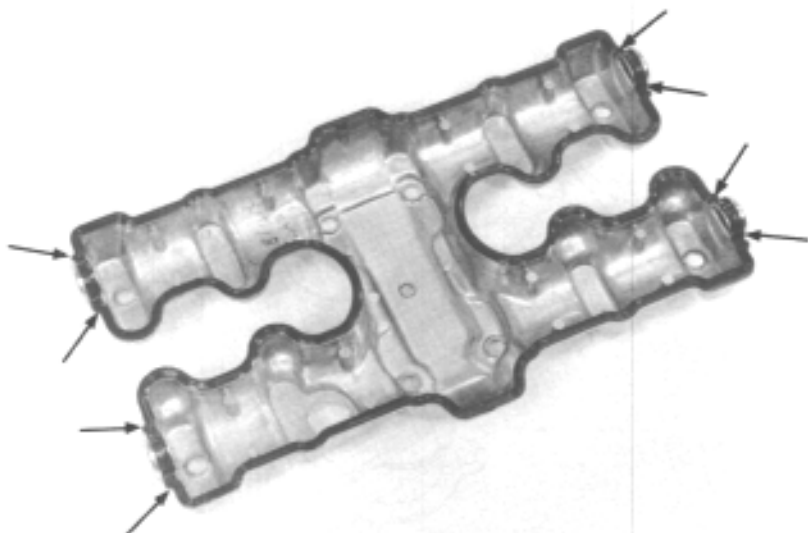




Inspect the cylinder head cover gasket for damage or deterioration.
Apply a sealant on the cylinder gasket at eight places as shown.

NOTE

Clean the gasket before applying sealant.



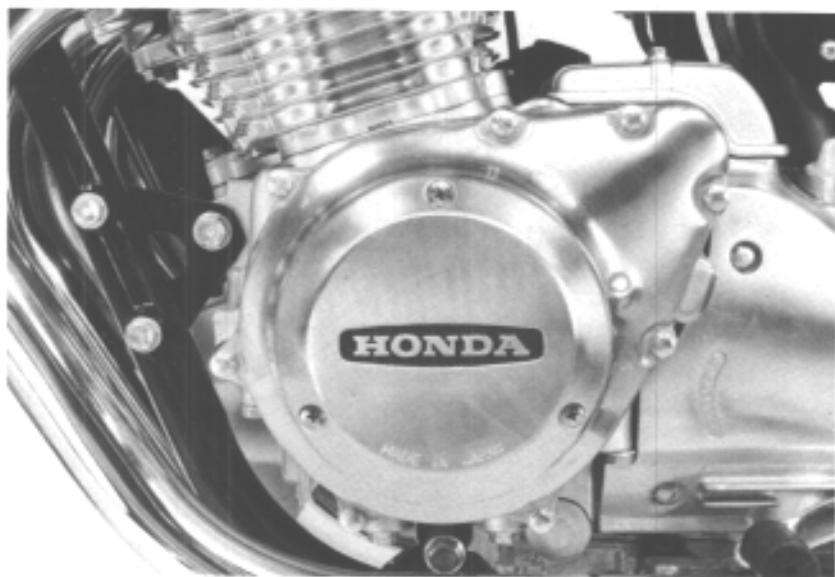
Install the cylinder head cover.

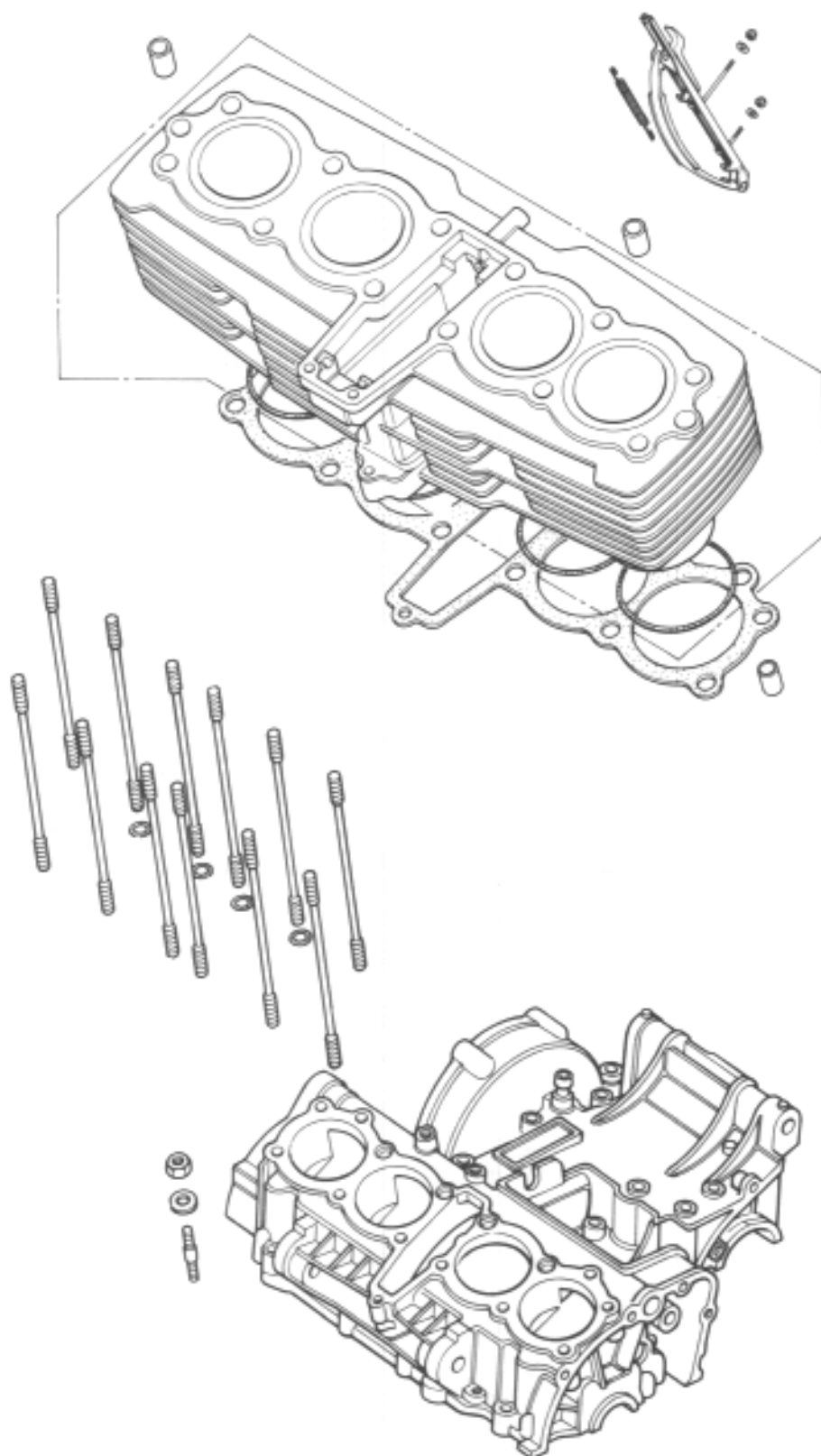
Connect the tachometer cable.
Install the spark plug caps.



Install the pulser generator cover.

Adjust cam chain tension (page 3-11).







SERVICE INFORMATION	7-1	PISTON REMOVAL	7-3
TROUBLESHOOTING	7-1	PISTON INSTALLATION	7-7
CYLINDER REMOVAL	7-2	CYLINDER INSTALLATION	7-7

SERVICE INFORMATION

GENERAL INSTRUCTIONS

All cylinder/piston maintenance and inspection can be accomplished with the engine removed.

SPECIAL TOOLS

Special Tools

Piston Base (2 required)	07958-2500001
Piston Ring Compressor (2 required)	07954-3000000

SPECIFICATIONS

			STANDARD	SERVICE LIMIT
Cylinder	I.D.		62.000-62.010 mm (2.4409-2.4413 in)	62.10 mm (2.445 in)
	Warpage		—	0.10 mm (0.004 in)
Piston, piston rings and piston pin	Piston ring-to-ring groove clearance	TOP	0.030-0.065 mm (0.0012-0.0026 in)	0.09 mm (0.004 in)
		SECOND	0.025-0.055 mm (0.0010-0.0022 in)	0.09 mm (0.004 in)
	Ring end gap	TOP	0.10-0.30 mm (0.004-0.012 in)	0.5 mm (0.020 in)
		SECOND	0.10-0.30 mm (0.004-0.012 in)	0.5 mm (0.020 in)
		OIL (SIDE RAIL)	0.3-0.9 mm (0.012-0.035 in)	1.1 mm (0.043 in)
	Piston O.D.		61.95-61.98 mm (2.439-2.440 in)	61.90 mm (2.437 in)
	Piston pin bore		15.002-15.008 mm (0.5906-0.5909 in)	15.05 mm (0.593 in)
	Connecting rod small end I.D.		15.016-15.034 mm (0.5912-0.5919 in)	15.07 mm (0.593 in)
	Piston pin O.D.		14.994-15.000 mm (0.5903-0.5906 in)	14.98 mm (0.590 in)
	Piston-to-piston pin clearance		—	0.04 mm (0.002 in)
	Cylinder-to-piston clearance		—	0.10 mm (0.004 in)

TROUBLESHOOTING

Compression low

1. Worn cylinder or piston rings

Excessive smoke

1. Worn cylinder or piston
2. Improper installation of piston rings
3. Scored or scratched piston or cylinder wall

Overheating

1. Excessive carbon build-up on the piston or combustion chamber wall.

Knocking or abnormal noise

1. Worn piston and cylinder
2. Excessive carbon build-up



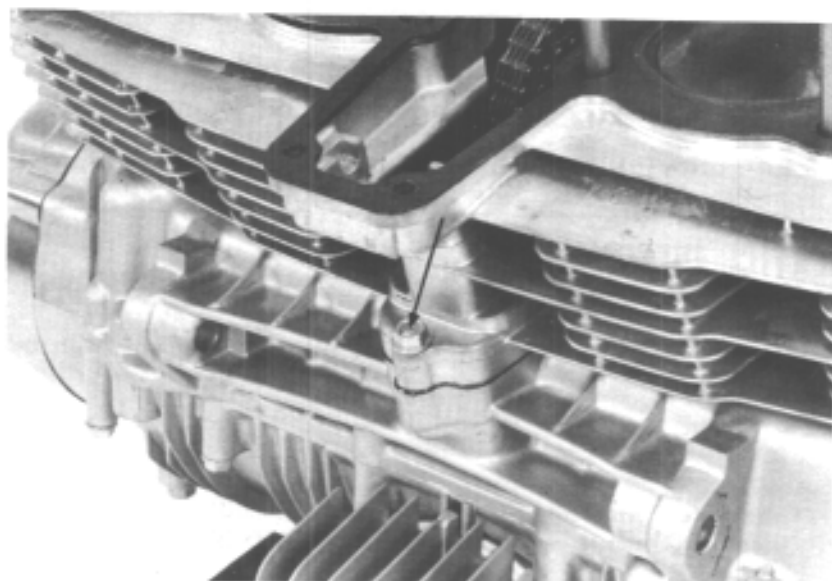
CYLINDER REMOVAL

Remove the cylinder head (Section 6).

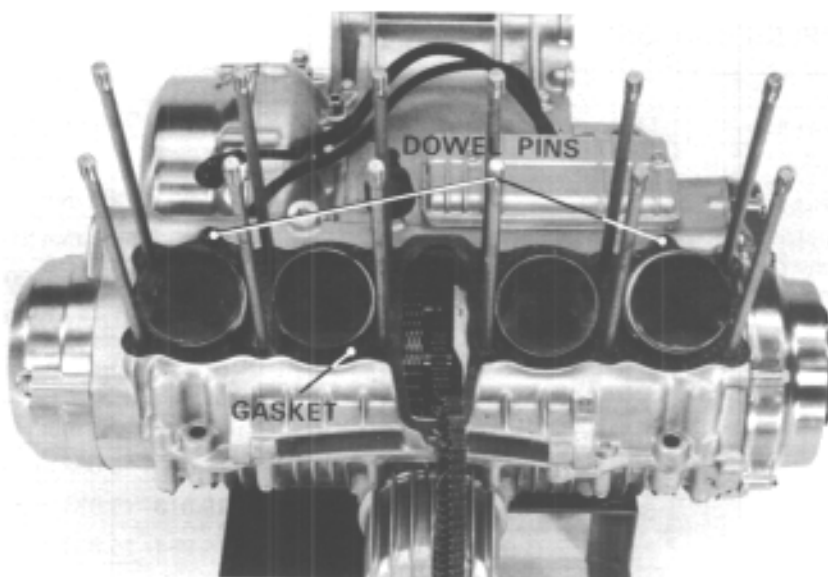
Remove the bolt at the lower front cylinder base.

Remove the cylinder.

Remove the cam chain tensioner from the cylinder.



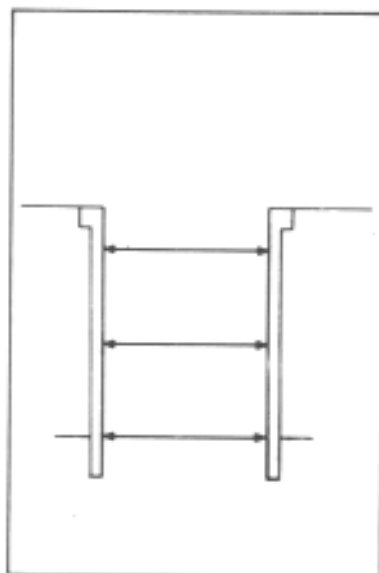
Remove the cylinder gasket and dowel pins.



CYLINDER INSPECTION

Inspect the cylinder bores for wear or damage. Measure the cylinder I. D. at three levels in X and Y axis.

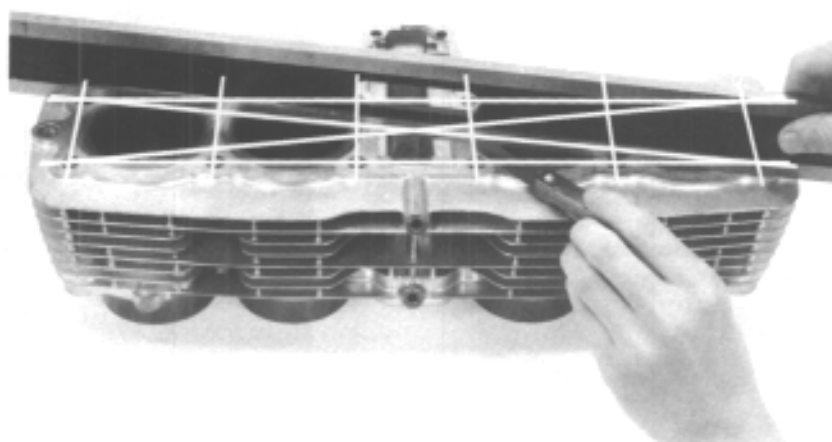
SERVICE LIMIT: 62.10 mm (2.445 in)





Inspect the top of the cylinders for warpage.
Check in an X pattern as shown.

SERVICE LIMIT: 0.10 mm (0.004 in)



CAM CHAIN TENSIONER INSPECTION

Inspect the slipper of the cam chain tensioner
for damage or excessive wear.
Inspect the tension spring for weakness.



PISTON REMOVAL

Remove each piston pin clip with needle nose
pliers.

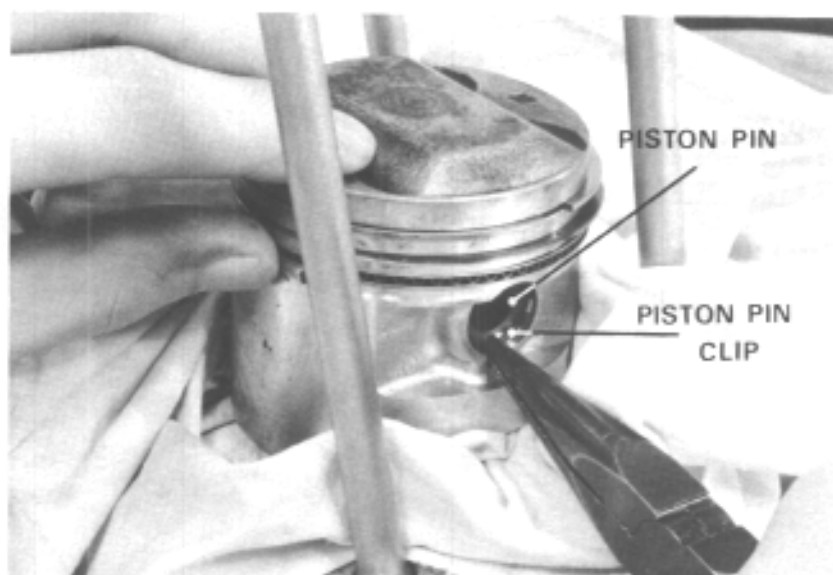
NOTE

Do not allow clips to fall into the crank-
case.

Press the piston pin out.

NOTE

Mark the pistons to indicate the cyl-
inder positions.





PISTON/PISTON RING INSPECTION

Inspect the piston ring-to-groove clearance.

SERVICE LIMIT:

TOP: 0.09 mm (0.004 in)

SECOND: 0.09 mm (0.004 in)

NOTE

Mark the rings so that they can be returned to their original locations.

Inspect the pistons for damage and cracks; ring grooves for wear.



Insert each piston ring into the cylinder, and inspect the end gap.

SERVICE LIMITS:

TOP: 0.5 mm (0.020 in)

SECOND: 0.5 mm (0.020 in)

OIL (Side rail): 1.1 mm (0.043 in)

STANDARD END GAPS:

TOP: 0.10–0.30 mm
(0.004–0.012 in)

SECOND: 0.10–0.30 mm
(0.004–0.012 in)

OIL (Side rail): 0.3–0.9 mm
(0.012–0.035 in)



Measure the piston O. D. at the skirt.

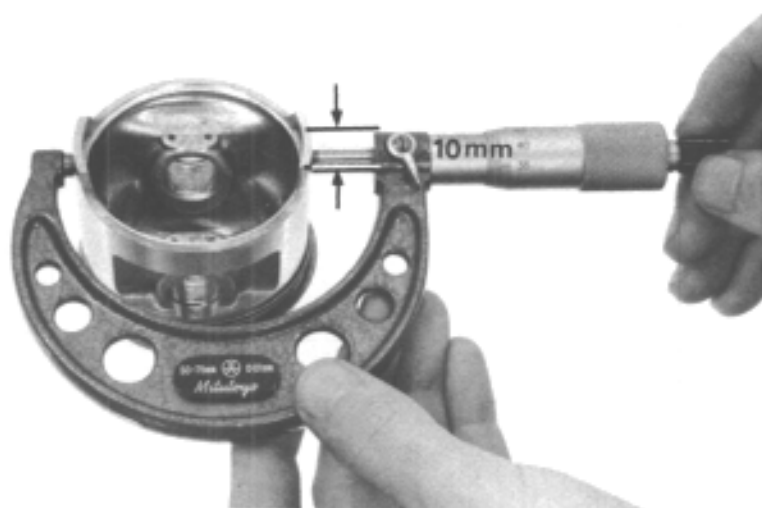
SERVICE LIMIT: 61.90 mm (2.437 in)

NOTE

Measurements should be taken 10 mm (0.4 in) from the bottom.

Calculate the cylinder-to-piston clearance.

SERVICE LIMIT: 0.1 mm (0.004 in)





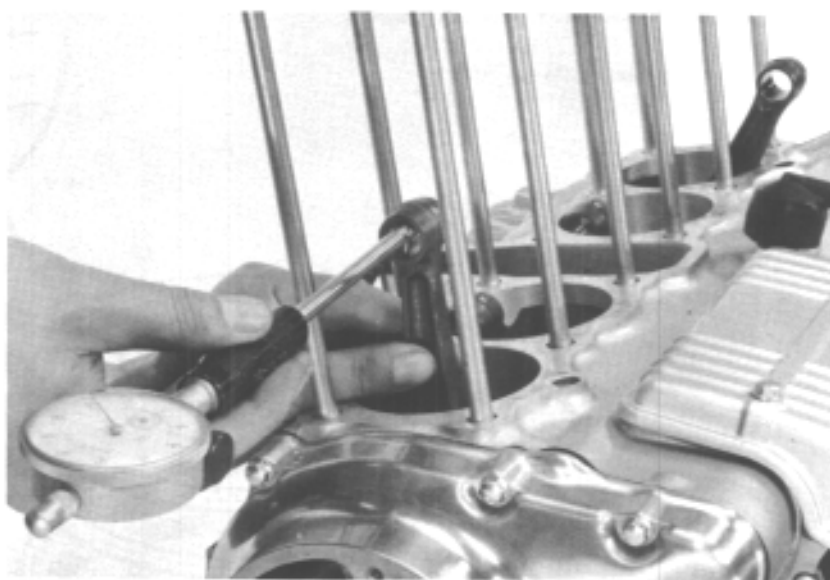
Measure the piston pin hole I. D.,

SERVICE LIMIT: 15.05 mm (0.593 in)



Measure the connecting rod small end I. D.,
(See Section 12 for replacement procedure)

SERVICE LIMIT: 15.07 mm (0.593 in)

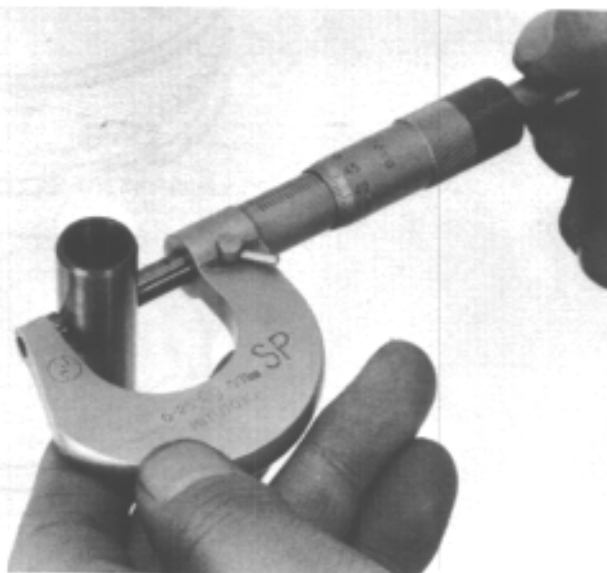


Measure the piston pin O. D.,

SERVICE LIMIT: 14.98 mm (0.590 in)

Determine the piston-to-piston pin clearance,

SERVICE LIMIT: 0.04 mm (0.002 in)



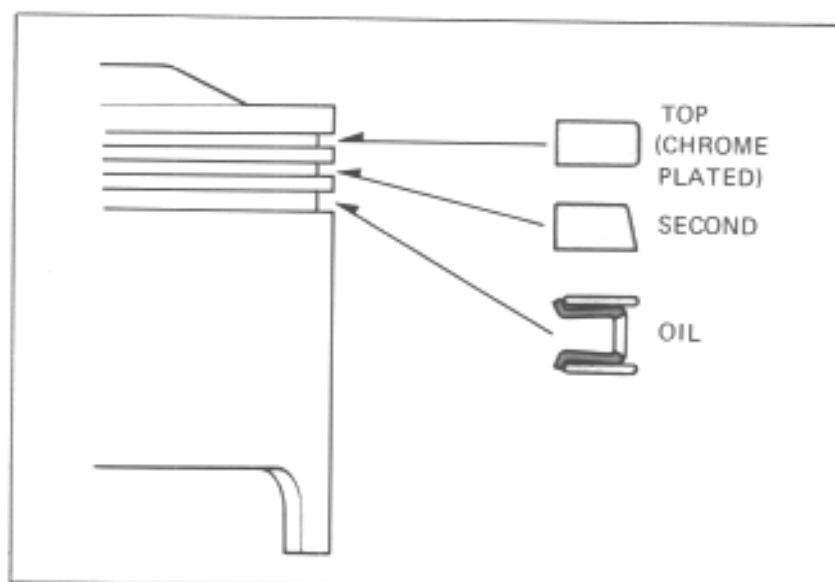


PISTON RING INSTALLATION

Install the piston rings.

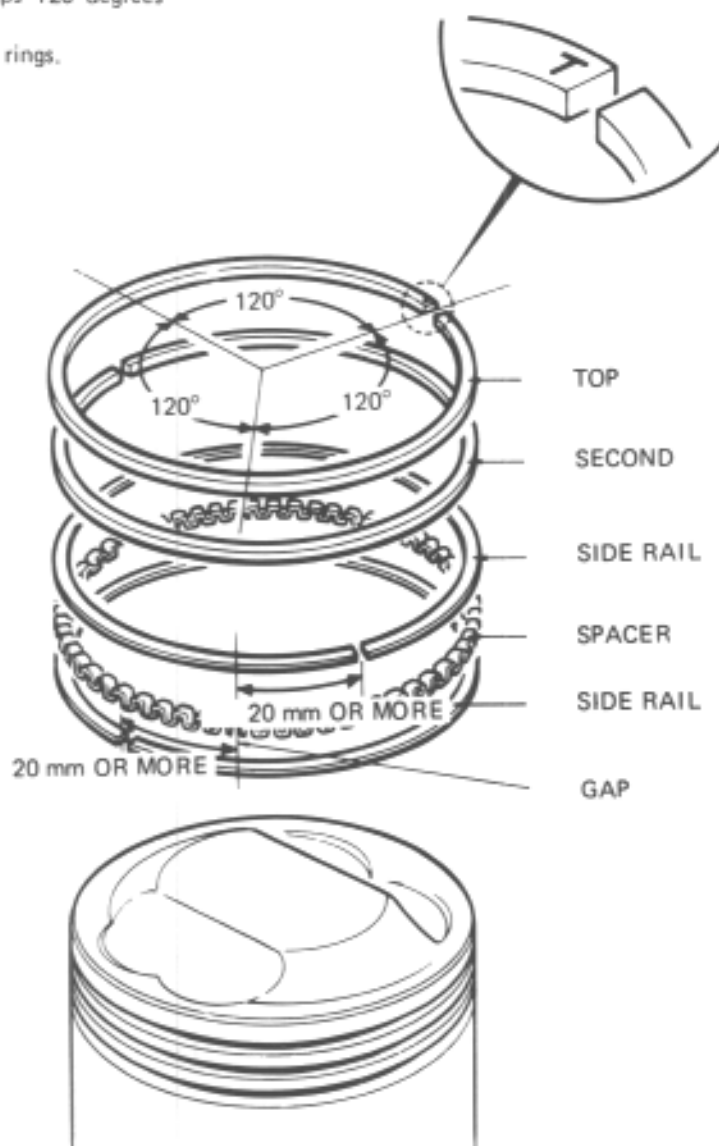
NOTE

- All rings should be installed with the markings facing up.
- After installation, the rings should rotate freely.



Space the piston ring end gaps 120 degrees apart.

Do not align the gaps in the oil rings.





PISTON INSTALLATION

Apply molybdenum disulfide grease to the connecting rod small ends.
Install the pistons, piston pins and clips.

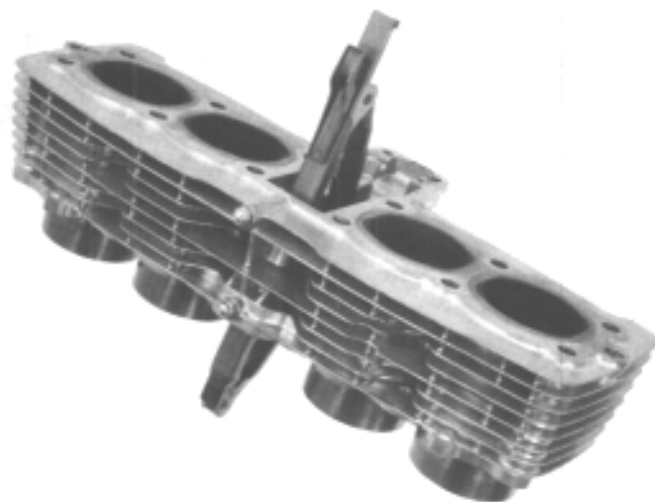
NOTE

- Position the mark "IN" on the piston to the intake side.
- Install the pistons in their original positions.
- Do not allow piston pin clips to fall into the crankcase.

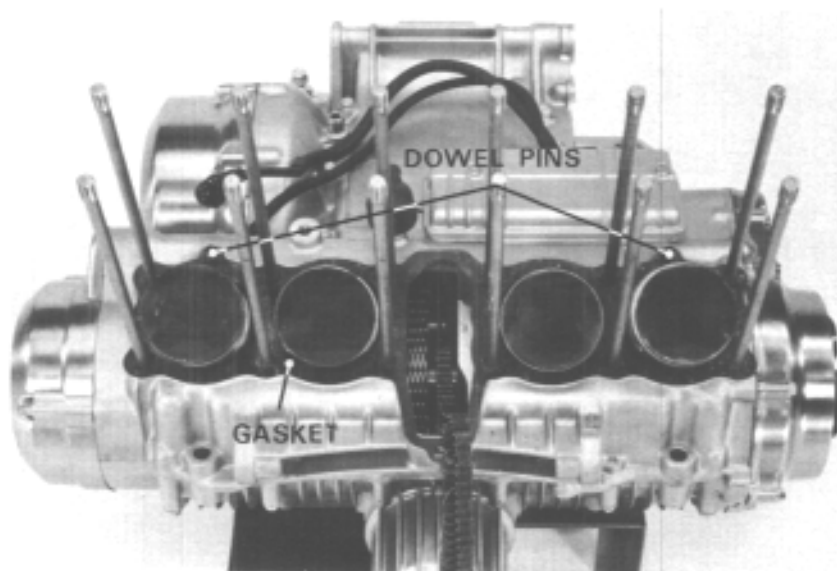


CYLINDER INSTALLATION

Install the cam chain tensioner.



Install the dowel pins and gasket.



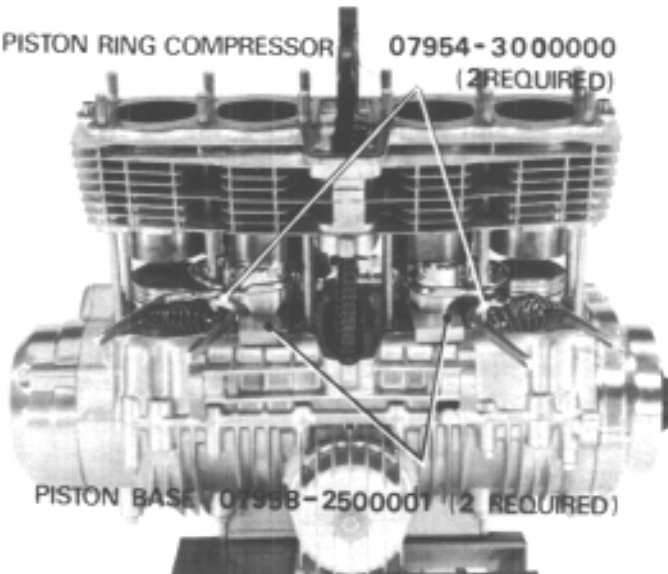


Install the cylinder.

NOTE

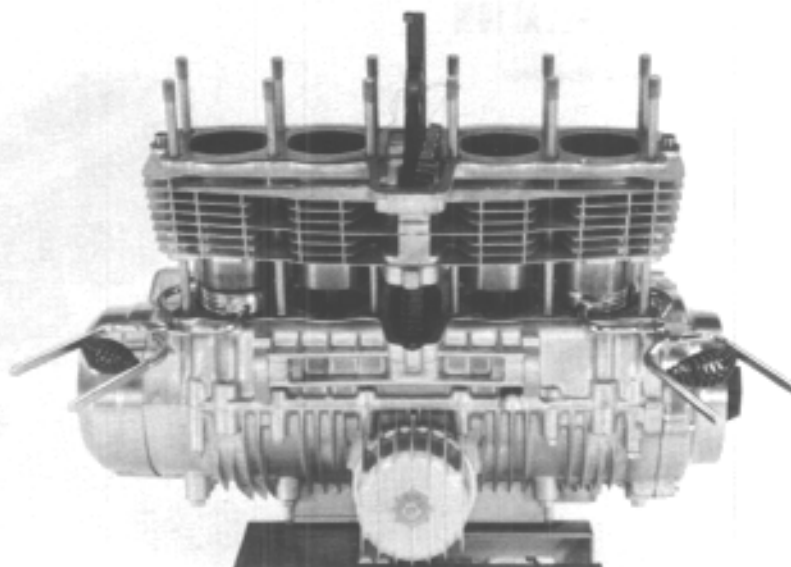
Before using the special tools, position the No. 2 and No. 3 pistons at T. D. C. (Top Dead Center).

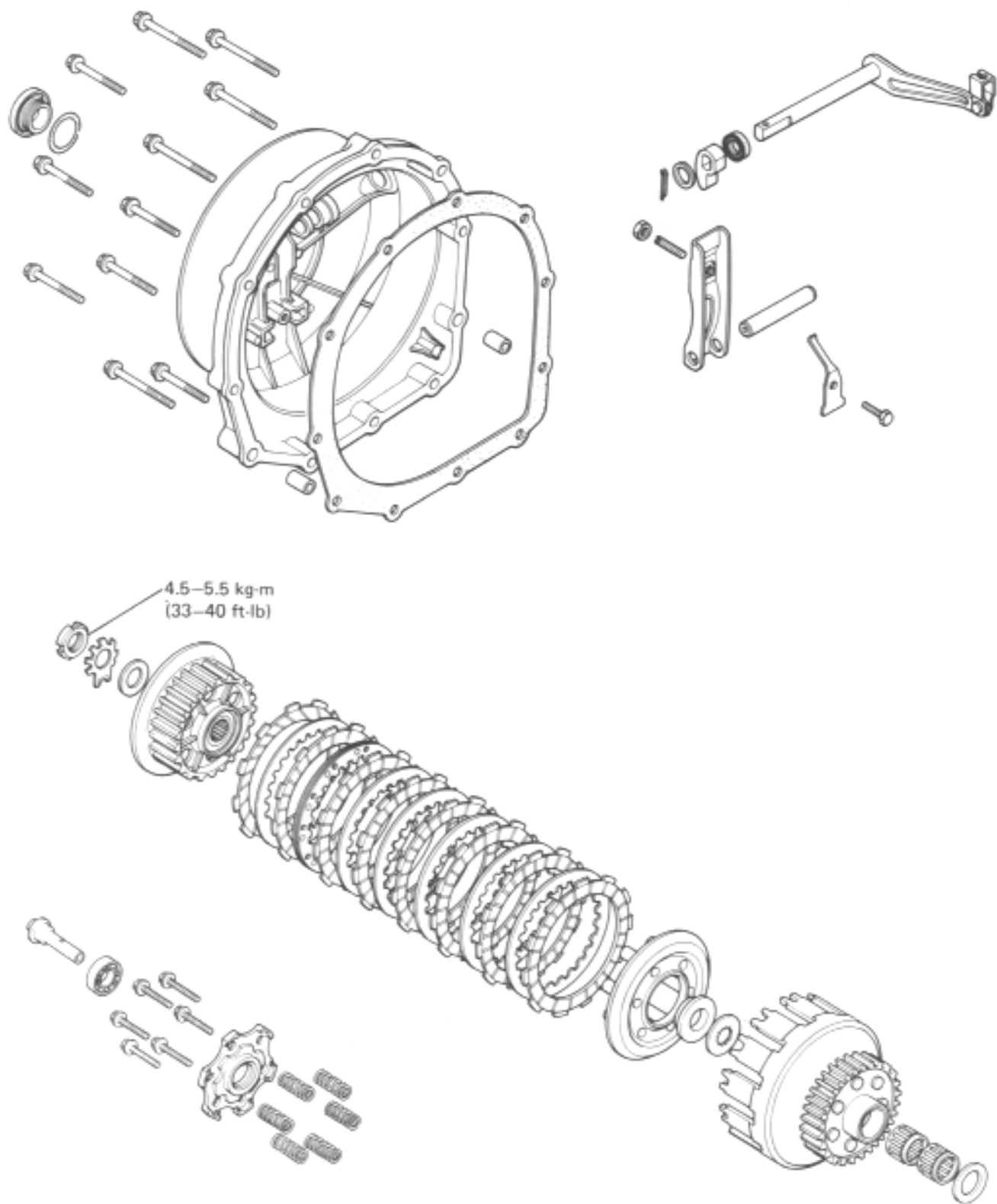
PISTON RING COMPRESSOR 07954-3000000
(2 REQUIRED)



PISTON BASE 07958-2500001 (2 REQUIRED)

Tighten the cylinder base nut securely after installation.







SERVICE INFORMATION	8-1	CLUTCH INSTALLATION	8-6
TROUBLESHOOTING	8-2	CLUTCH COVER INSTALLATION	8-9
CLUTCH COVER REMOVAL	8-3	STARTER CLUTCH DISASSEMBLY	8-11
CLUTCH REMOVAL	8-3	STARTER CLUTCH ASSEMBLY	8-13

SERVICE INFORMATION

GENERAL INSTRUCTIONS

This section covers removal and installation of the clutch and starter clutch.
 This operation can be accomplished with the engine in the frame.

SPECIAL TOOLS

Special Tool

Primary Gear Holder 07924-4250000

Common Tools

Lock Nut Wrench 07716-0020100

Universal Holder 07725-0010101

Handle 07716-0020500

TORQUE VALUES

Clutch lock nut	4.5-5.5 kg-m (33-40 ft-lb)
Primary drive gear lock bolt	8.0-10.0 kg-m (60-72 ft-lb)
Starter clutch locking bolt	2.6-3.0 kg-m (19-22 ft-lb)
Spark advancer bolt	3.3-3.7 kg-m (24-27 ft-lb)

SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Clutch	Lever free play (at lever end)	10-20 mm (3/8-3/4 in)	—
	Spring free length	34.2 mm (1.35 in)	32.8 mm (1.29 in)
	Spring preload/length	16.6-18.4 kg/25.0 mm (36.60-40.57 lbs/0.98 in)	14.9 kg/25.0 mm (37.85 lbs/0.98 in)
	Disc thickness	A 3.72-3.88 mm (0.146-0.153 in)	3.4 mm (0.13 in)
		B 3.72-3.88 mm (0.146-0.153 in)	3.4 mm (0.13 in)
	Plate warpage	—	0.3 mm (0.012 in)
Starter clutch	Drive gear O.D.	42.275-42.300 mm (1.6644-1.6654 in)	42.255 mm (1.6636 in)
Ignition timing	Refer to Section 3.		



TROUBLESHOOTING

Clutch

Faulty clutch operation can usually be corrected by adjusting the free play.

Clutch slips

1. No free play
2. Discs worn
3. Springs weak

Motorcycle creeps with clutch disengaged

1. Too much free play
2. Plates warped

Clutch will not disengage

1. Too much free play
2. Plates warped

Excessive lever pressure

1. Clutch cable kinked, damaged or dirty
2. Lifter mechanism damaged

Clutch operation feels rough

1. Outer drum slots rough



CLUTCH COVER REMOVAL

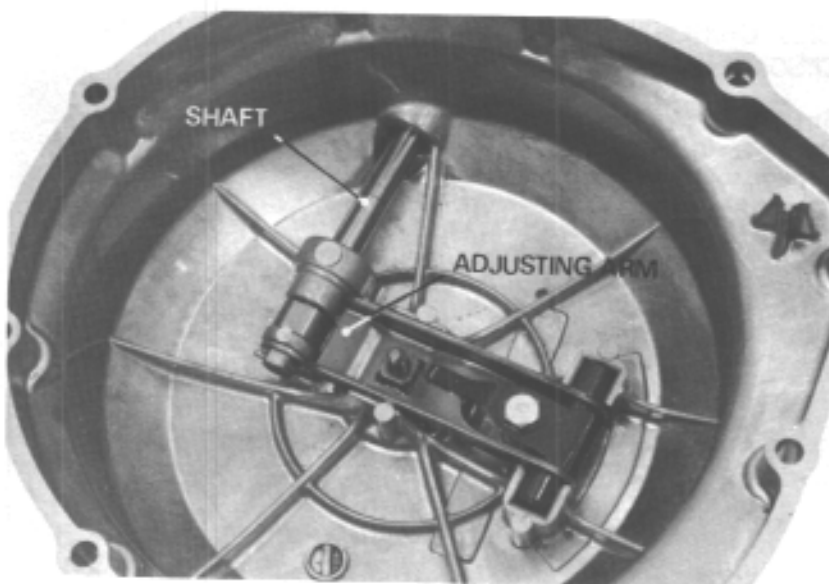
Drain the engine oil thoroughly.
Disconnect the clutch cable at the lower adjuster.
Remove the rear brake pedal.
Remove the clutch cover.
Remove the gasket and dowel pins.



CLUTCH REMOVAL

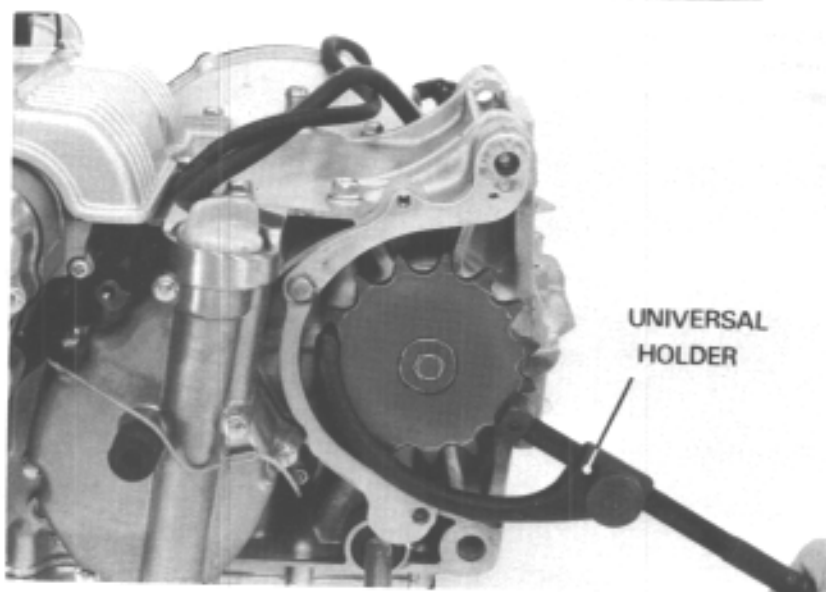
CLUTCH LIFTER REMOVAL

Remove the clutch lifter shaft and adjusting arm.



CLUTCH REMOVAL

Use the universal holder if the drive chain is removed.
Shift the transmission into gear to lock the countershaft and mainshaft.
Block the drive sprocket to prevent it from turning.





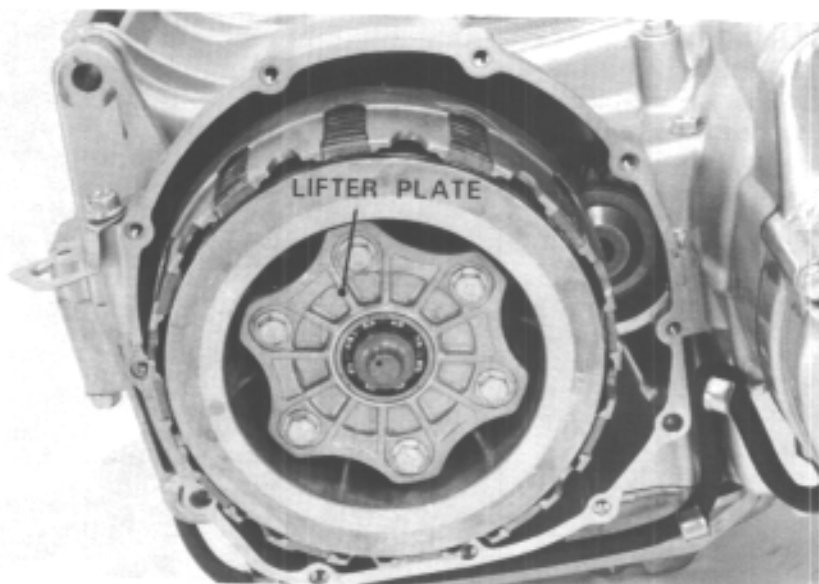
When servicing the clutch in the frame, shift the transmission into gear and press the brake pedal to lock the transmission gear shafts.

CLUTCH LIFTER PLATE REMOVAL

Remove the bolts and lifter plate with the clutch lifter guide and release bearing.

NOTE

Loosen the bolts in a criss cross pattern in 2-3 steps.



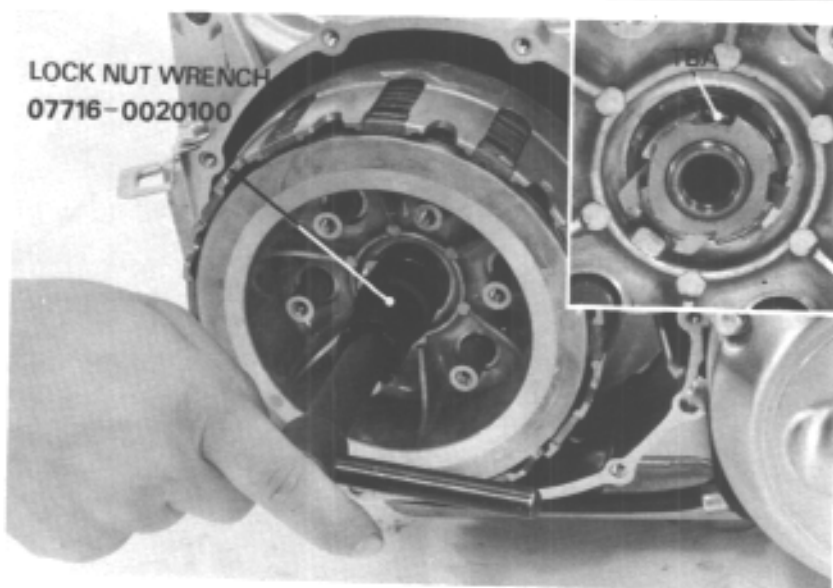
CLUTCH CENTER PLATE AND DISC REMOVAL

Straighten the lock washer tab.

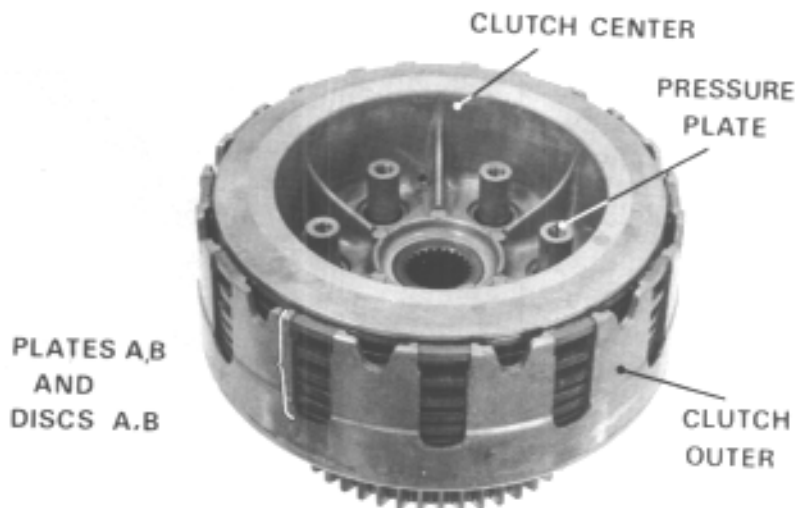
Attach the lock nut wrench.

Remove the lock nut, lock washer and washer.

The clutch can then be removed as a unit.



Remove the clutch center.
Remove discs A and B, and plate A.
Remove the pressure plate.

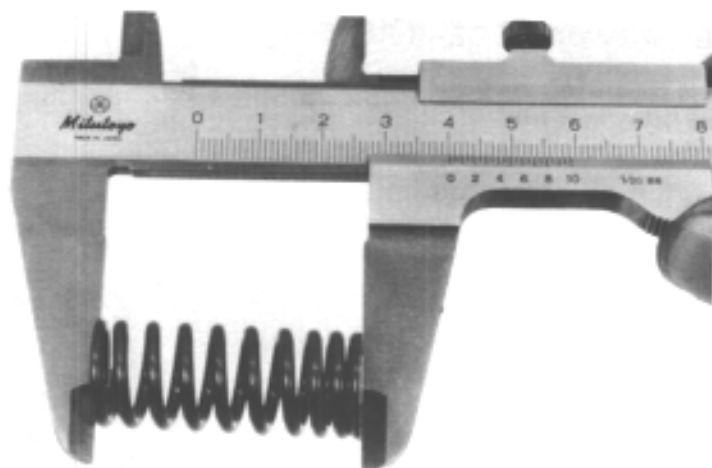




CLUTCH SPRING INSPECTION

Check spring free length.

SERVICE LIMIT: 32.8 mm (1.29 in)



CLUTCH DISC INSPECTION

Replace the clutch discs if they show signs of scoring or discoloration.
Measure disc thickness.

SERVICE LIMIT: 3.4 mm (0.13 in)

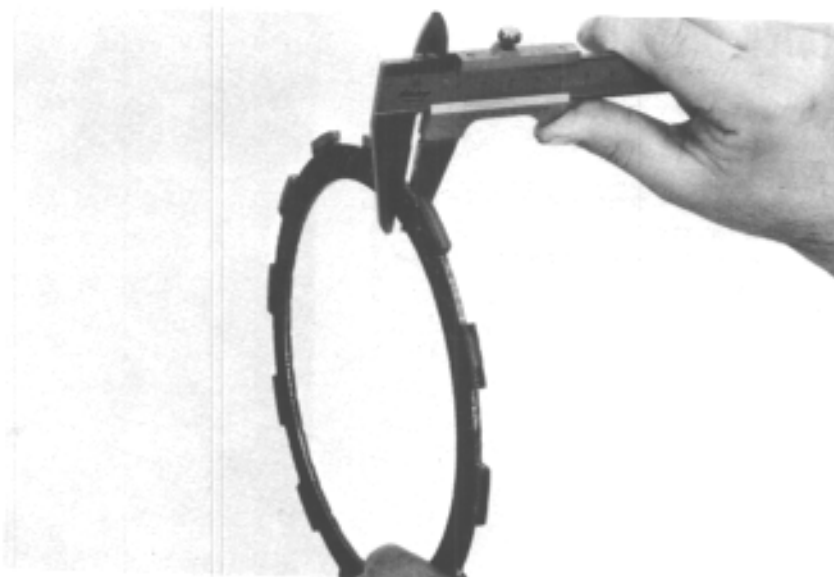
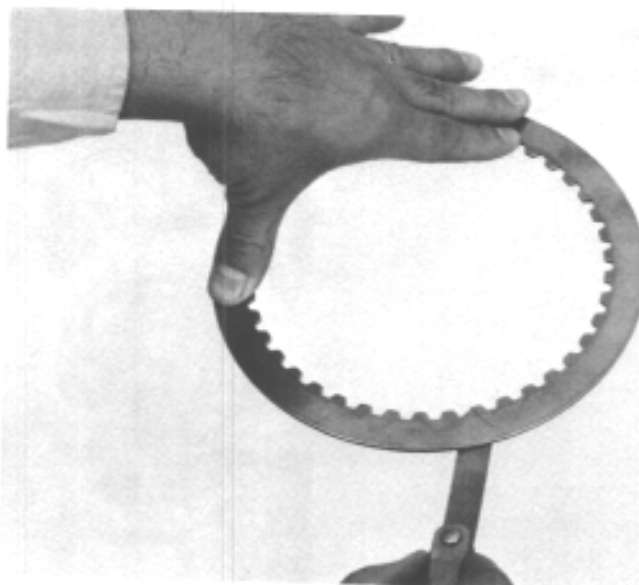


PLATE INSPECTION

Check for plate warpage on a surface plate, using a feeler gauge.

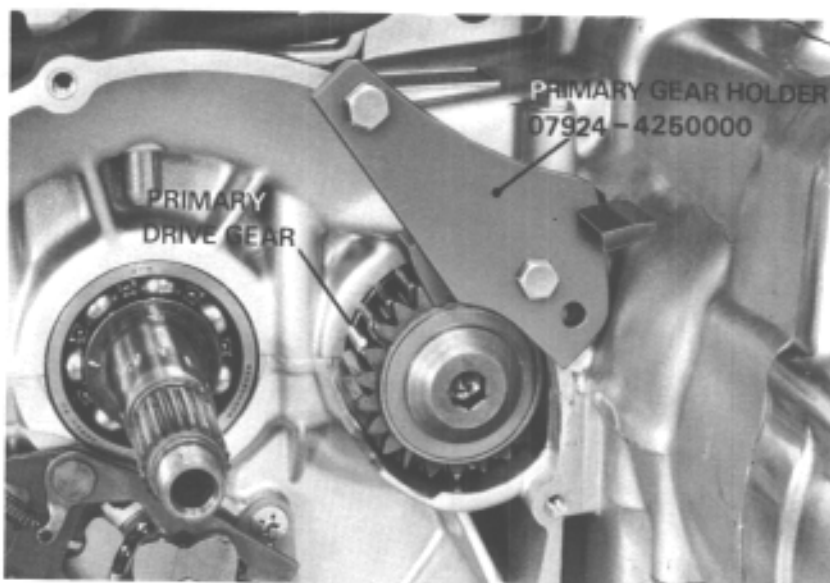
SERVICE LIMIT: 0.3 mm (0.012 in)





PRIMARY DRIVE GEAR REMOVAL

Hold the primary drive gear with the primary gear holder as shown.
Loosen the lock bolt.

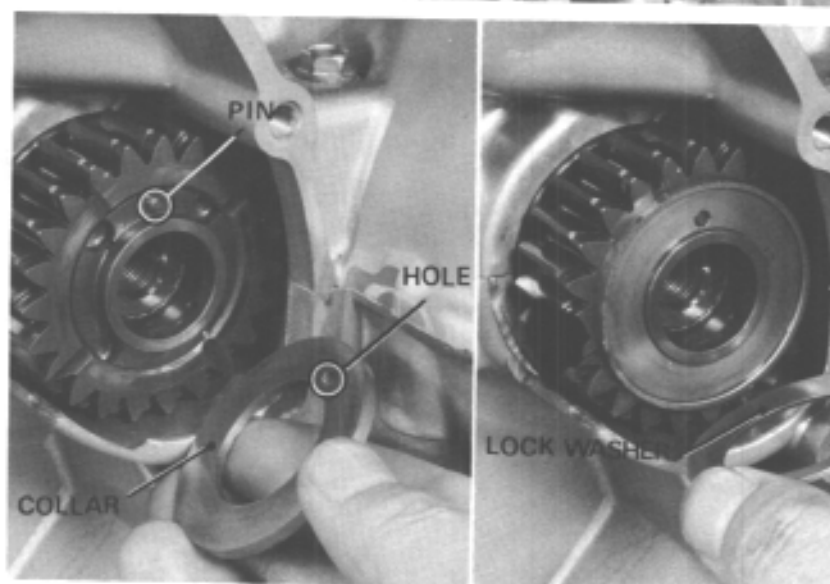


CLUTCH INSTALLATION

Install the primary drive gear.

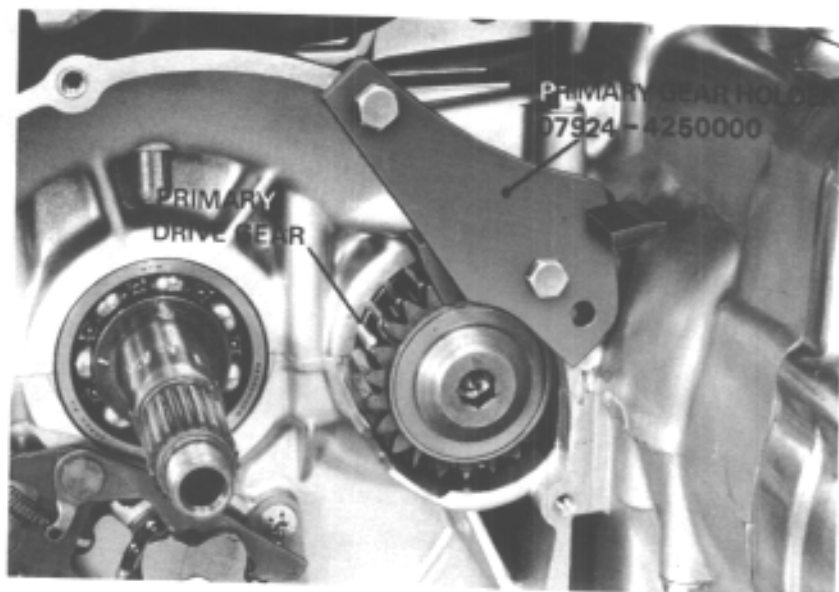
NOTE

- Position the drive gear with the large gear facing out.
- Position the collar and lock washer as shown.



Tighten the lock bolt.

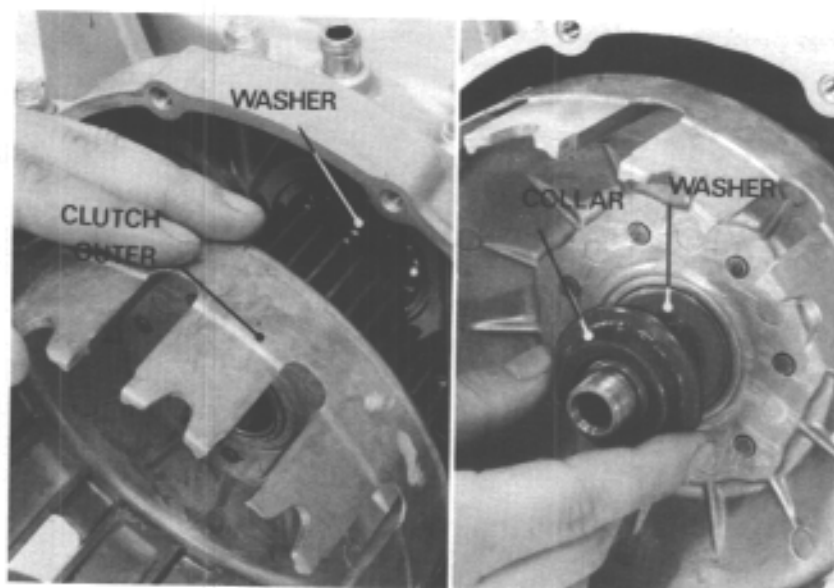
TORQUE: 8.0-10.0 kg-m (60-72 ft-lb)





Install the washer and clutch outer.

Install the washer and collar.

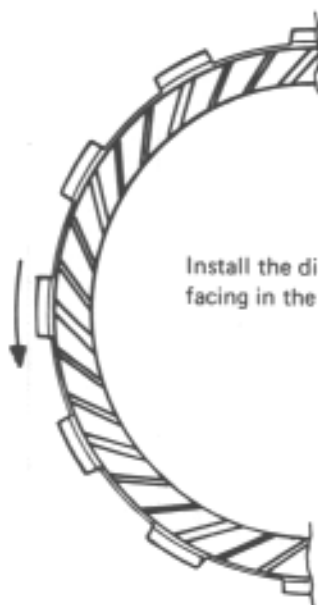
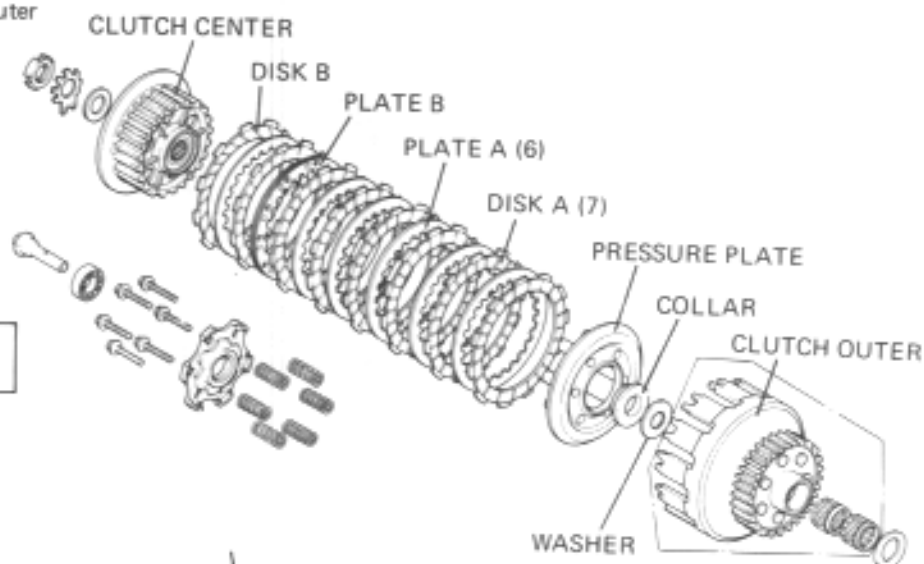


Install the following parts in the clutch outer in the order listed.

- Washer and collar
- Pressure plate
- Discs A (6) and plates A (5) alternately
- PLATE B (spring plate)
- Disc A and plate A
- Disc B
- Clutch center

NOTE

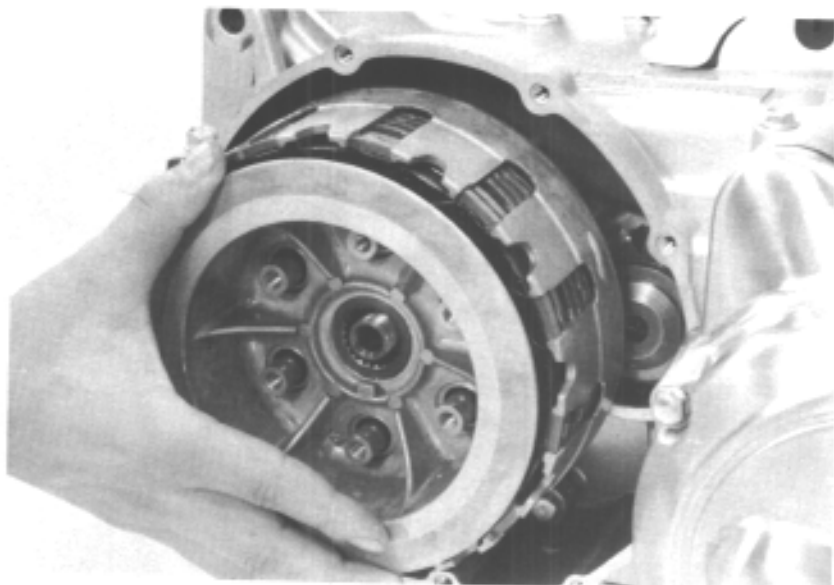
Before installing the clutch, coat the discs and plates with engine oil.



Install the disc B with the grooves facing in the direction shown.



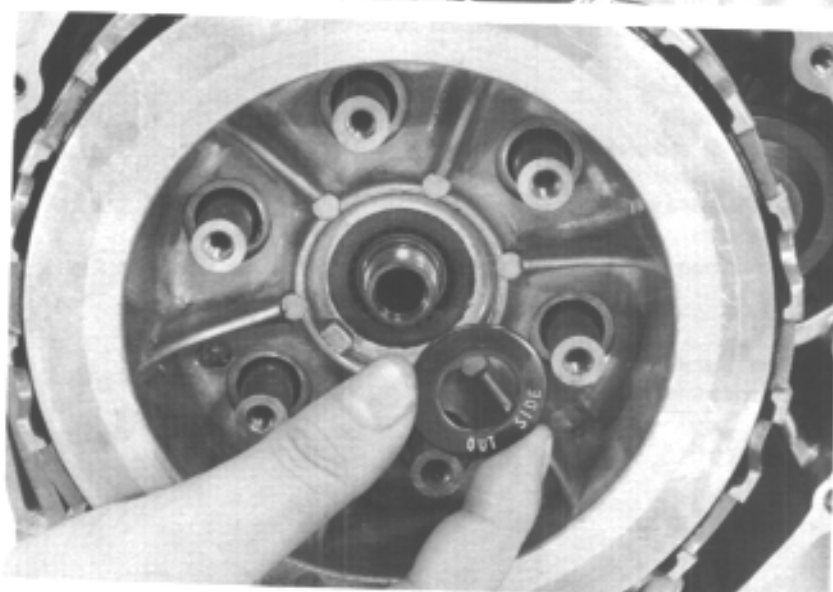
Align the splines by rotating the clutch center.



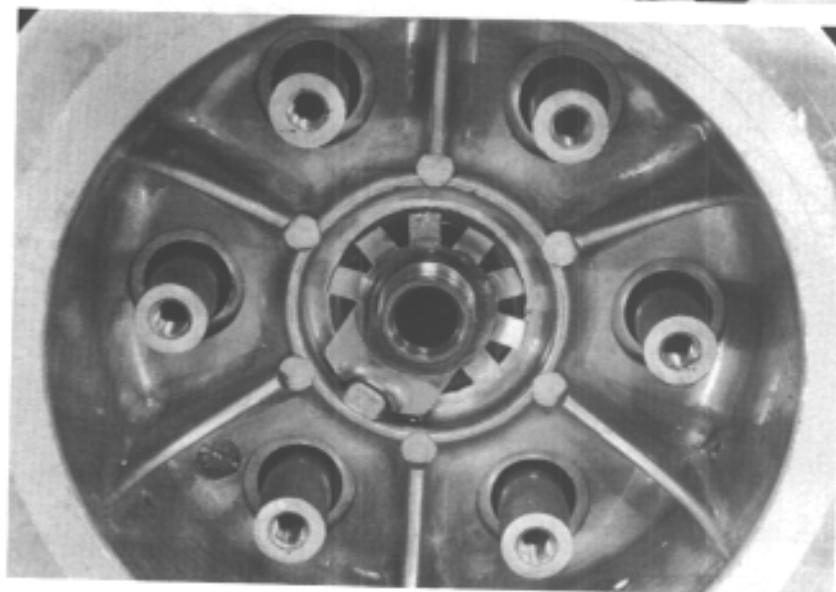
Install the washer.

NOTE

Position the mark "OUTSIDE" on the lock washer facing out.



Position the washer as shown and install it.

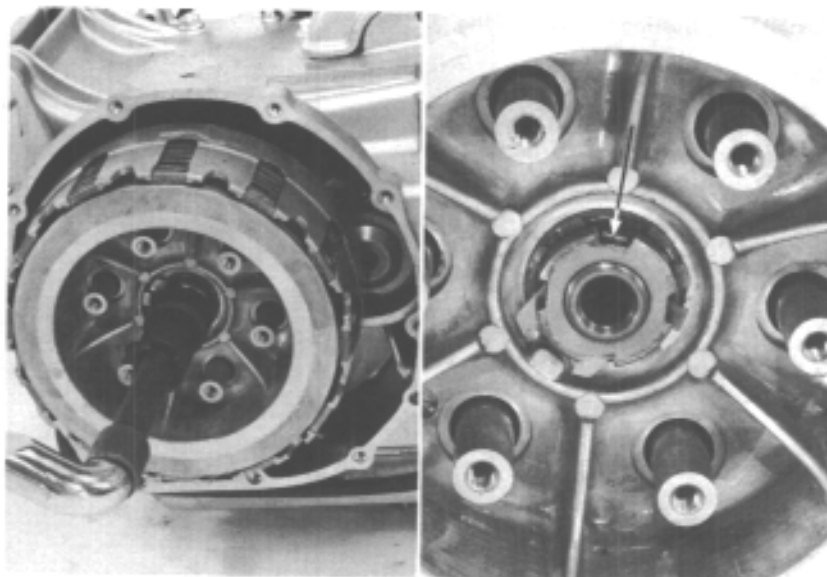




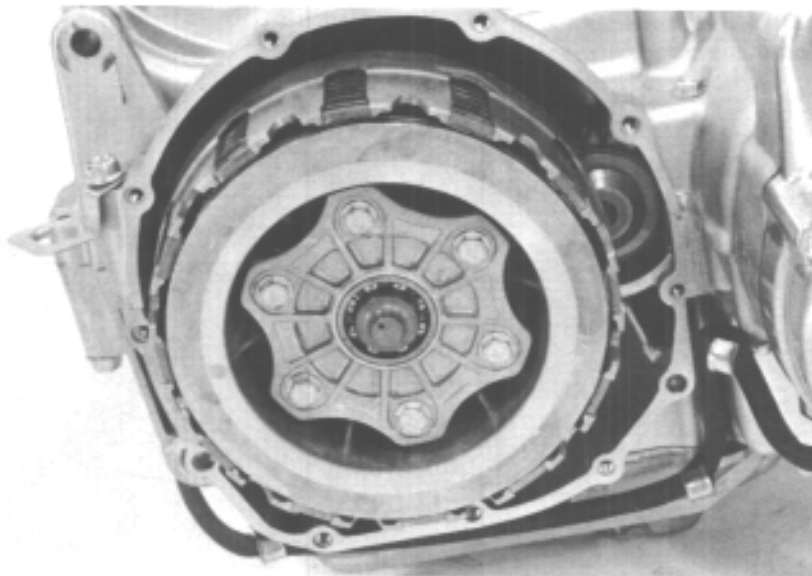
Tighten the lock nut.

TORQUE: 4.5–5.5 kg-m (33–40 ft-lb)

Bend the lock washer tab-up.

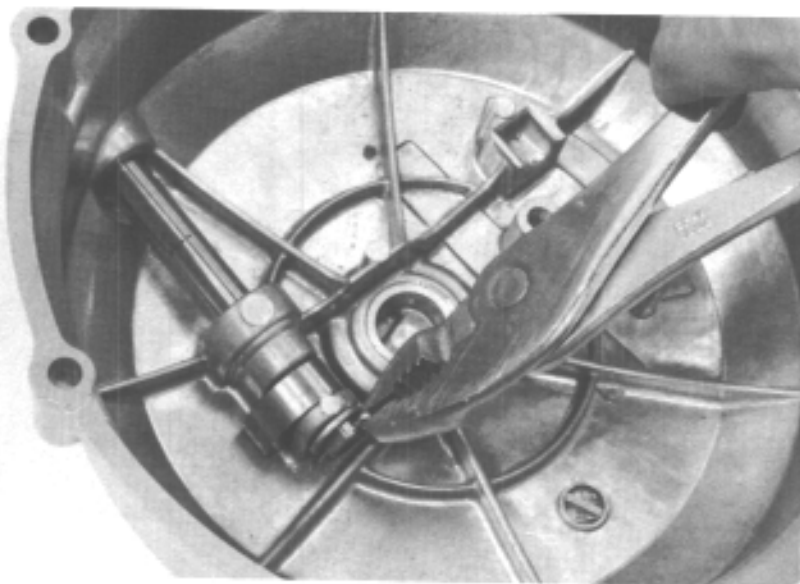


Install the lifter plate with the clutch lifter guide and release bearing. Tighten the bolts.



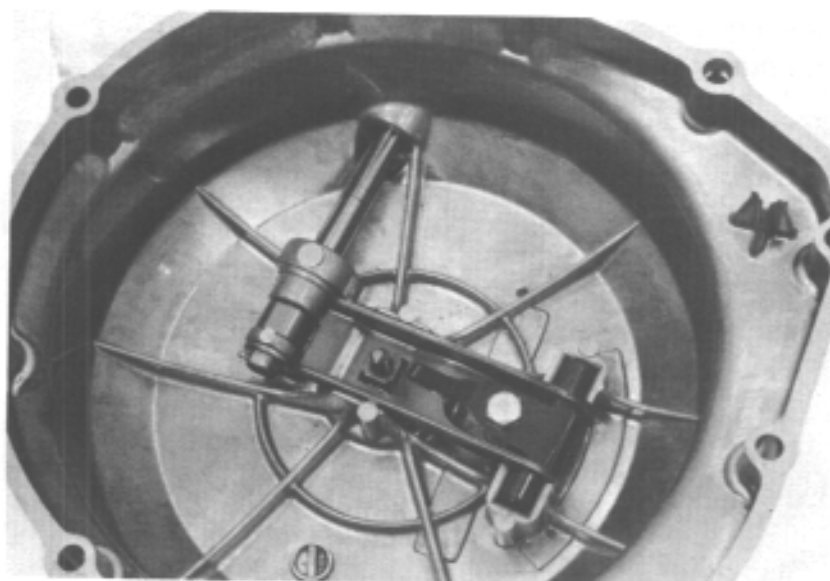
CLUTCH COVER INSTALLATION

Install the clutch lifter cam and shaft washer.
Insert the cotter pin and spread the ends.
Apply molybdenum disulfide grease to the
advancer shaft hole.

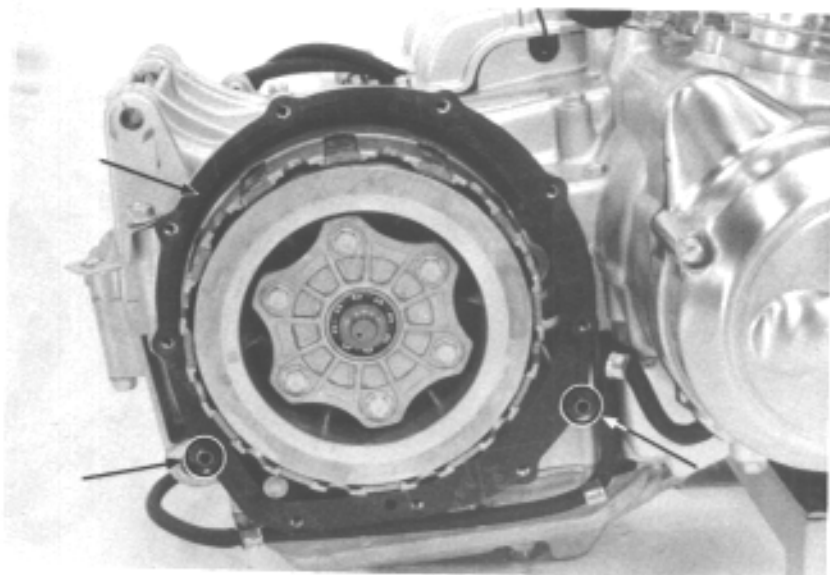




Install the adjusting arm and spring.



Install the dowel pins and gasket, and then install the cover.



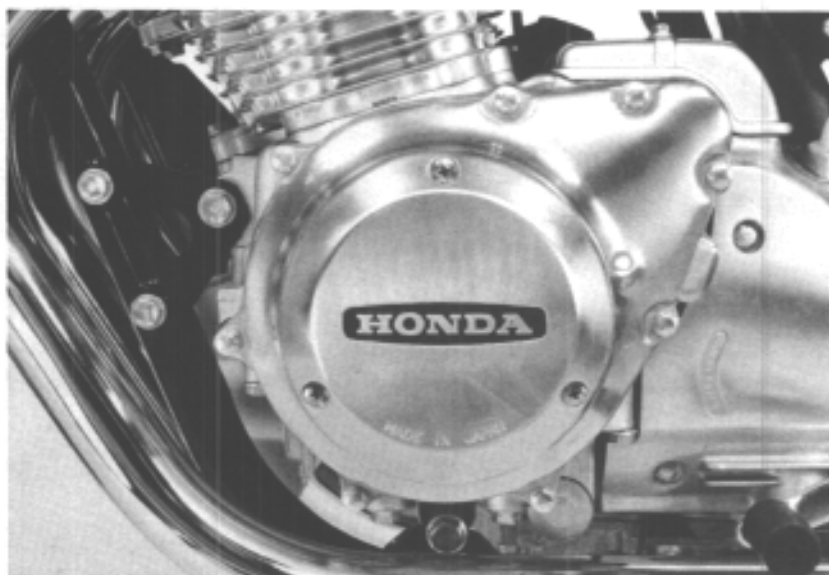
Adjust the clutch free play (page 3-20).
Apply molybdenum disulfide grease to the adjusting hold cap.



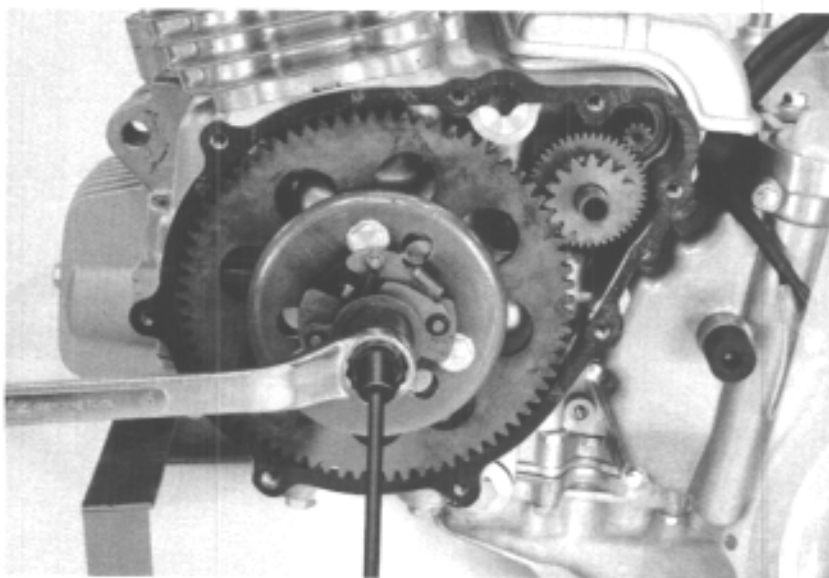
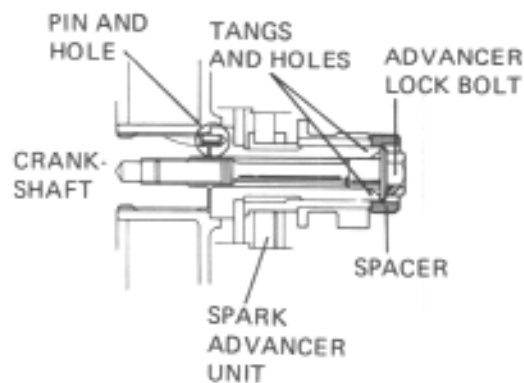


STARTER CLUTCH DISASSEMBLY

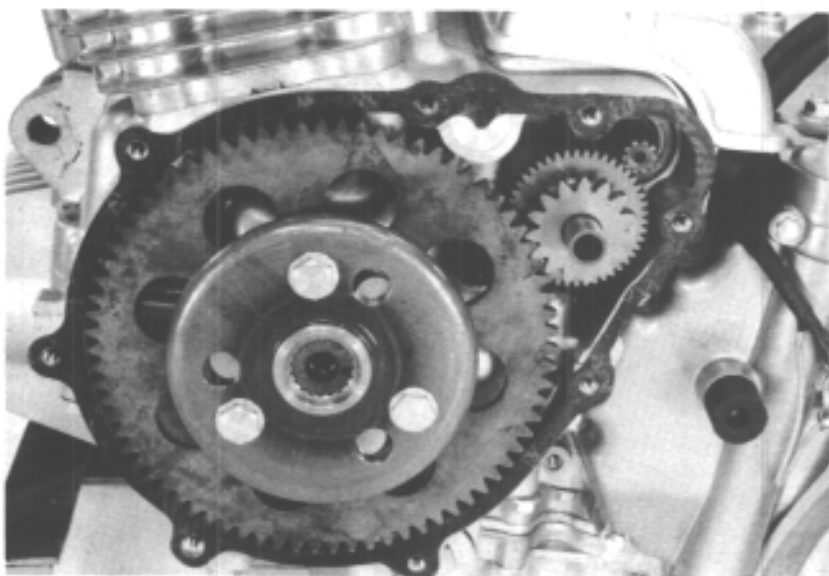
Remove the left crankcase cover with the pulser generator assembly.



Remove the spark advancer unit.

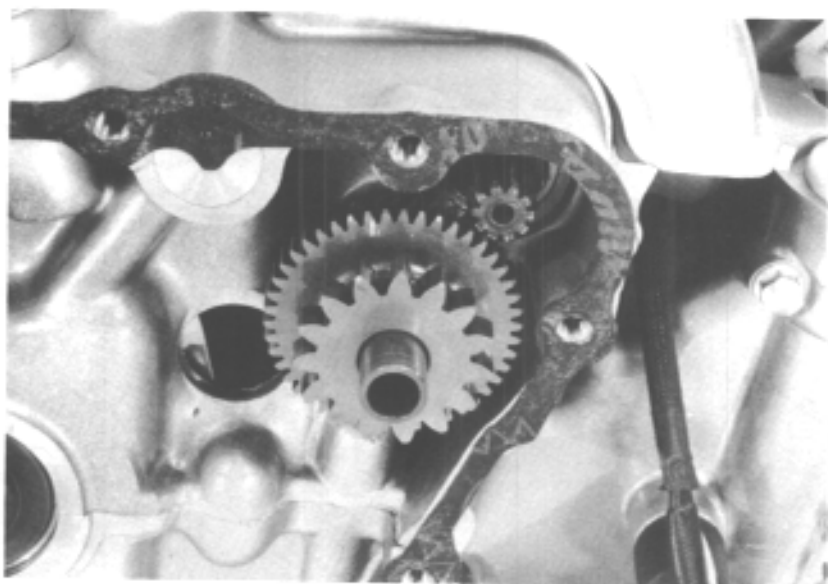


Remove the starter clutch assembly.



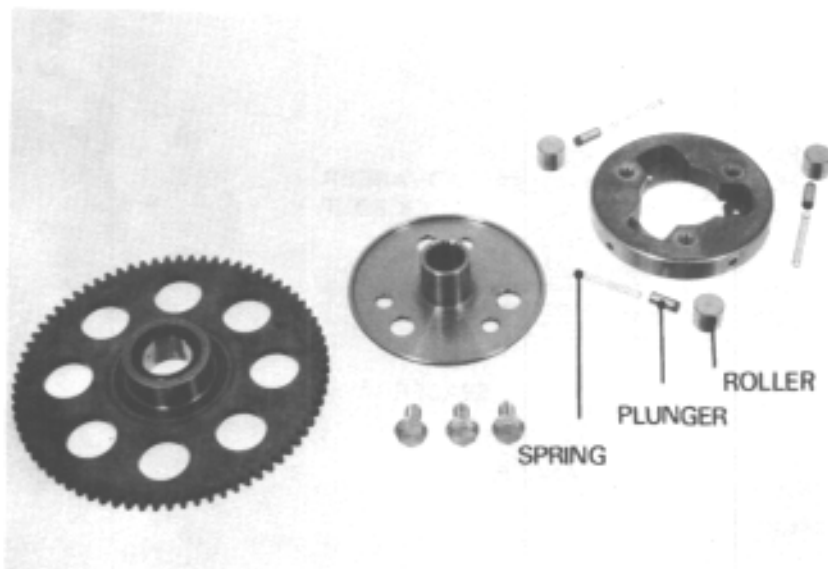


Remove the starter driven gear and shaft.



STARTER CLUTCH DISASSEMBLY

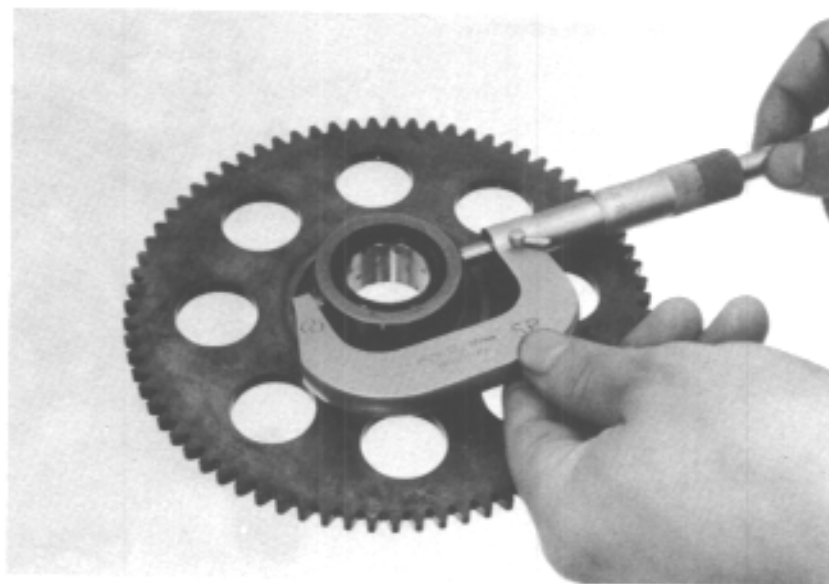
Inspect the rollers for smooth operation.
 Remove the rollers and check for excessive wear.
 Clean all parts with non-flammable or high flash point solvent.



STARTER DRIVE GEAR INSPECTION

Inspect the drive gear for damage or excessive wear.
 Measure the O. D.,

SERVICE LIMIT: 42.255 mm (1.6636 in)





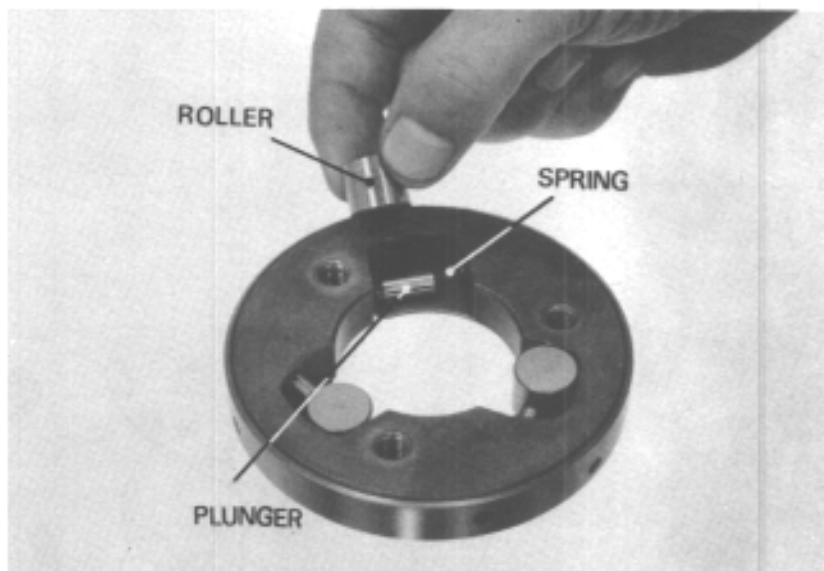
STARTER CLUTCH ASSEMBLY

Install the springs, plungers and rollers.
Tighten the locking bolts to the specified torque.

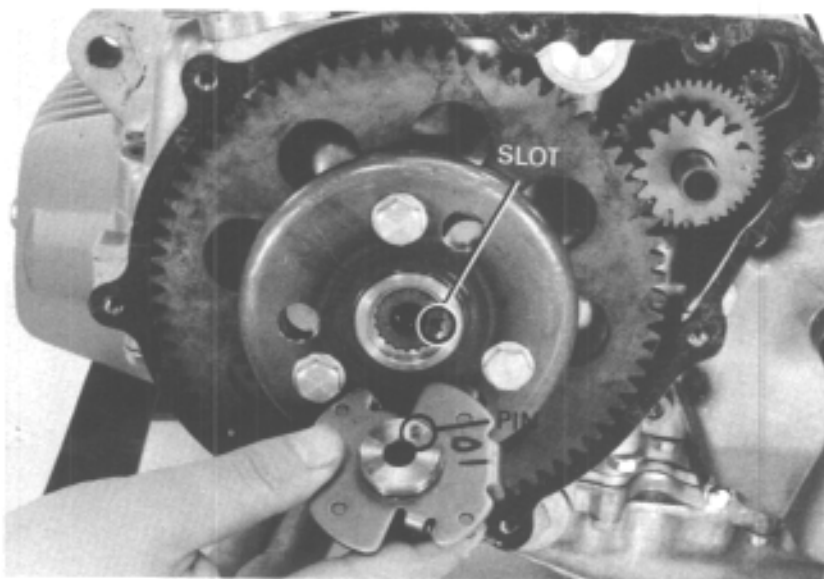
TORQUE: 2.6–3.0 kg-m (19–22 ft-lb)

NOTE

Apply a locking agent to the locking bolt's threads.



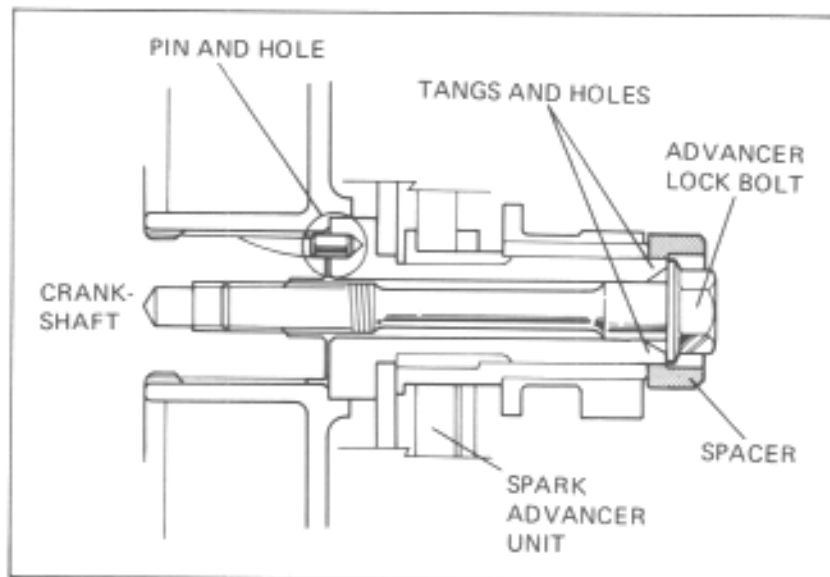
Install the advancer assembly.
Align the pin on the spark advancer unit with the slot on the crankshaft.

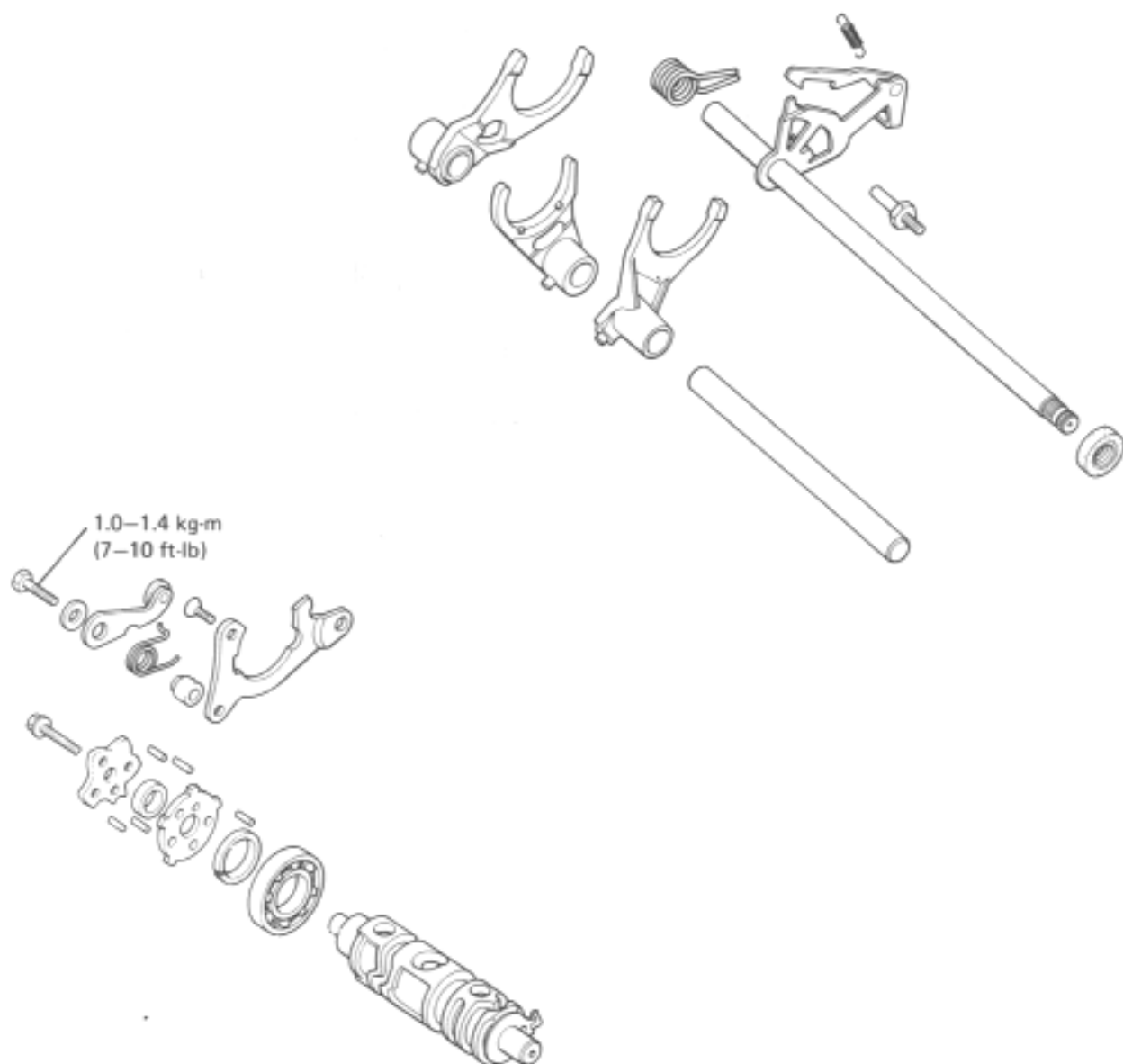


Install the spacer aligning the tangs with the holes, and tighten the advancer lock bolt to the specified torque.

TORQUE: 3.3–3.7 kg-m (24–27 ft-lb)

Install the left crankcase cover.







SERVICE INFORMATION	9-1
TROUBLESHOOTING	9-1
GEARSHIFT PEDAL AND LINKAGE REMOVAL	9-2
GEARSHIFT LINKAGE AND PEDAL INSTALLATION	9-4

SERVICE INFORMATION

GENERAL INSTRUCTIONS

The gearshift spindle and stopper arms can be serviced with the engine in the frame. If the shift forks, drum and transmission require servicing, remove the engine and separate the crankcase.

TORQUE VALUES

Stopper arm shaft	1.0–1.4 kg-m (7–10 ft-lb)
Neutral switch	1.6–2.0 kg-m (12–14 ft-lb)

TROUBLESHOOTING

Hard to shift

1. Improper clutch adjustment; too much free play
2. Shift forks bent
3. Shift shaft bent
4. Shift claw bent
5. Shift drum cam grooves damaged

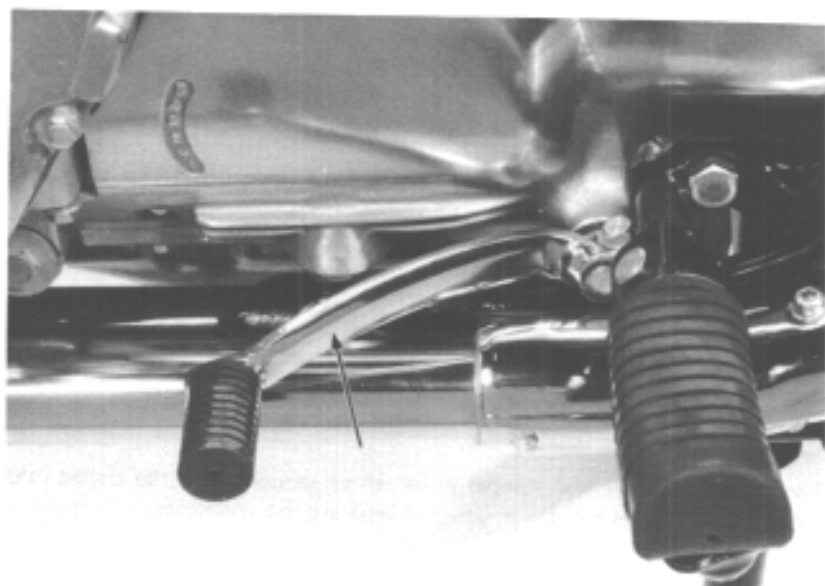
Transmission jumps out of gear

1. Gear dogs worn
2. Shift shaft bent
3. Shift drum stopper broken
4. Shift forks bent



GEARSHIFT PEDAL AND LINKAGE REMOVAL

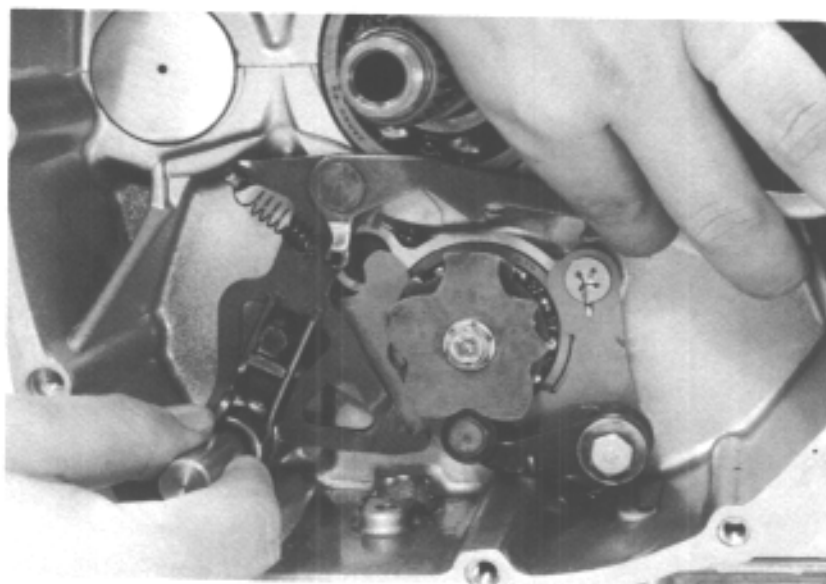
Drain the engine oil.
Remove the gear shift pedal.



Remove the rear brake pedal.
Disconnect the clutch cable at the lower
adjuster.
Remove the clutch cover and clutch assembly
(Section 8).

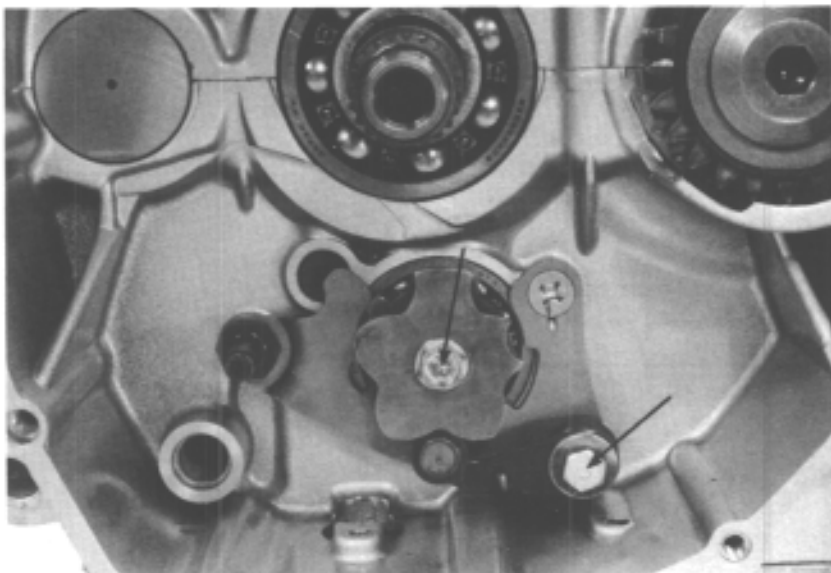


Pull the gearshift spindle assembly out.

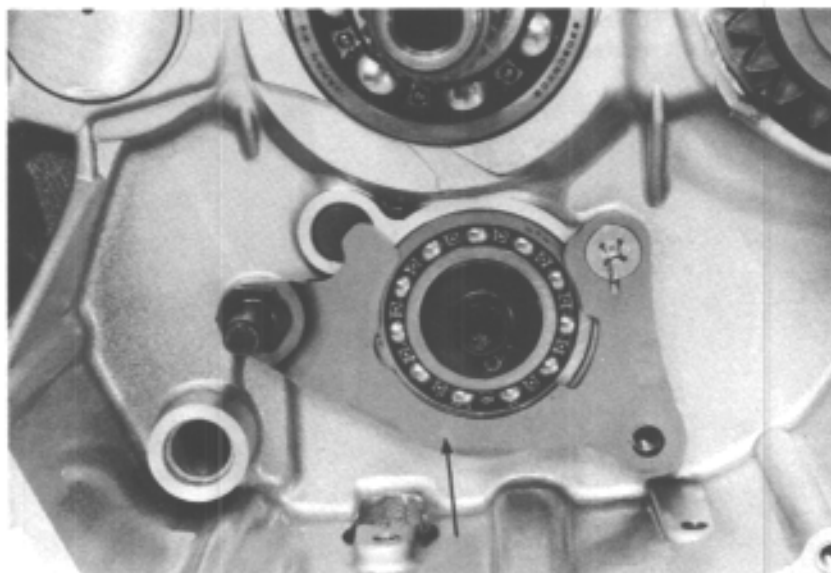




Remove the drum stopper arm bolt, arm and spring.
Remove the roller stopper plate bolt and plate.



If bearing removal is necessary, remove the bearing stopper plate.



NEUTRAL SWITCH INSPECTION

Remove the left rear crankcase cover and neutral switch.
Check for continuity between the top and bottom terminals.
The switch is normal if there is continuity.
Also check for shorts between the top terminal and any body ground.
Replace the switch if there is continuity.





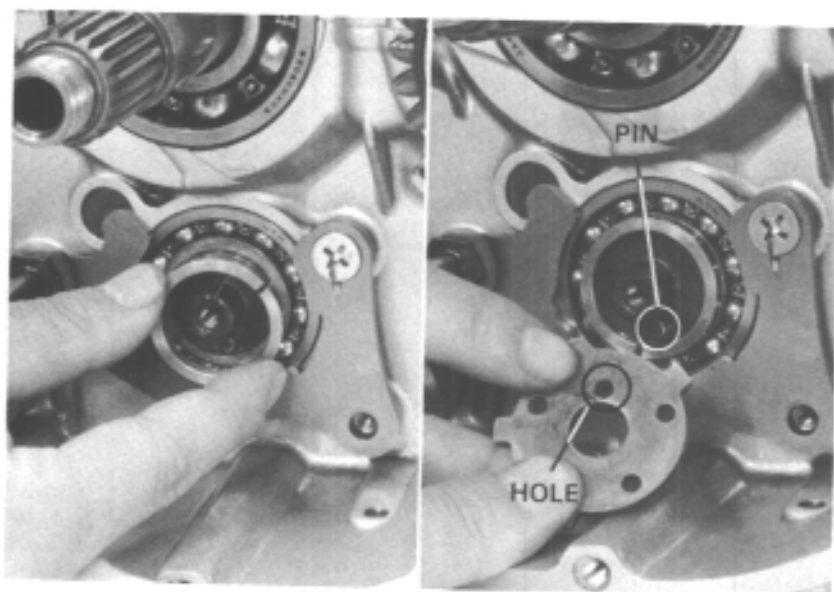
GEARSHIFT LINKAGE AND PEDAL INSTALLATION

Install the collar.

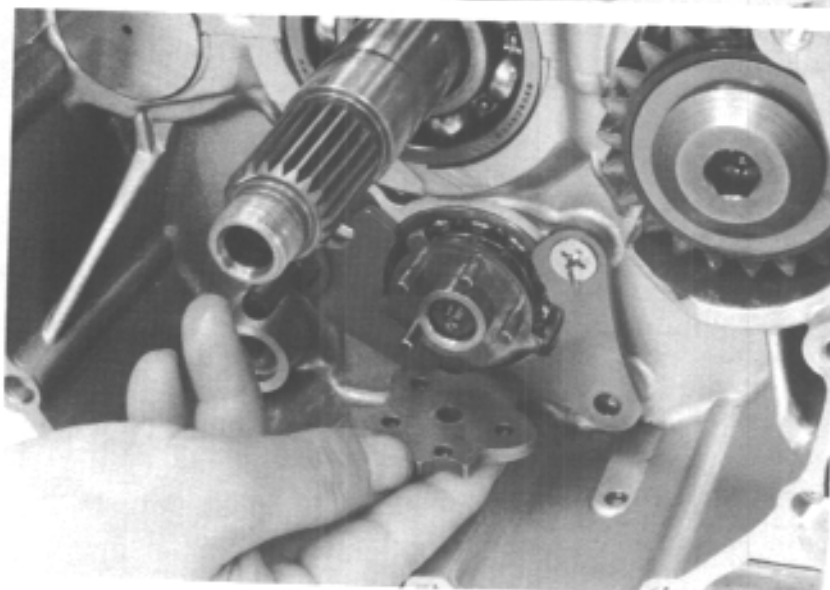
Align the hole in the roller stopper base plate with the pin on the shift drum.

NOTE

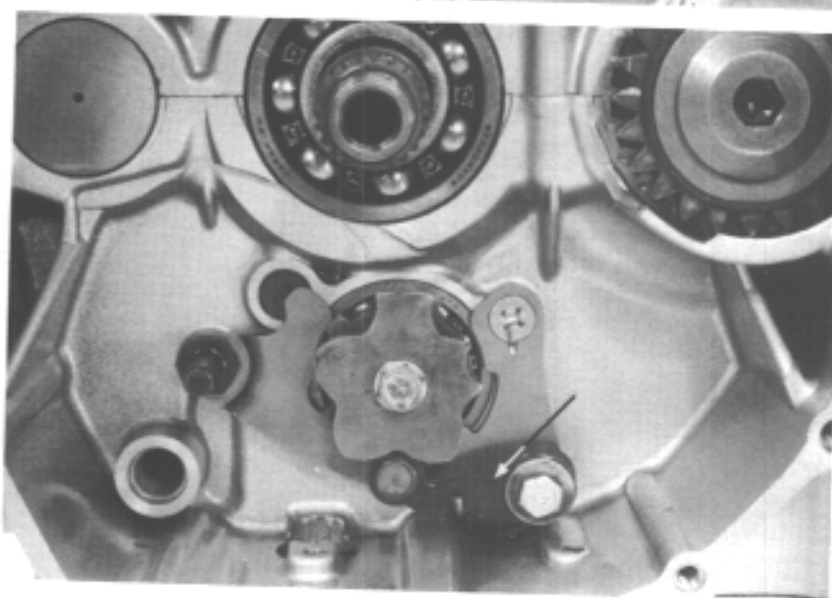
If bearing replacement is necessary, apply locking agent to the screw threads.



Install the roller stopper pins, plate and bolt.
Tighten the bolt securely.



Install the drum stopper arm, bolt and return spring.
Tighten the bolt securely.



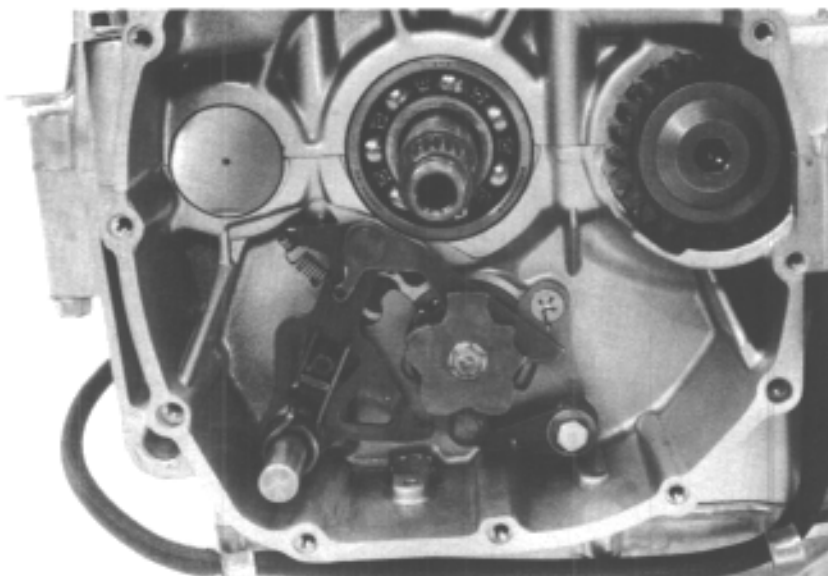


Assemble the gear shift spindle and return spring.

Install as shown.

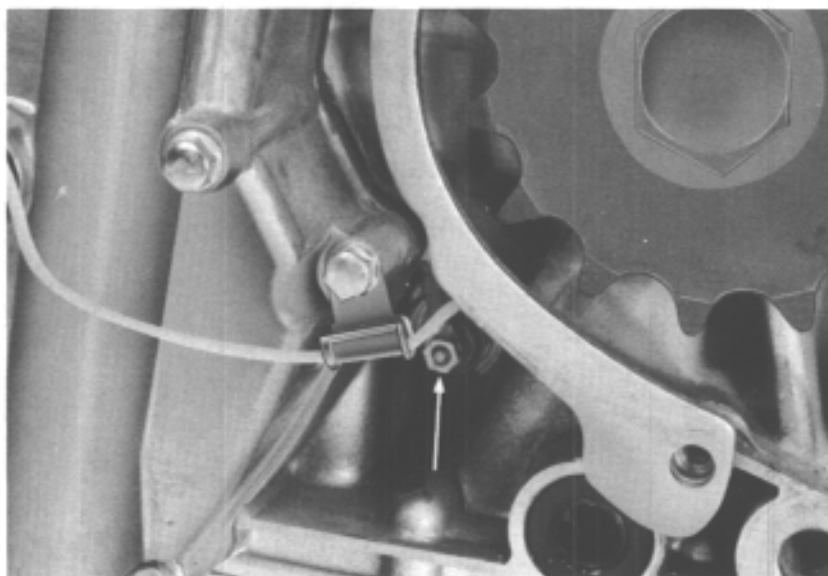
Rotate the gearshift spindle and check the linkage for smooth operation.

Install the clutch assembly and cover.



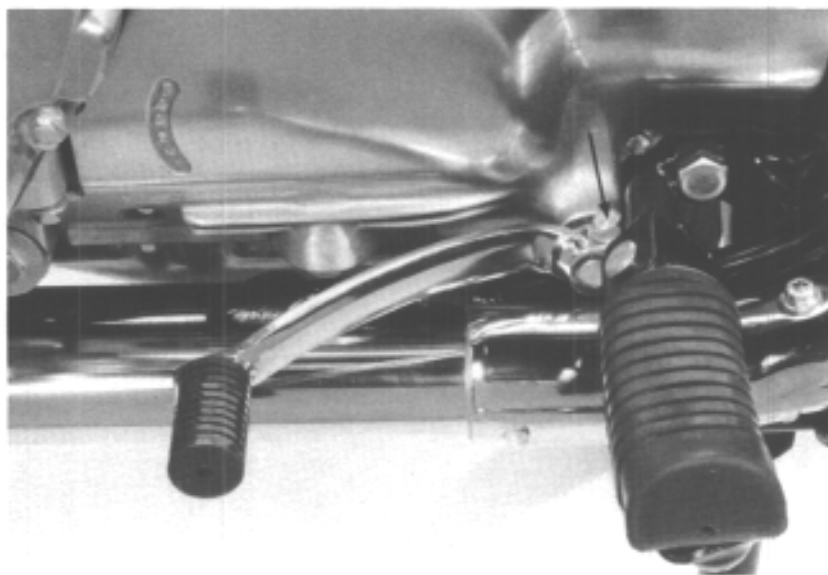
Install the neutral switch and connect the lead.

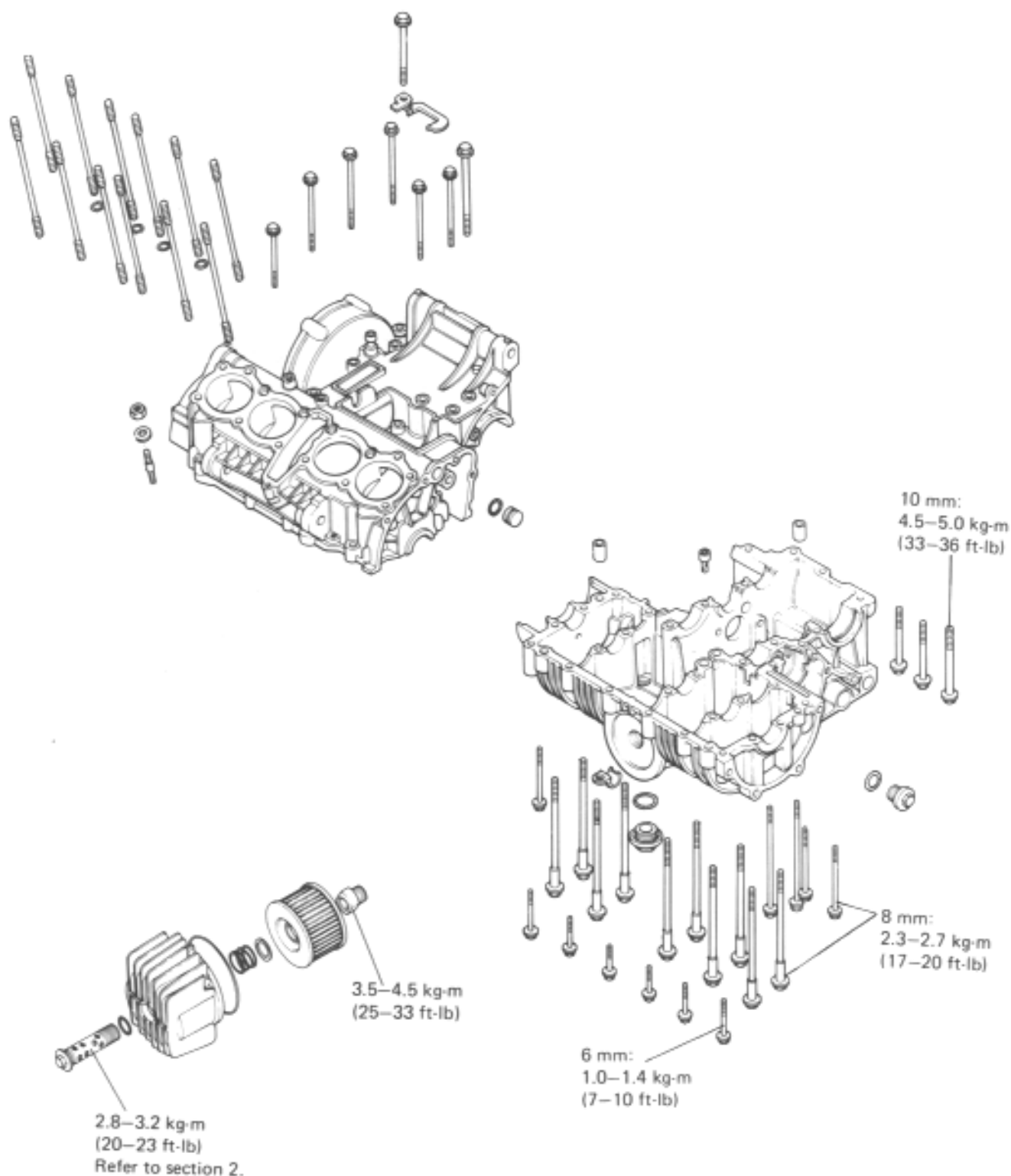
Install the left rear crankcase cover.



Install the gear shift pedal as shown.

Tighten the bolt securely.







SERVICE INFORMATION	10-1
CRANKCASE DISASSEMBLY	10-2
CRANKCASE ASSEMBLY	10-4

SERVICE INFORMATION

GENERAL INSTRUCTIONS

To repair the crankshaft, connecting rod, primary shaft and the transmission including the shift fork and drum, it is necessary to separate the crankcase halves.

The following parts must be removed before disassembling the crankcase.

To service	Remove
Crankshaft and connecting rod	Cylinder head, cylinder, pistons primary shaft assembly A.C.G. rotor and oil pump
Primary shaft	Oil pump
Transmission	Clutch and gearshift linkage

TORQUE VALUES

8 mm bolt (Crankshaft)	2.1-2.5 kg-m (15-18 ft-lb)
8 mm bolt (Crankcase)	2.1-2.5 kg-m (15-18 ft-lb)
6 mm bolt	1.0-1.4 kg-m (7-10 ft-lb)
10 mm bolt	4.5-5.0 kg-m (33-36 ft-lb)
Oil filter bolt boss	3.5-4.5 kg-m (25-33 ft-lb)



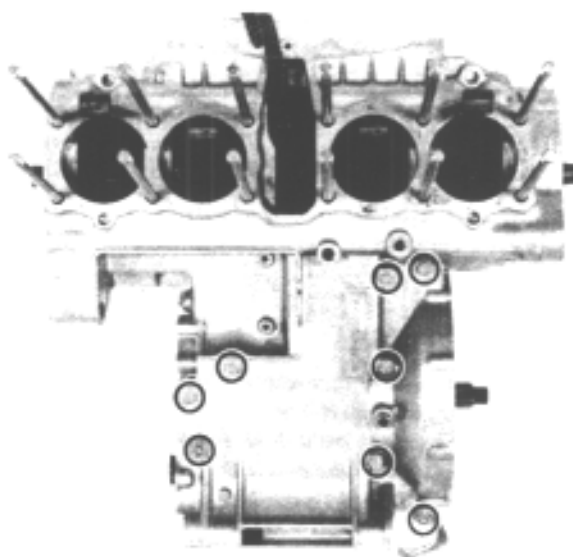
CRANKCASE DISASSEMBLY

Remove the cylinder head, cylinder, pistons and oil filter (Section 6 and 7).

Remove the clutch, clutch related parts, oil pump, A. C. generator, gear shift linkage and starting motor (Section 8, 9, 16 and 18).

NOTE:

The crankcase can be separated without removing the clutch, clutch related parts, gearshift mechanism and starting motor. However, we recommend removal of these parts, because the transmission gears may be dropped when separating the crankcases.

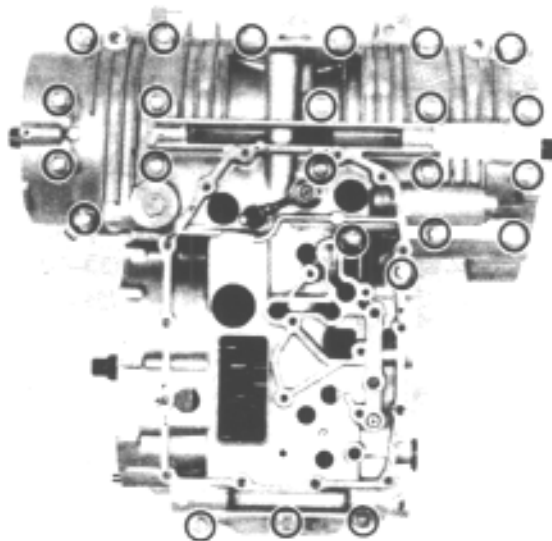


Remove the upper crankcase bolts.

Turn the engine upside down.

Remove the oil pan and oil strainer assembly.

Remove the lower crankcase bolts.



NOTE

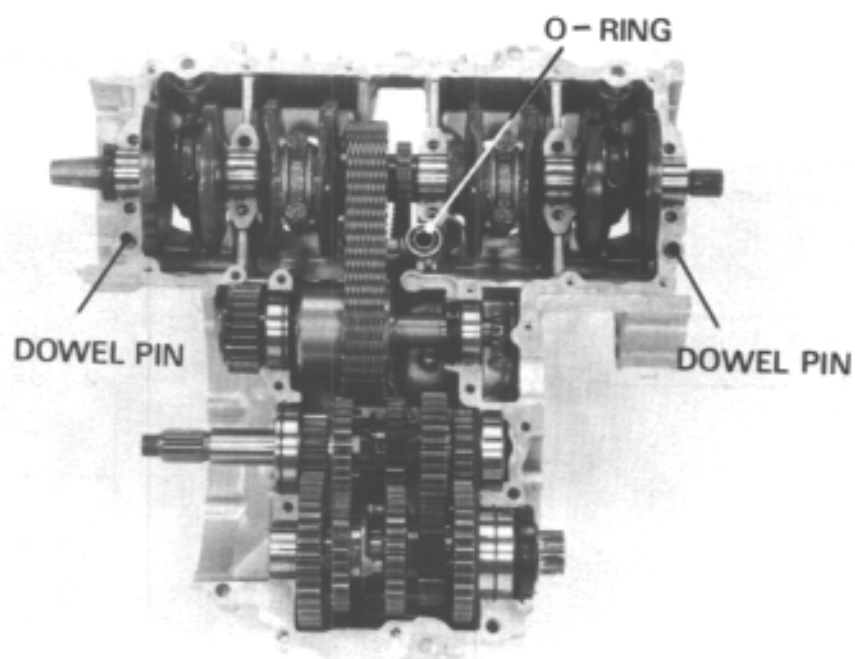
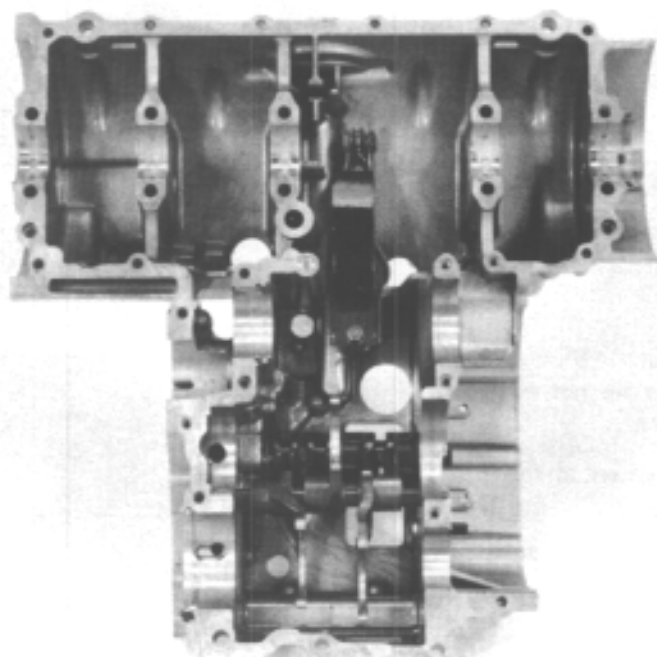
Remove the bolts in two or more steps and in a criss-cross pattern to prevent warpage.



Separate the crankcase.

CAUTION

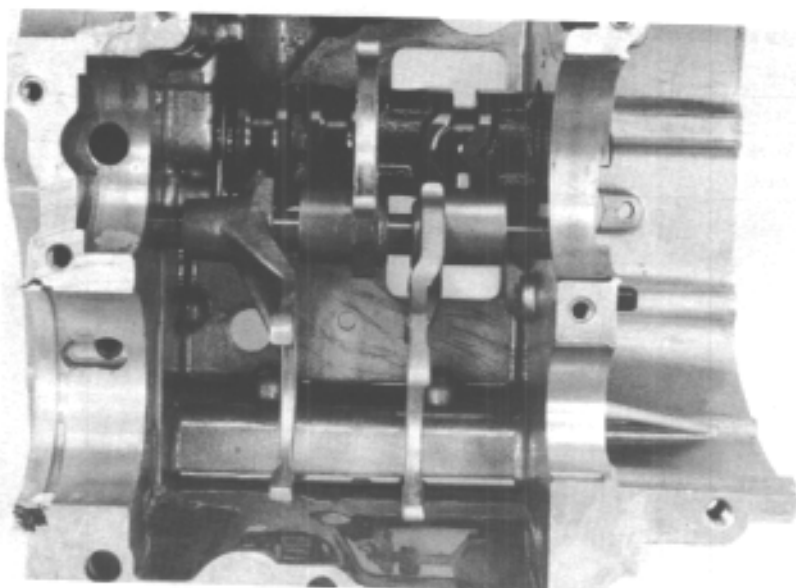
Do not pry between the upper and lower cases.





CRANKCASE ASSEMBLY

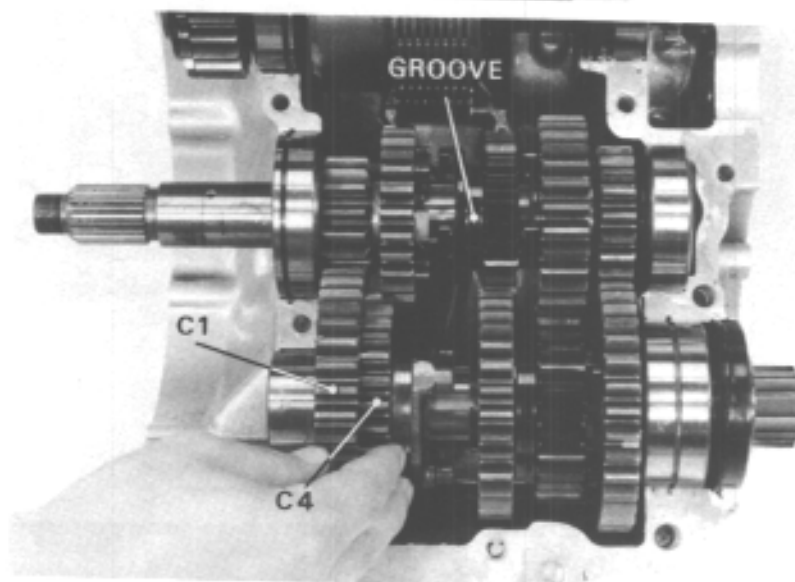
If the gearshift linkage, shift fork and shift drum are installed in the lower crankcase, shift the gearshift linkage into 1st gear for easier assembly.



Slide the C4 gear into the C1 gear.
Make sure that the other gears are not engaged.

Apply molybdenum disulfide grease to the groove of the M3 gear.

Apply molybdenum disulfide grease to the crankshaft main bearings.

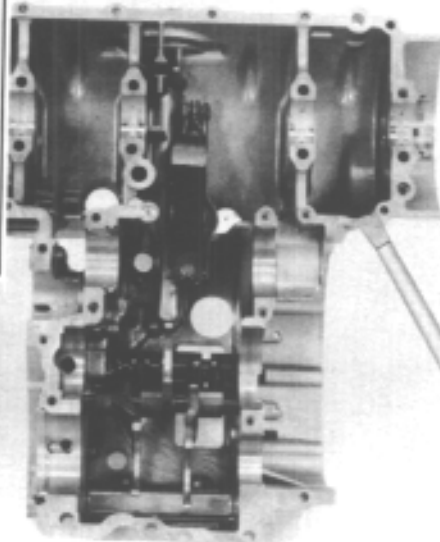


Clean the crankcase mating surfaces.
Apply liquid sealant to the mating surface of the lower crankcase.

CAUTION

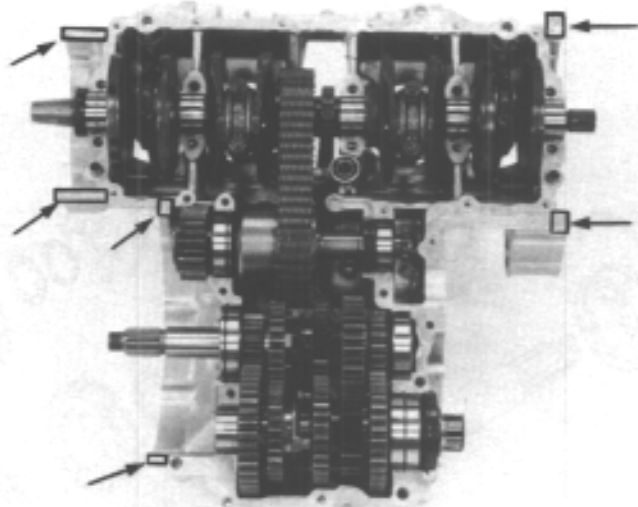
Do not apply sealant to the area near the main bearings.

Do not coat this area
with sealant.





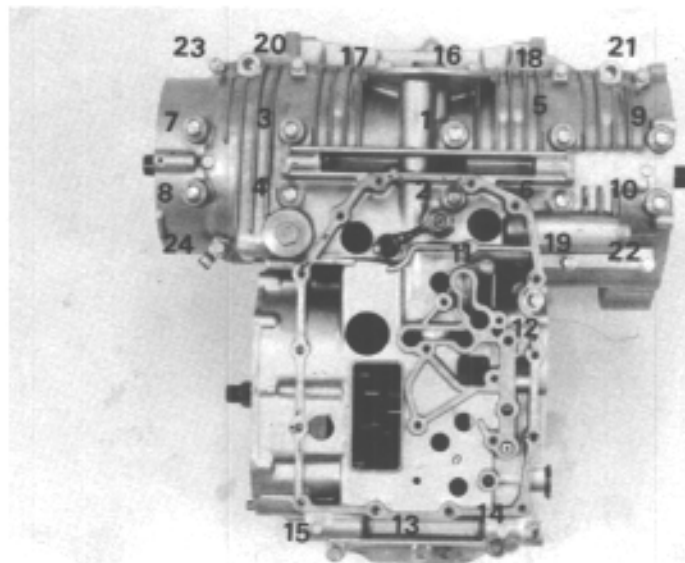
For the upper crankcase, apply sealant only where shown.



Assemble the crankcase halves, aligning the shift fork claws with the gears. Tighten the bolts to the specified torque values in the sequence shown.

TORQUE VALUES:

8 mm bolt (Crankshaft)	2.1–2.5 kg-m (15–18 ft-lb)
8 mm bolt (Crankcase)	2.1–2.5 kg-m (15–18 ft-lb)
6 mm bolt	1.0–1.4 kg-m (7–10 ft-lb)
10 mm bolt	4.5–5.0 kg-m (33–36 ft-lb)



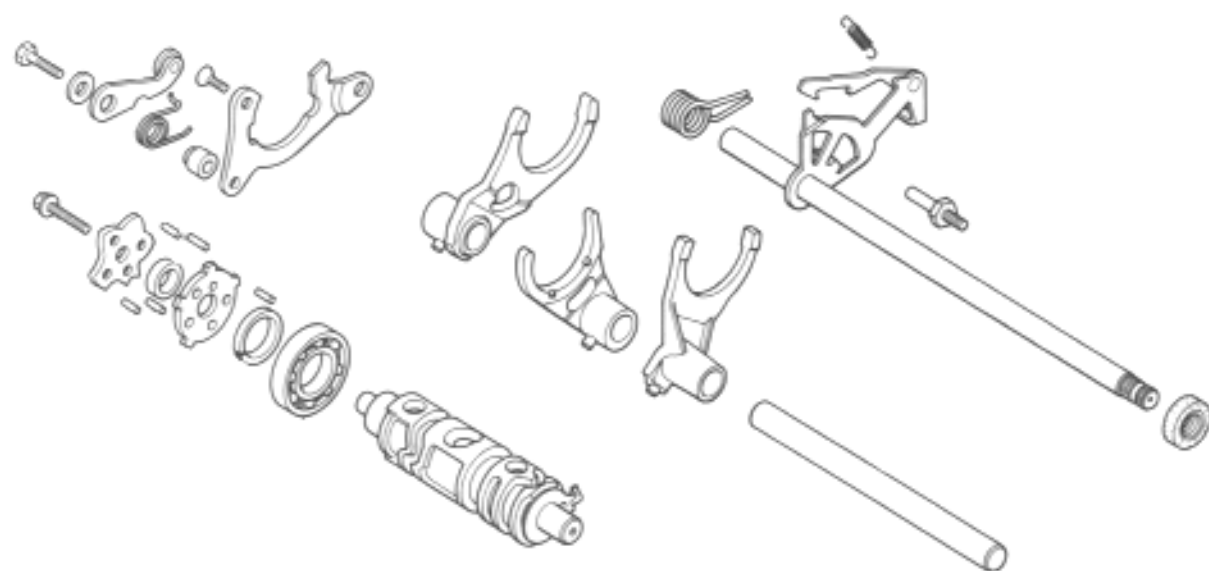
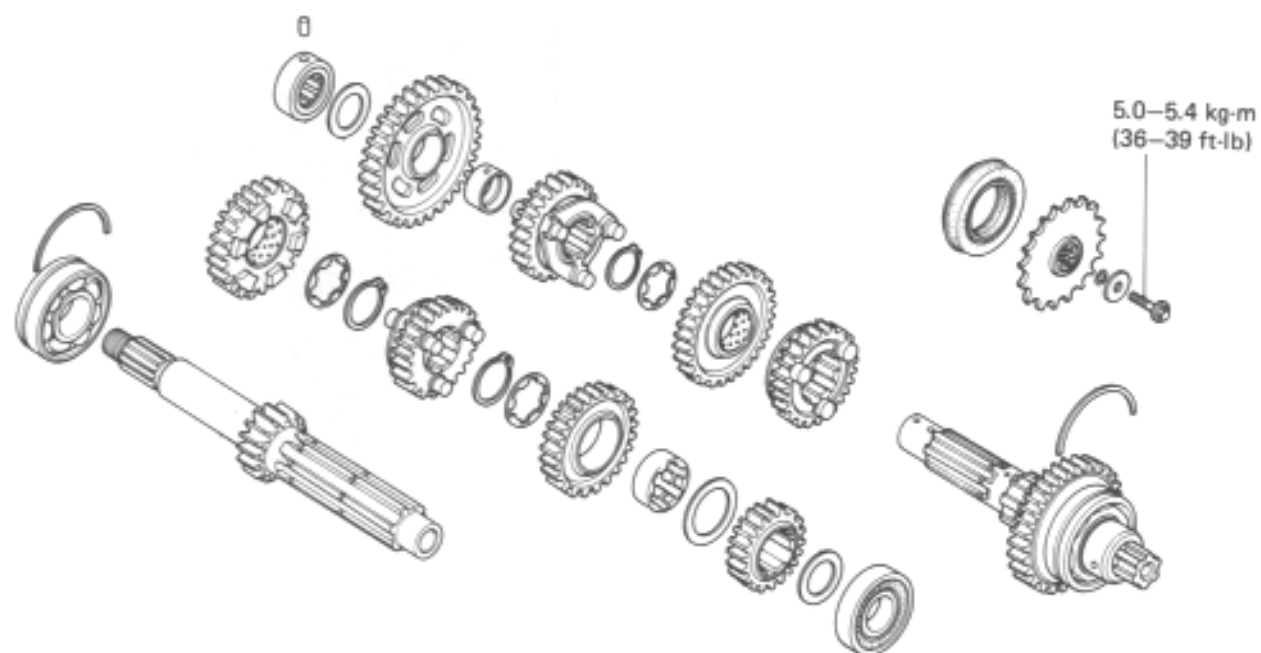
NOTE

- Make sure that the plain washers are under the bolt head of the ten crankshaft bearing bolts.
- Apply molybdenum disulfide grease to the threads and head of the ten crankshaft holding bolts.

Tighten the upper crankcase bolts to the specified torque, proceeding front to rear.

NOTE

- If the oil galley cap is removed, apply molybdenum disulfide grease to the thread when installing.





SERVICE INFORMATION	11-1
TROUBLESHOOTING	11-2
TRANSMISSION DISASSEMBLY	11-3
SHIFT FORK AND SHIFT DRUM REMOVAL	11-5
SHIFT DRUM AND SHIFT FORK INSTALLATION	11-7
TRANSMISSION ASSEMBLY	11-8

SERVICE INFORMATION

GENERAL INSTRUCTIONS

The gear shift linkage can be serviced with the engine in the frame. For internal transmission repairs, the crankcase must be separated (Refer to Section 10).

SPECIAL TOOLS

Common Tools

Driver Handle (B)	07746-0020100
Driver Handle (C)	07746-0030100
30mm Inner Driver	07746-0030300

TORQUE VALUES

Drive sprocket	5.0-5.4 kg-m (36-39 ft-lb)
Shift fork shaft	1.8-2.2 kg-m (13-16 ft-lb)

SPECIFICATIONS

			STANDARD	SERVICE LIMIT
Transmission	Backlash		0.024-0.074 mm (0.0009-0.0029 in)	0.12 mm (0.005 in)
	Gear I.D.	M4 gear	28.020-28.041 mm (1.1031-1.1040 in)	28.06 mm (1.105 in)
		M5 gear	31.025-31.050 mm (1.2215-1.2224 in)	31.07 mm (1.223 in)
		C1 gear	25.000-25.021 mm (0.9843-0.9851 in)	25.06 mm (0.987 in)
		C3 gear	28.020-28.041 mm (1.1031-1.1040 in)	28.07 mm (1.105 in)
	Gear bushing	M5 O.D.	30.950-30.975 mm (1.2185-1.2195 in)	30.93 mm (1.218 in)
		C1 O.D.	24.959-24.980 mm (0.9826-0.9835 in)	24.93 mm (0.981 in)
		C1 I.D.	22.000-22.021 mm (0.8661-0.8670 in)	22.06 mm (0.869 in)
	Mainshaft O.D.	at M4	27.959-27.980 mm (1.1007-1.1016 in)	27.93 mm (1.100 in)
	Countershaft O.D.	at C1 bushing	21.987-22.000 mm (0.8656-0.8661 in)	21.93 mm (0.863 in)
		at C3	27.959-27.980 mm (1.1007-1.1016 in)	27.93 mm (1.100 in)
	Gear to bushing or shaft clearance	M4 to shaft	—————	0.10 mm (0.004 in)
		M5 to M5 bushing	—————	0.12 mm (0.005 in)
		C1 to C1 bushing	—————	0.10 mm (0.004 in)
		C1 bushing to shaft	—————	0.10 mm (0.004 in)
		C3 to shaft	—————	0.10 mm (0.004 in)



			STANDARD	SERVICE LIMIT
Shift fork	Claw thickness		6.43–6.50 mm (0.253–0.256 in)	6.1 mm (0.24 in)
	I.D.	Center	13.000–13.018 mm (0.5118–0.5125 in)	13.04 mm (0.513 in)
		Left and right	13.000–13.018 mm (0.5118–0.5125 in)	13.04 mm (0.513 in)
Fork shaft	O.D.		12.966–12.984 mm (0.5104–0.5112 in)	12.90 mm (0.508 in)

TROUBLESHOOTING

Hard to shift

1. Improper clutch adjustment: too much free play
2. Shift fork bent
3. Shift shaft bent
4. Shift claw bent
5. Shift drum cam grooves damaged

Transmission jumps out of gear

1. Gear dogs worn
2. Shift shaft bent
3. Shift drum stopper broken
4. Shift forks bent



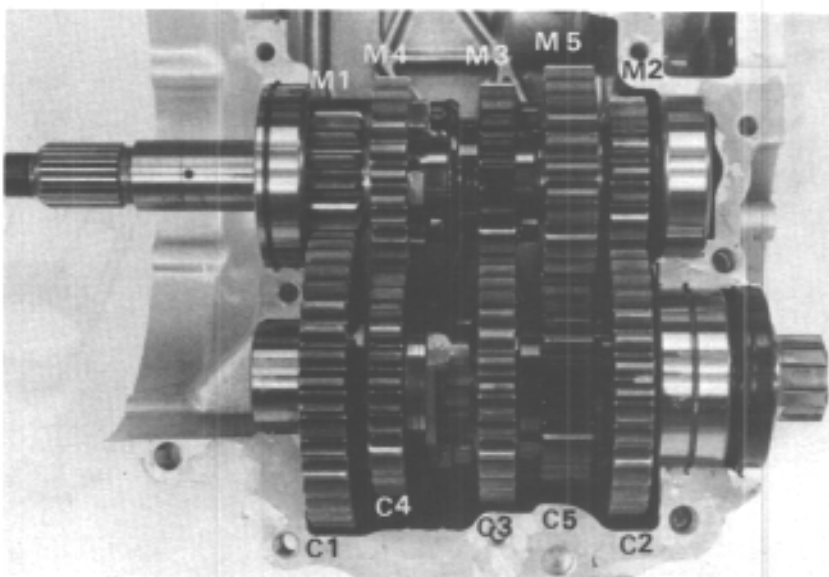
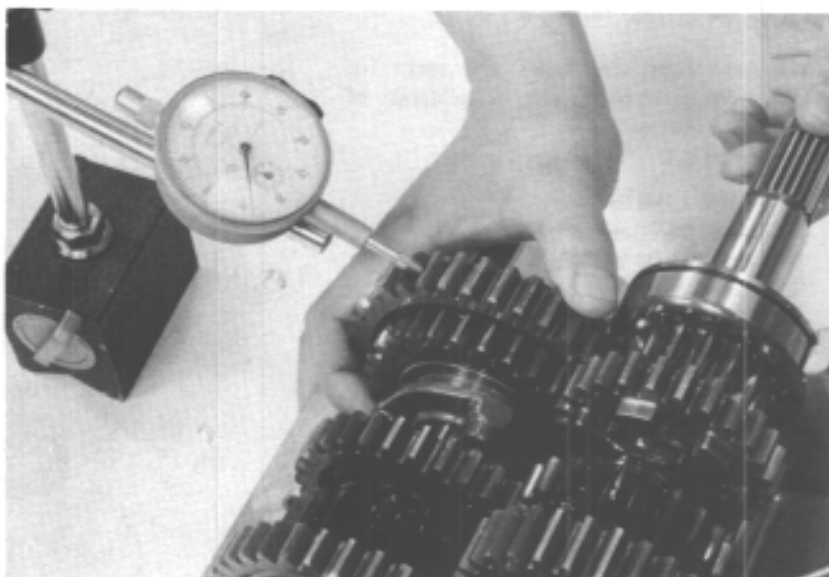
For servicing of the gearshift linkage, see Section 9.

TRANSMISSION DISASSEMBLY

Separate the crankcase (Section 10).
Inspect each gear for backlash.

SERVICE LIMIT: 0.13 mm (0.005 in)

Remove the mainshaft and countershaft.
Remove the dowel pins from the crankcase.





TRANSMISSION INSPECTION

Check gear dogs, dog holes and teeth for excessive or abnormal wear, or evidence of insufficient lubrication.

Measure the I. D. of each gear.

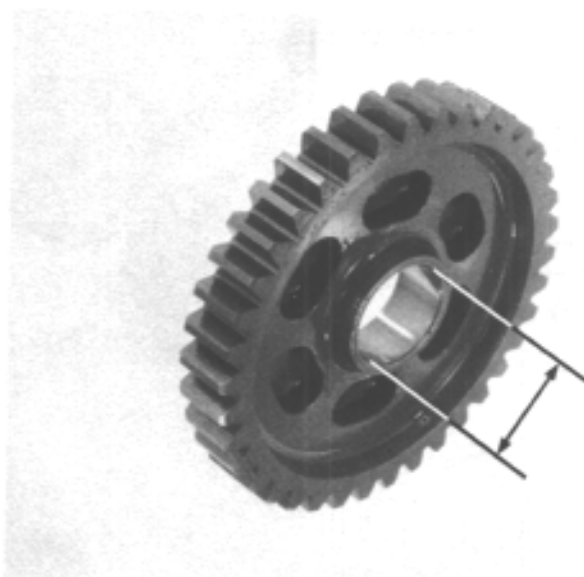
SERVICE LIMITS:

M4 gear: 28.06 mm (1.105 in)

M5 gear: 31.07 mm (1.223 in)

C1 gear: 25.06 mm (0.987 in)

C3 gear: 28.07 mm (1.105 in)



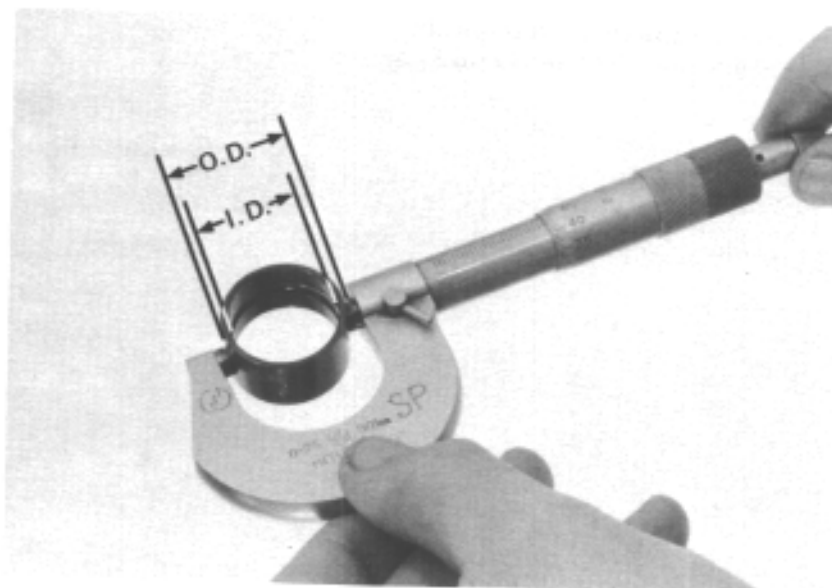
Measure the I.D. and O.D. of the gear bushings.

SERVICE LIMITS:

M5 O.D.: 30.93 mm (1.218 in)

C1 O.D.: 24.93 mm (0.981 in)

C1 I.D.: 22.06 mm (0.869 in)



Measure the O.D. of the mainshaft and countershaft.

SERVICE LIMITS:

A: 27.93 mm (1.100 in)

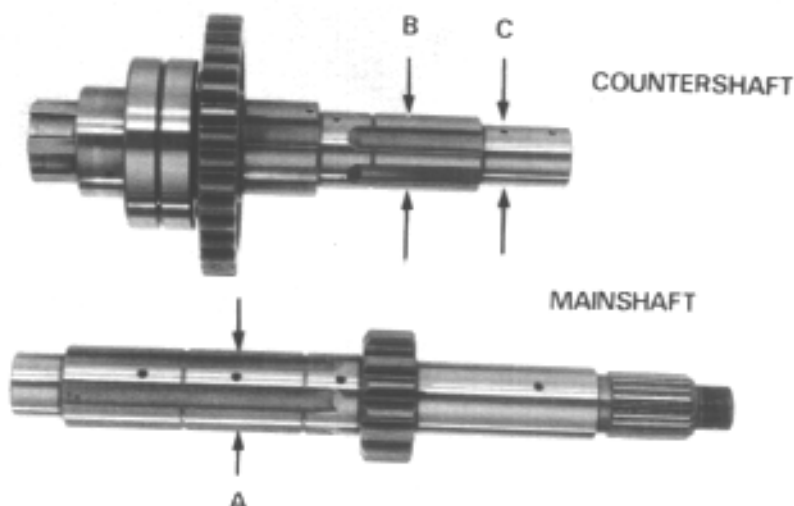
B: 27.93 mm (1.100 in)

C: 21.93 mm (0.863 in)

Calculate the clearance between the gear and gear shaft or bushing.

SERVICE LIMIT: 0.10 mm (0.004 in)

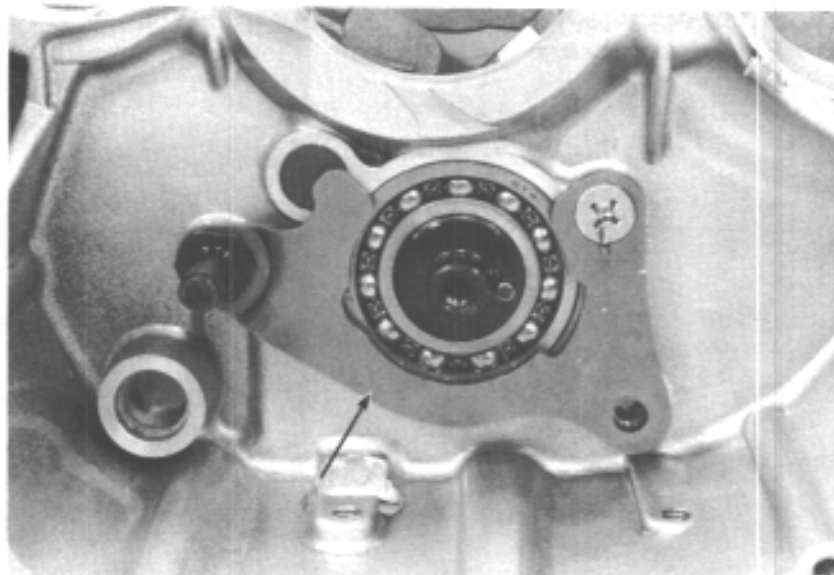
M5 to M5 bushing: 0.12 mm (0.005 in)



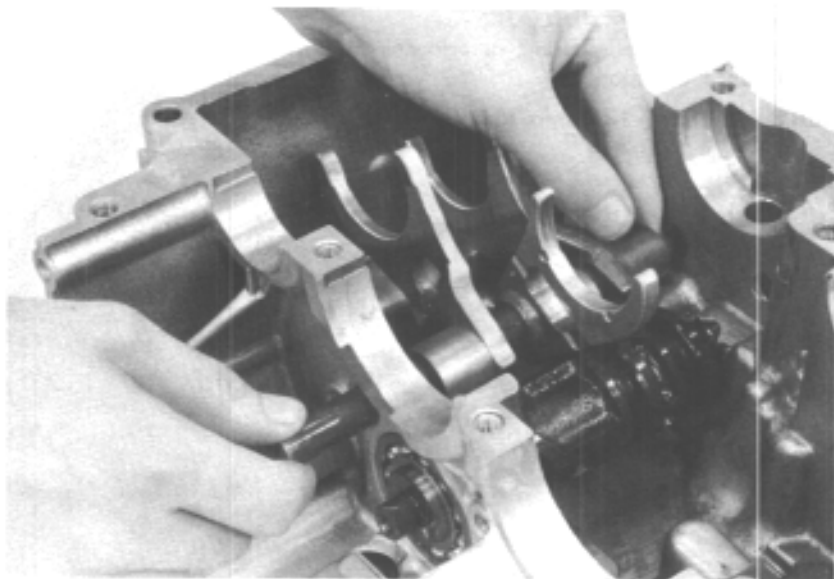


SHIFT FORK AND SHIFT DRUM REMOVAL

Remove the bearing stopper plate.



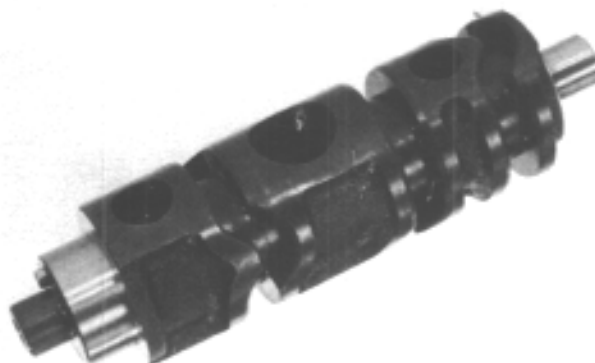
Remove the shift fork shaft and shift forks.
Remove the shift drum.



GEAR SHIFT DRUM AND SHIFT FORK INSPECTION

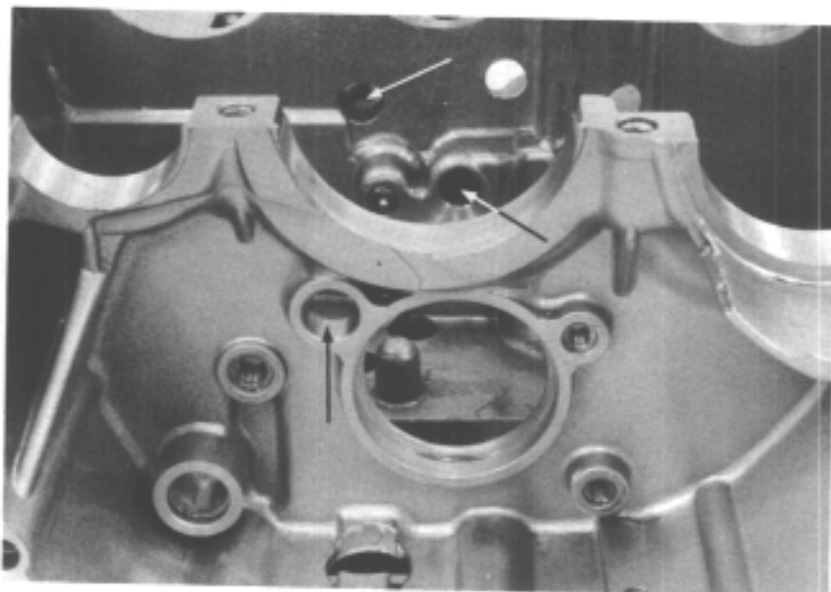
Inspect the shift drum end for scoring, scratches, or evidence of insufficient lubrication.

Check the shift drum grooves for damage.



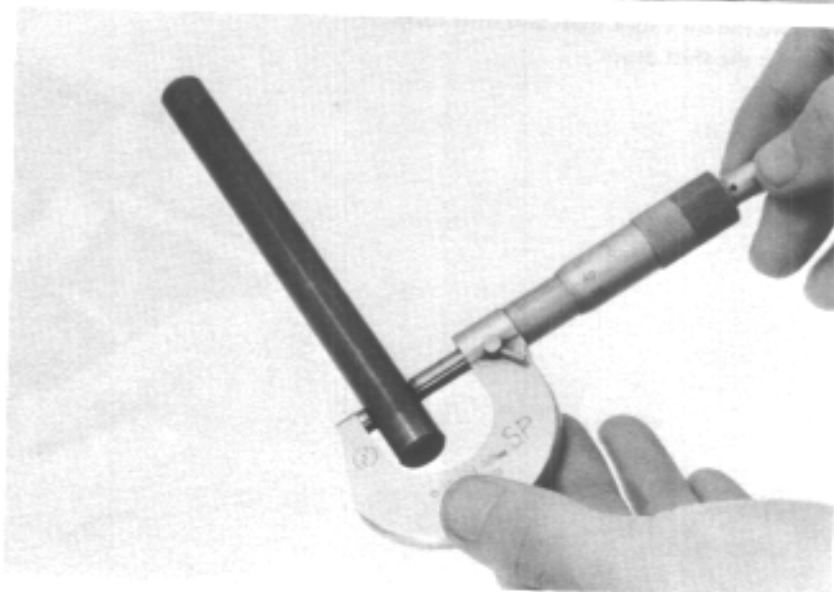


Inspect the shift drum hole and shift fork shaft hole for scoring or scratches.



Measure the shift fork shaft O.D.
 Check for scratches, scoring, or evidence of insufficient lubrication.

SERVICE LIMIT: 12.90 mm (0.508 in)

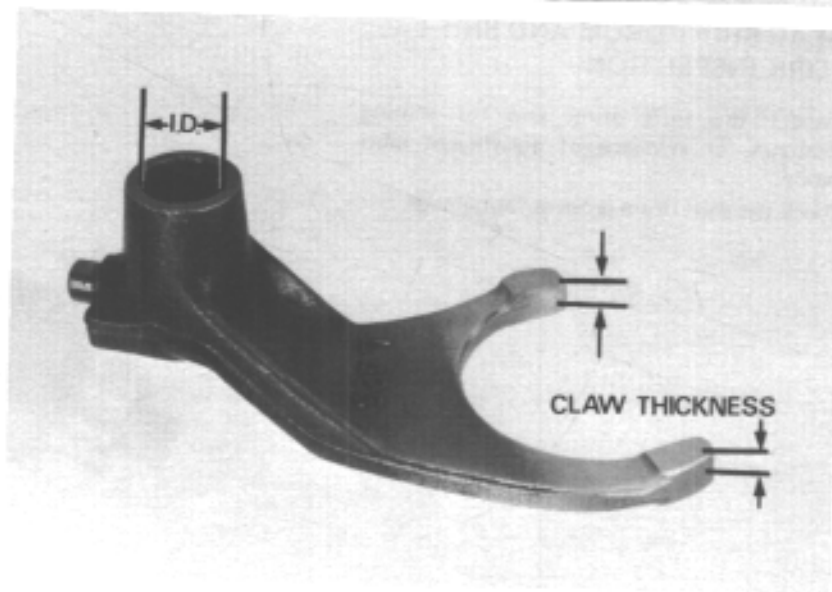


Measure the shift fork I.D. and claw thickness.

SERVICE LIMITS:

I.D. (L AND R): 13.04 mm (0.513 in)

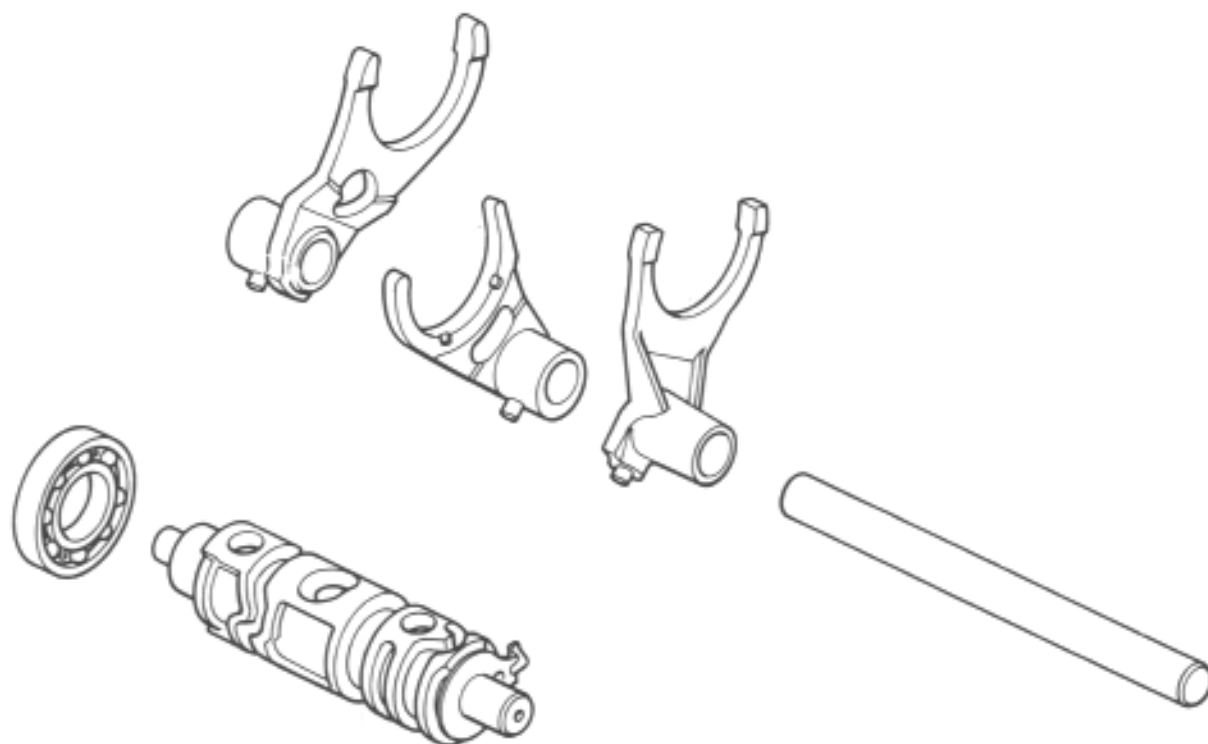
CLAW THICKNESS: 6.1 mm (0.24 in)





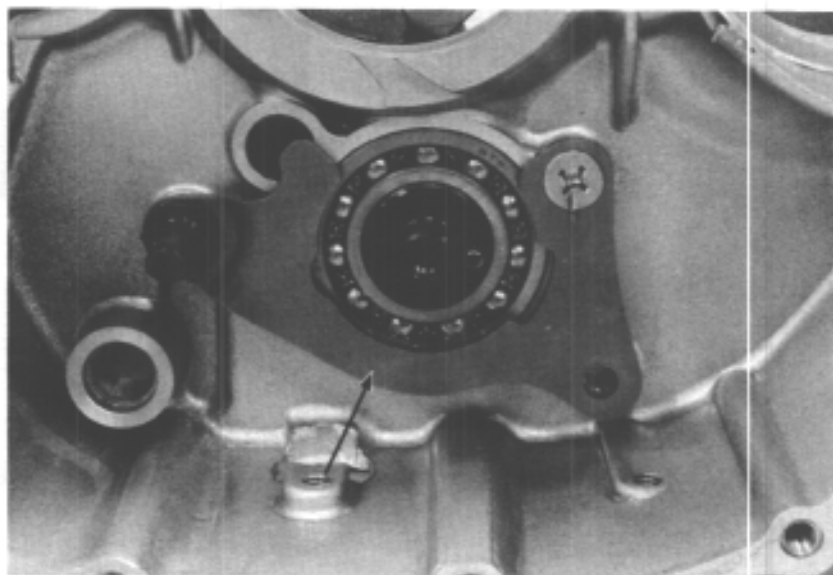
SHIFT DRUM AND SHIFT FORK INSTALLATION

Install the shift drum and shift fork, by reversing the removal procedure. Key points are shown here.



CAUTION

When installing the bearing stopper plate, apply a locking agent to the screw threads.



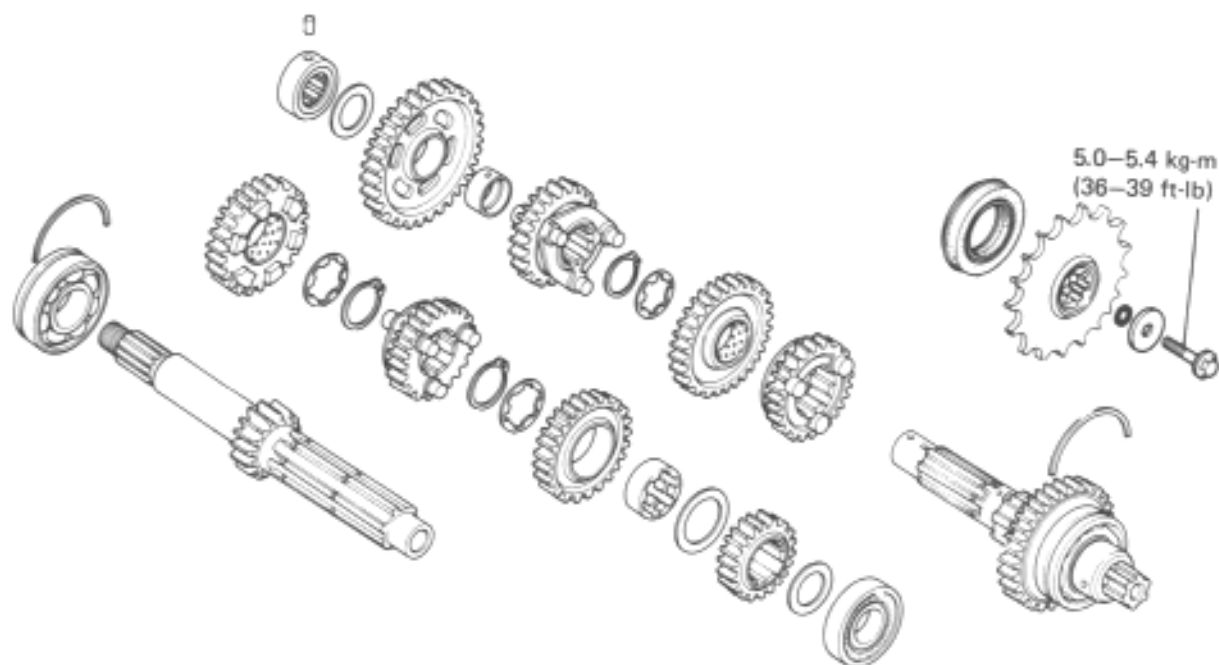


TRANSMISSION ASSEMBLY

Assemble the mainshaft and countershaft.

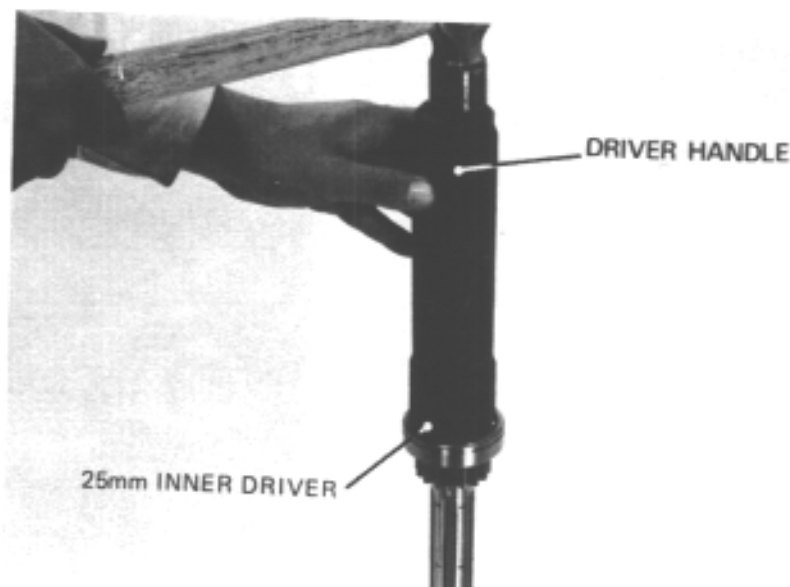
NOTE

- Check the gears for freedom of movement or rotation on the shaft.
- Check that the snap rings are seated in the grooves.



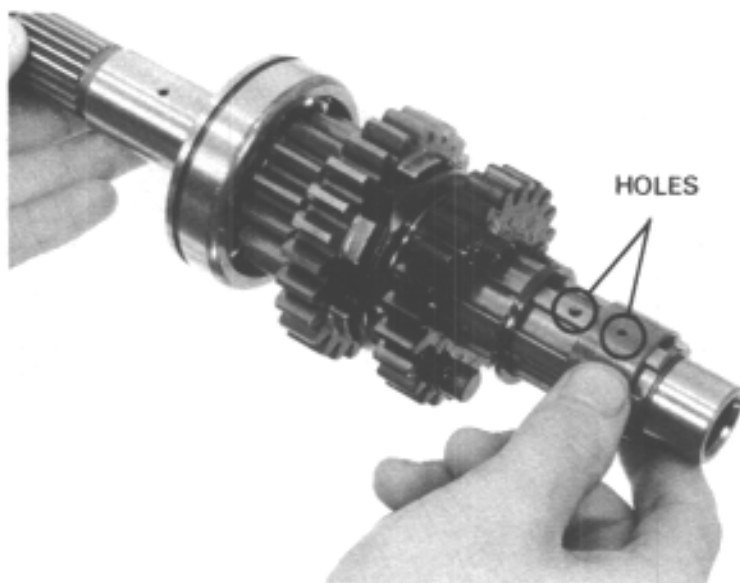
NOTE

Install the mainshaft bearing with special tools.

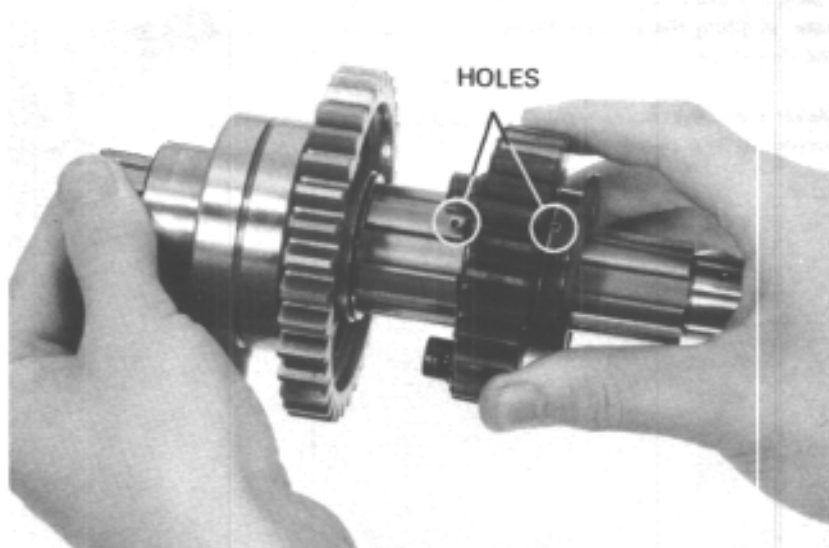




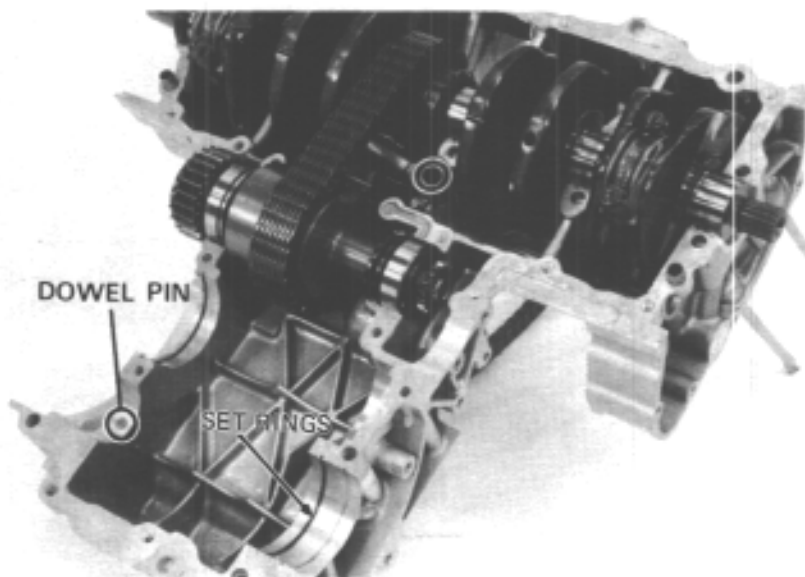
Align the hole in the M5 gear bushing with the hole in the mainshaft.



Align the hole in the C5 gear with the hole in the countershaft.



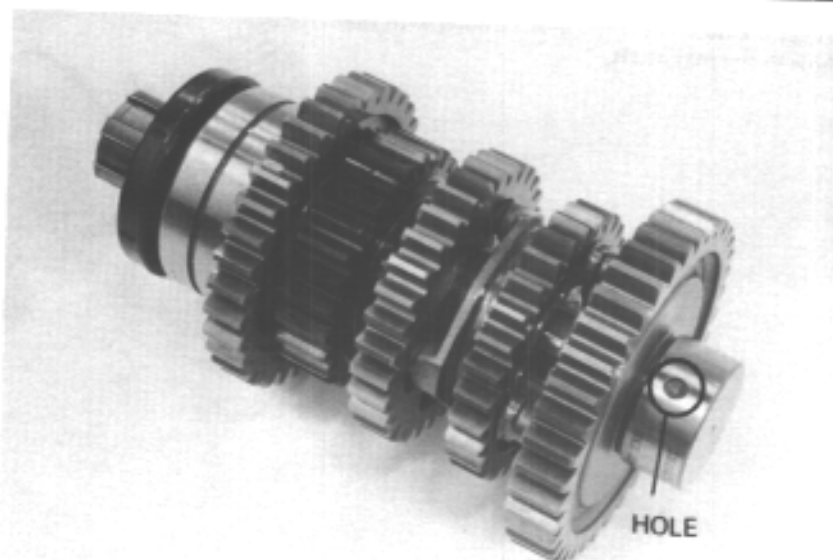
Insert the transmission bearing set rings and dowel pin into the upper crankcase.





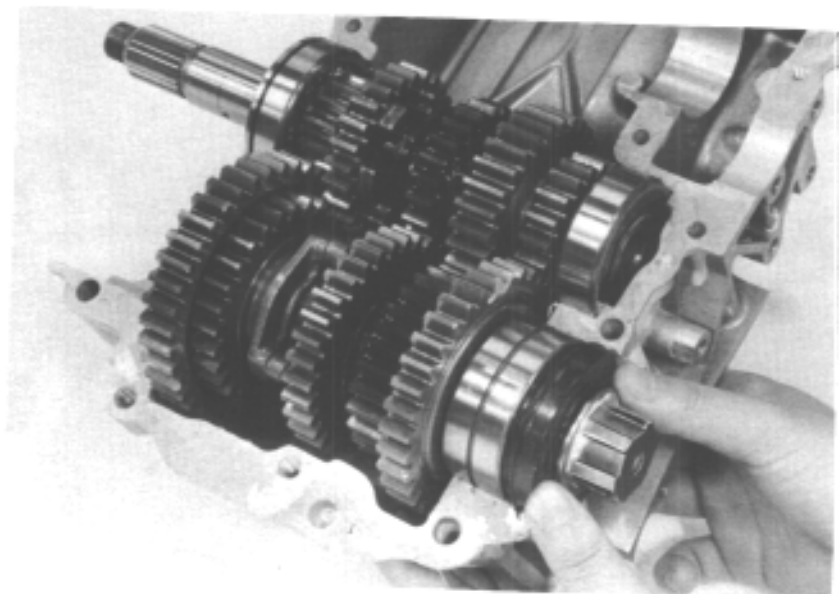
Seat the oil seal against the right countershaft bearing.

Note the location of the right countershaft bearing hole. Align it with the dowel pin.



Place the transmission shafts into the crankcase, aligning the bearing set rings and seating the dowel pin.

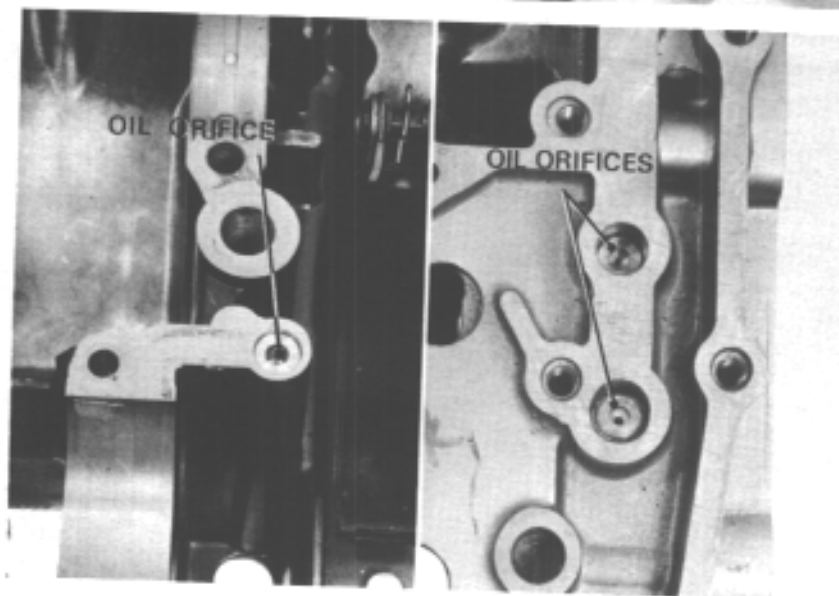
Make sure the countershaft oil seal's lip is seated in the crankcase groove.



Install the lower crankcase (Refer to Section 10).

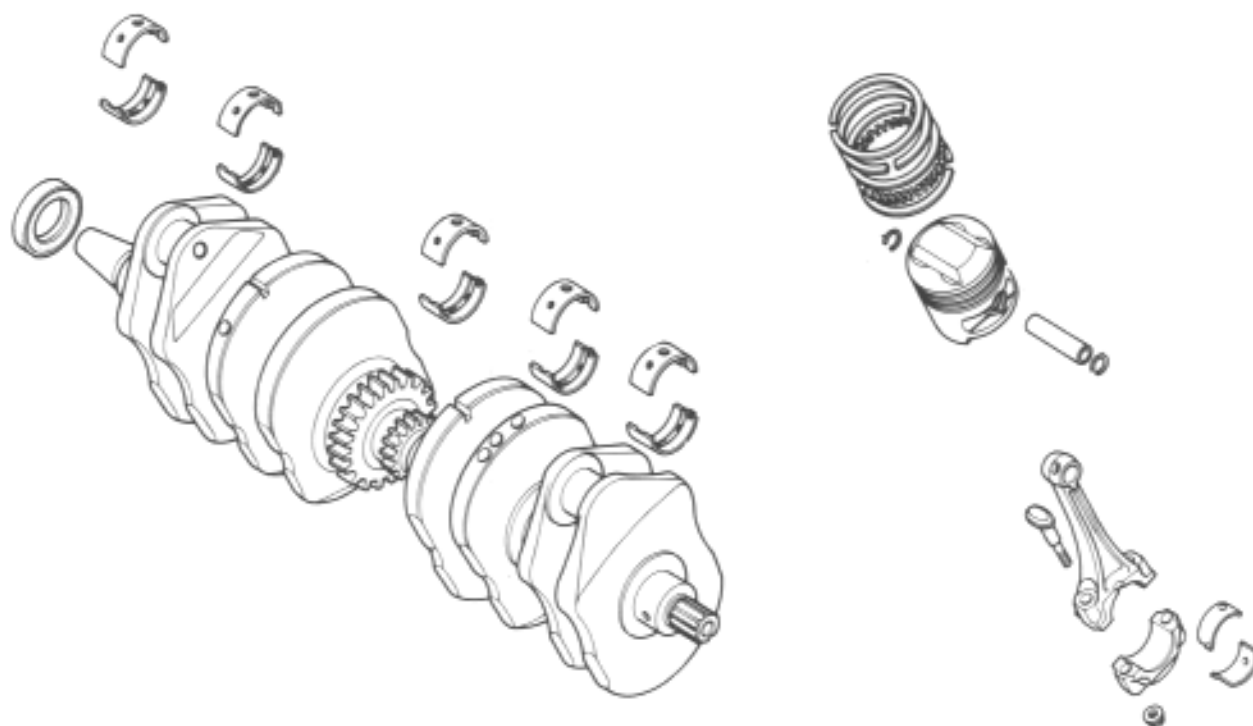
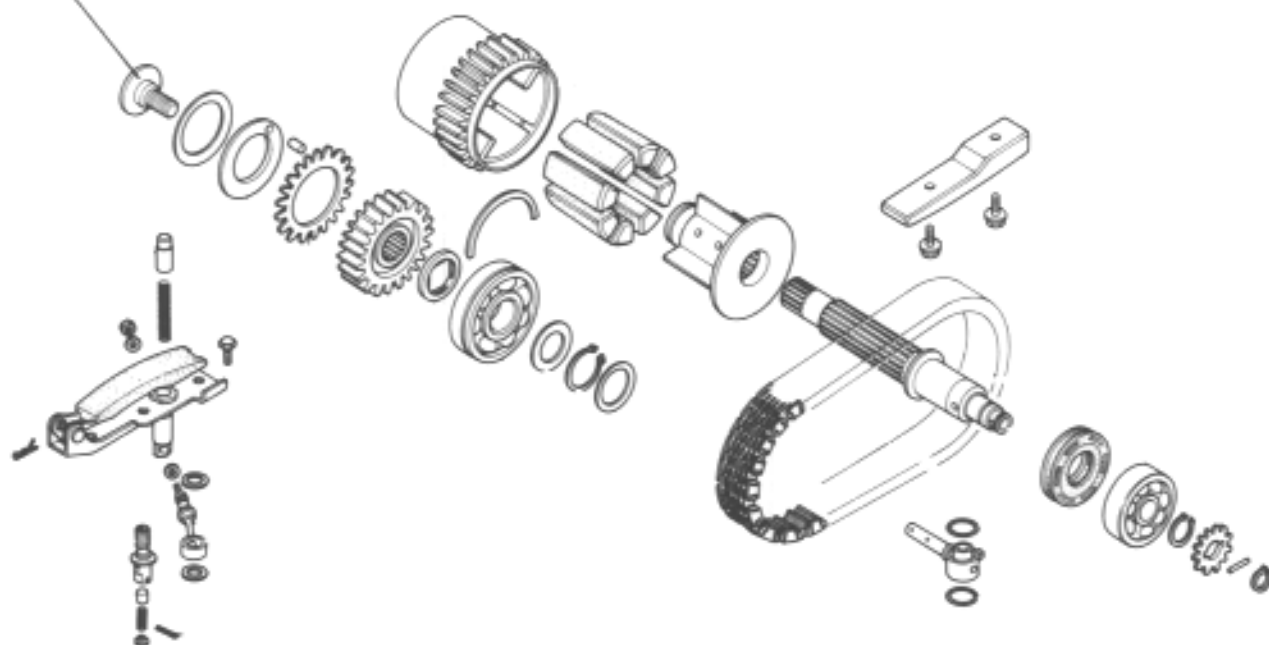
NOTE

Check the oil orifice for clogging, before installing the lower crankcase.





8.0–10.0 kg-m
(60–72 ft-lb)





SERVICE INFORMATION	12-1
TROUBLESHOOTING	12-2
PRIMARY SHAFT REMOVAL	12-3
PRIMARY CHAIN TENSIONER DISASSEMBLY	12-4
CONNECTING ROD REMOVAL	12-4
BEARING INSPECTION	12-6
BEARING SELECTION	12-8
CONNECTING ROD INSTALLATION	12-10
PRIMARY SHAFT ASSEMBLY	12-12
PRIMARY CHAIN TENSIONER ASSEMBLY	12-13

SERVICE INFORMATION

GENERAL INSTRUCTIONS

All bearing inserts are select fit and are identified by color code. Select replacement bearings from the code tables. After installing new bearings, recheck them with plastigauge to verify clearance.

Apply molybdenum disulfide grease to the main journals and crankpins during assembly.

SPECIAL TOOLS

Common Tools

Driver Handle	07746-0030100
20 mm Inner driver	07746-0020400
22 mm Inner driver	07746-0020100

TORQUE VALUES

Crankpin	3.0-3.4 kg-m (22-25 ft-lb)
Crankshaft	2.1-2.5 kg-m (15-18 ft-lb)
Primary chain tensioner bolt	0.8-1.2 kg-m (6- 9 ft-lb)


SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Electric Starter	Drive gear O.D.	47.175–47.200 mm (1.8573–1.8583 in)	47.155 mm (1.8565 in)
	Idle gear I.D.	10.000–10.015 mm (0.3937–0.3943 in)	10.04 mm (0.395 in)
	Idle gear shaft O.D.	11.966–11.984 mm (0.4711–0.4718 in)	11.95 mm (0.470 in)
	Idle gear-to-shaft clearance	—	0.1 mm (0.004 in)
Crankshaft	Connecting rod big end side clearance	0.05–0.20 mm (0.002–0.008 in)	0.3 mm (0.01 in)
	Runout	—	0.05 mm (0.002 in)
	Crankpin oil clearance	0.020–0.060 mm (0.0008–0.0024 in)	0.08 mm (0.003 in)
	Main journal oil clearance	0.020–0.060 mm (0.0008–0.0024 in)	0.08 mm (0.003 in)
Cam chain	Length	309.05–309.35 mm (12.167–12.179 in)	311.8 mm (12.28 in)
Primary chain	Length	129.78–129.98 mm (5.109–5.117 in)	131.1 mm (5.16 in)

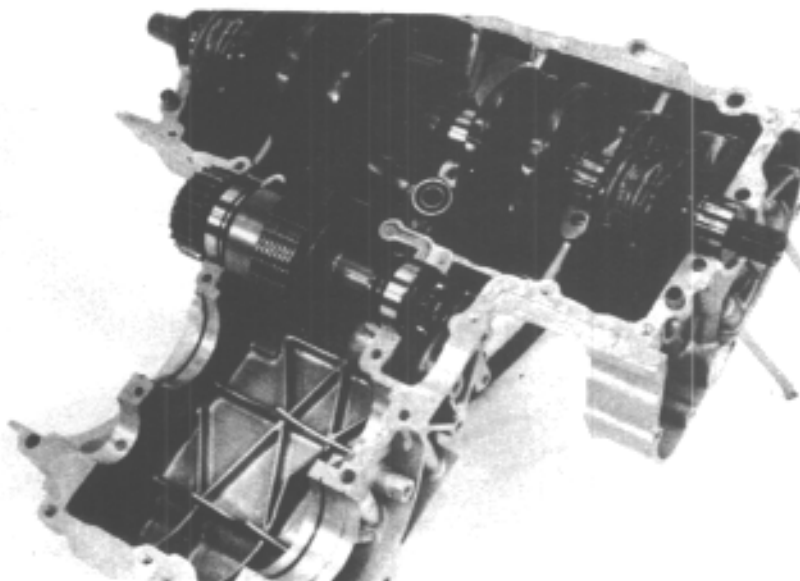
TROUBLESHOOTING
Excessive noise

- Worn main journal bearing
- Worn crank pin bearing

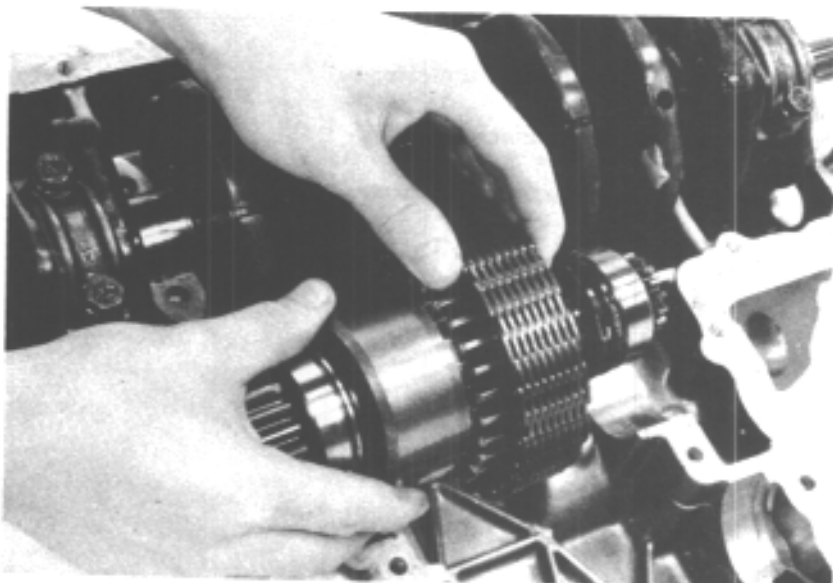


PRIMARY SHAFT REMOVAL

Disassemble the crankcase (Section 10).
Loosen the primary shaft drive gear lock bolt (Section 8).
Remove the starting motor (Section 18).
Remove the transmission assembly (Section 11).
Remove the A.C. generator (Section 16).

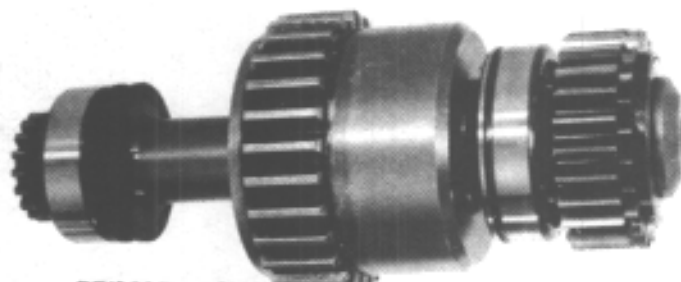


Raise the primary shaft assembly and remove the primary chain.



PRIMARY SHAFT INSPECTION

Check for scoring, wear or other damage.
Remove the bearings and damper by applying pressure lightly.



PRIMARY SHAFT ASSEMBLY

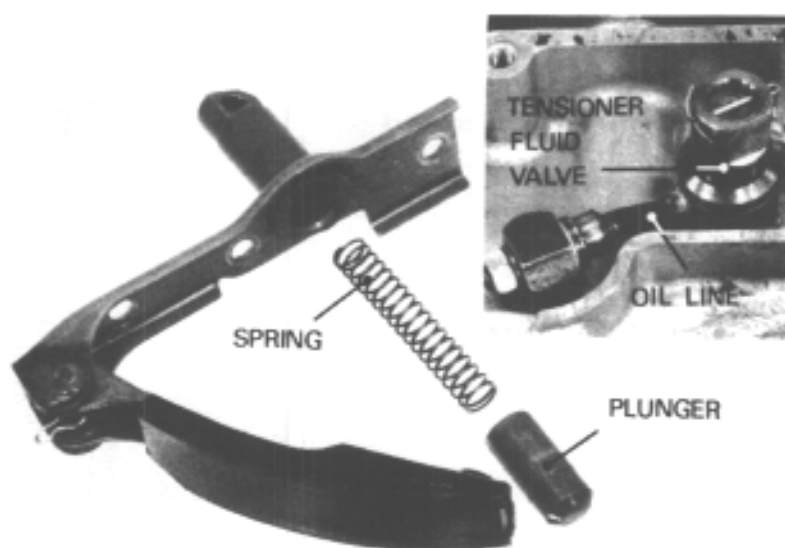


PRIMARY SHAFT



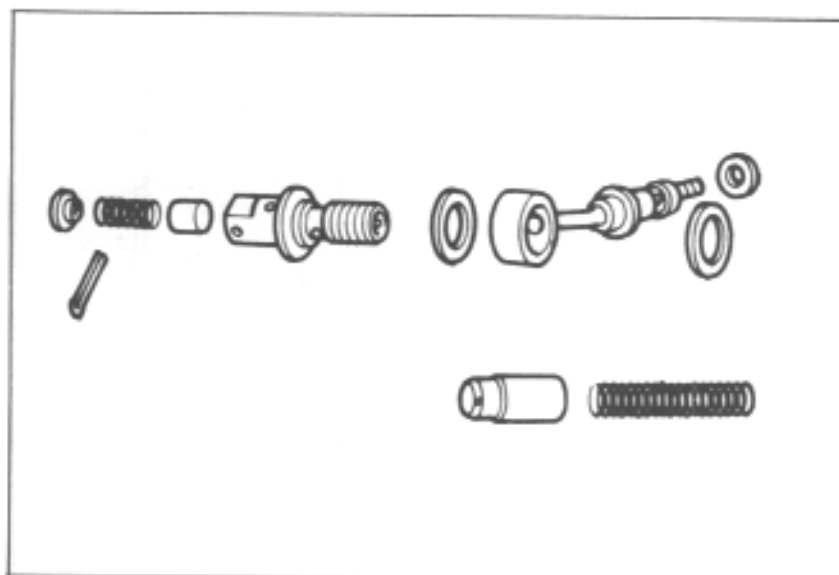
PRIMARY CHAIN TENSIONER DISASSEMBLY

Remove the spring and plunger.
 Remove the nut, oil line and tensioner fluid valve.
 Remove the slipper assembly.



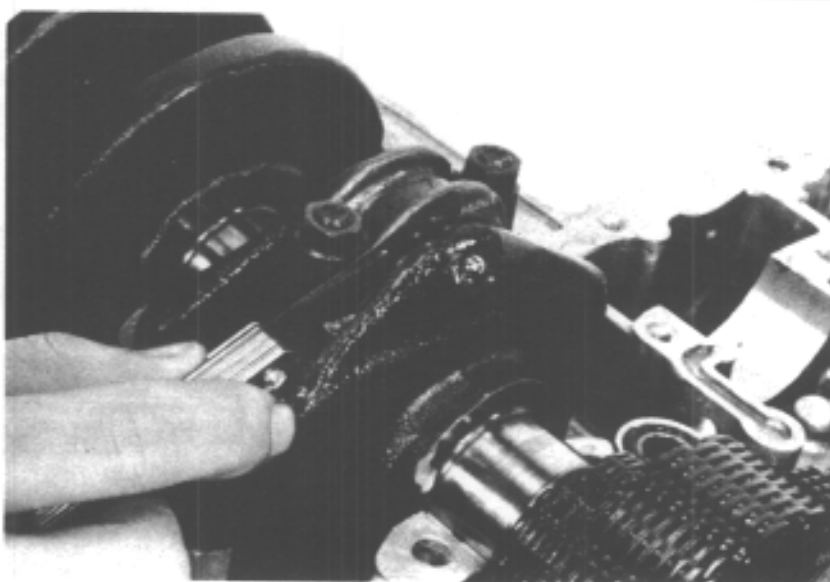
INSPECTION

Check the holes in the oil lines and plunger for blockage.
 Clean all parts with non-flammable or high flash point solvent.
 Inspect the slipper for damage or excessive wear.



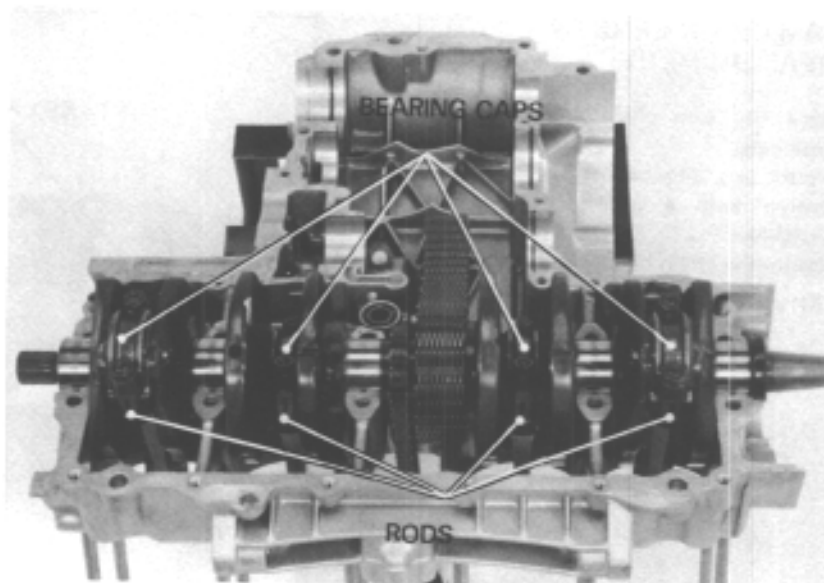
CONNECTING ROD REMOVAL

Check the connecting rod side clearance.
SERVICE LIMIT: 0.3 mm (0.01 in)



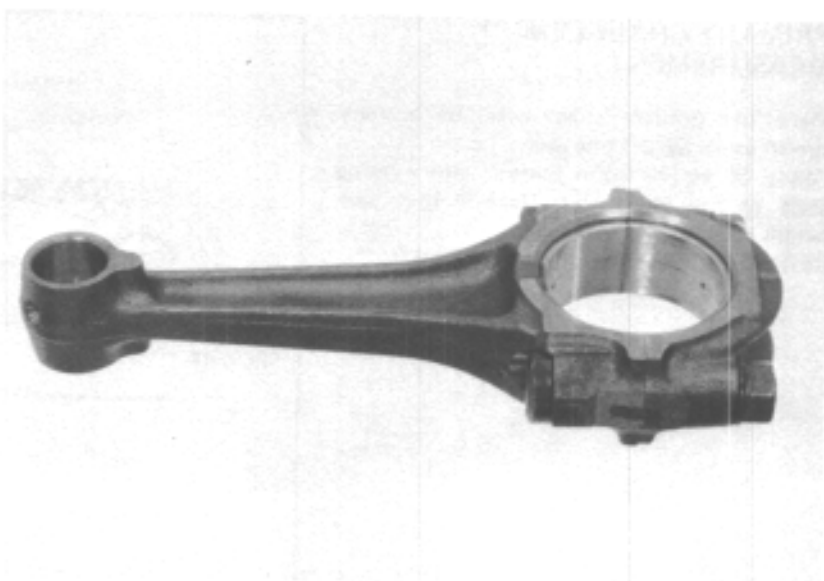


Remove the bearing caps and rods.



NOTE

Mark the rods, bearings and bearing caps to indicate cylinder position.

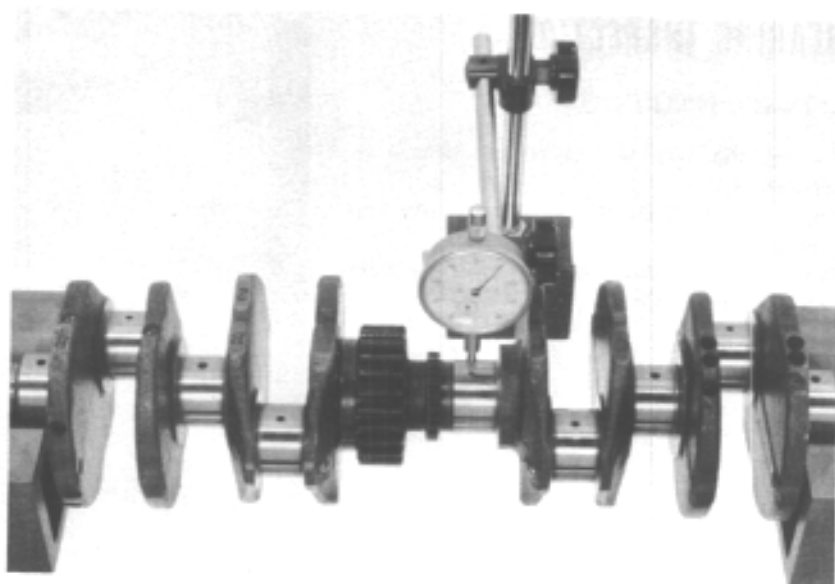


CRANKSHAFT INSPECTION

Remove the cam chain and primary chain.
Actual runout is 1/2 of Total Indicator Reading.

Set the crankshaft on a stand or V blocks.
Set a dial indicator to the center main journal.
Rotate the crankshaft two revolutions and read runout at the center journal.

SERVICE LIMIT: 0.05 mm (0.002 in)





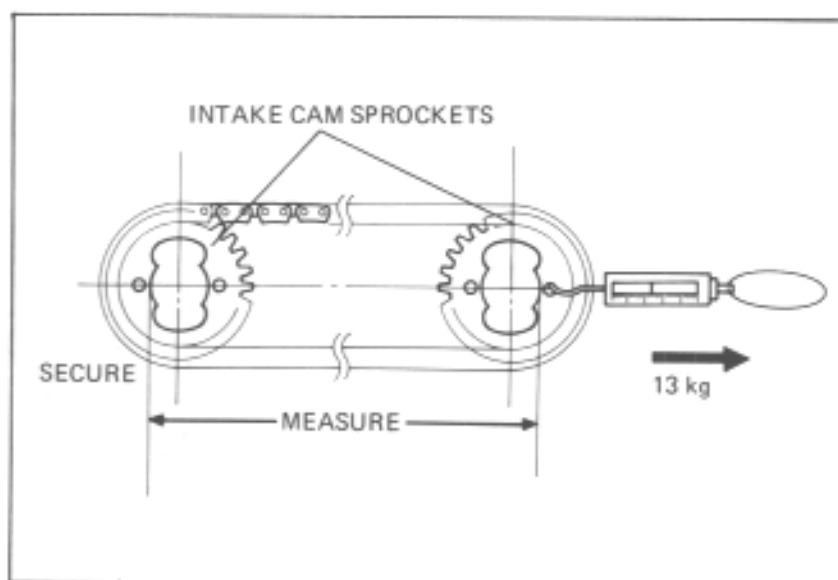
CAM CHAIN LENGTH MEASUREMENT

Place the cam chain over the intake cam sprockets.

Secure one sprocket. Apply 13 kg (29 lb) of tension with a spring scale to the other sprocket.

Measure the chain length as shown.

SERVICE LIMIT: 311.8 mm (12.28 in)

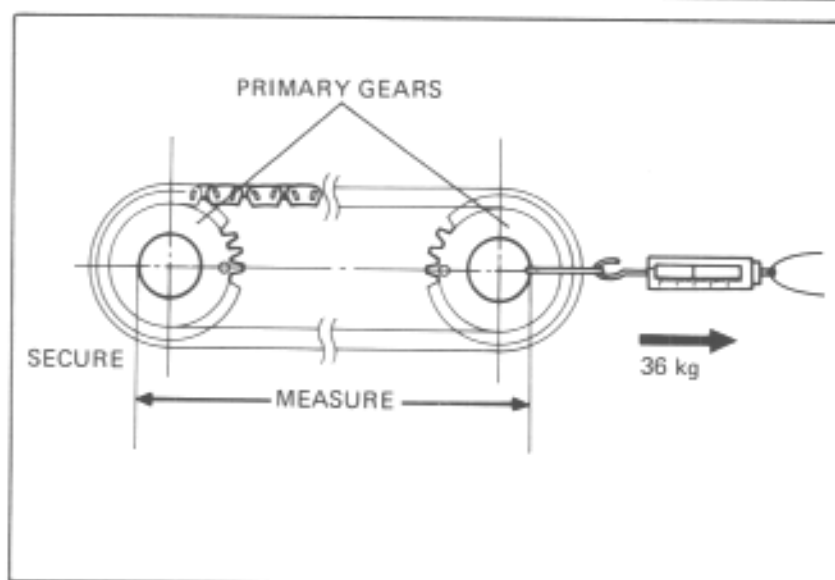


PRIMARY CHAIN LENGTH MEASUREMENT

Place the primary chain over the primary driven gears. Secure one gear.

Apply 36 kg (79 lb) of tension with a spring scale to the other gear. Measure the chain length as shown.

SERVICE LIMIT: 131.1 mm (5.16 in)



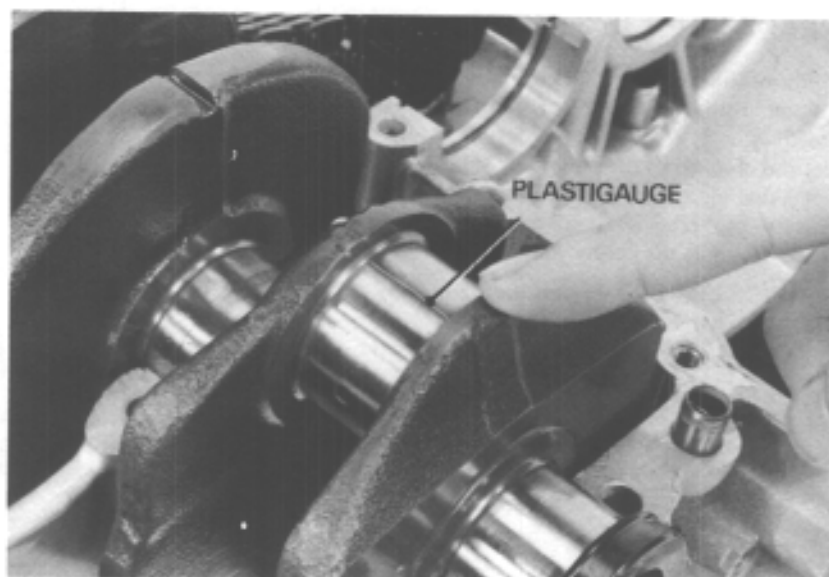
BEARING INSPECTION

CONNECTING RODS

Inspect the bearing inserts for damage or separation.

Clean all oil from the bearing inserts and crankpins.

Put a piece of plastigauge on each crankpin avoiding the oil hole.





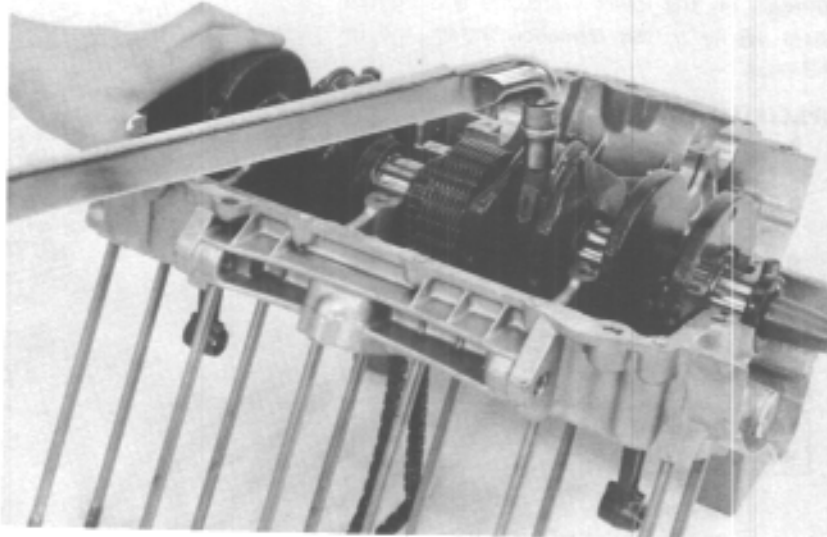
Install the bearing caps and rods on the correct crankpins, and tighten them evenly.

SPECIFIED TORQUE:

3.0–3.4 kg-m (22–25 ft-lb)

NOTE

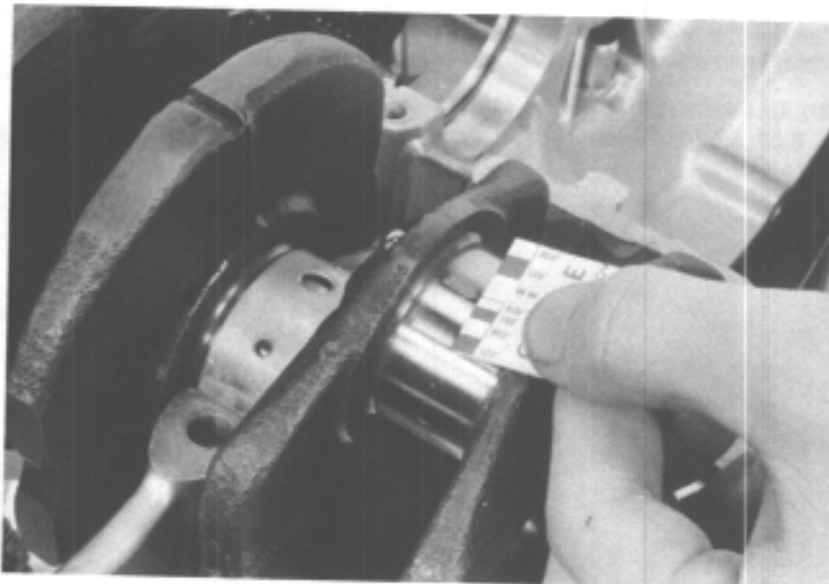
Do not rotate the crankshaft during inspection.



Remove the caps and measure the compressed plastigauge on each crankpin.

OIL CLEARANCE SERVICE LIMIT:

0.08 mm (0.003 in)

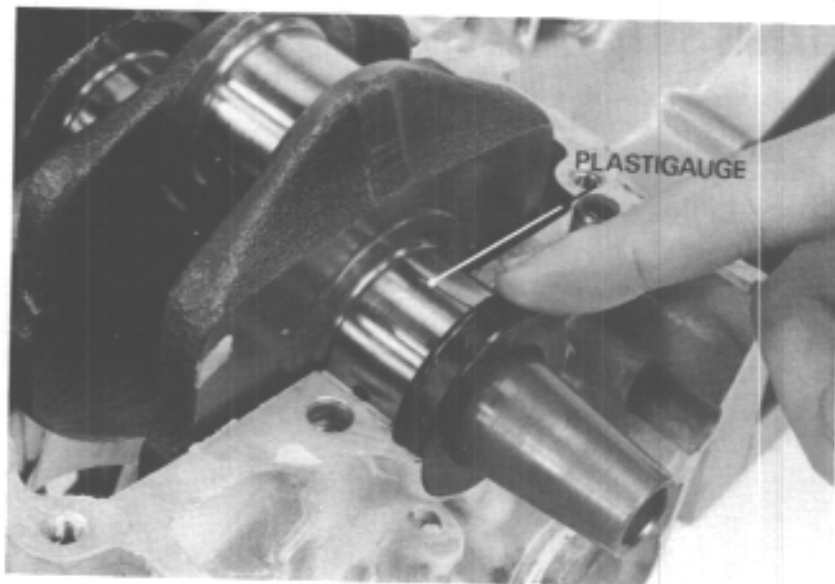


MAIN BEARINGS

Inspect the bearing inserts for damage or separation.

Clean all oil from the bearing inserts and journals.

Put a piece of plastigauge on each journal, avoiding the oil holes.





Install the main bearings on the correct journals on the lower crankcase and tighten them evenly in the sequence shown and in 2-3 steps.

SPECIFIED TORQUES:

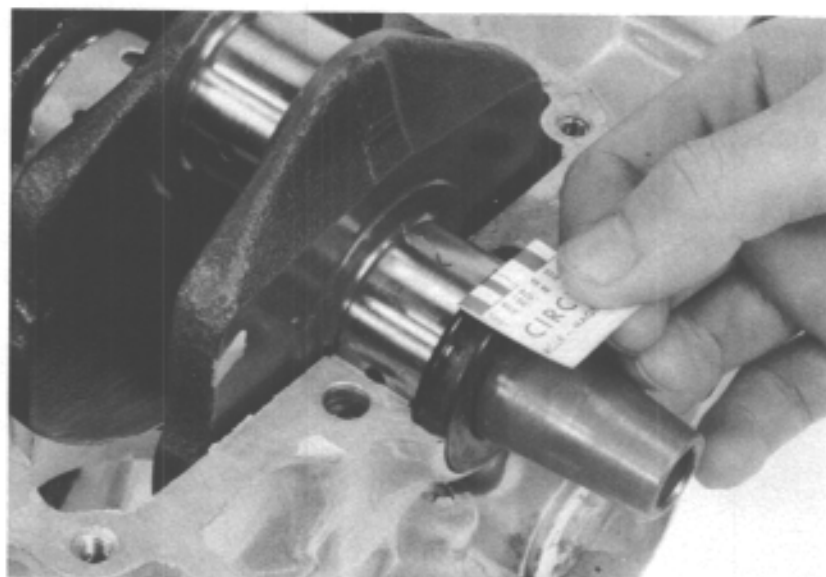
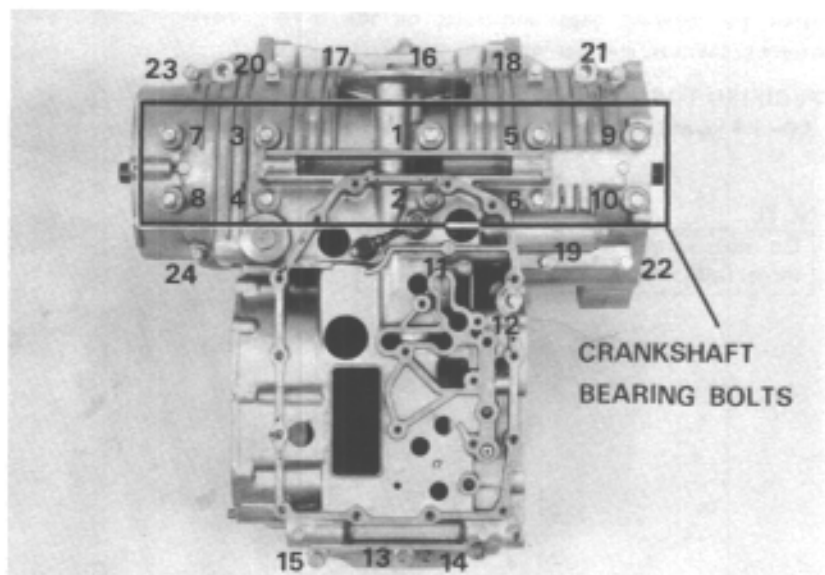
8 mm bolt (Crankshaft)	2.1–2.5 kg-m (15–18 ft-lb)
8 mm bolt (Crankcase)	2.1–2.5 kg-m (15–18 ft-lb)
6 mm bolt	1.0–1.4 kg-m (7–10 ft-lb)
10 mm bolt	4.5–5.0 kg-m (33–36 ft-lb)

NOTE

Do not rotate the crankshaft during inspection.

Remove the lower crankcase and measure the compressed plastigauge on each journal.

OIL CLEARANCE SERVICE LIMIT:
 0.08 mm (0.003 in)

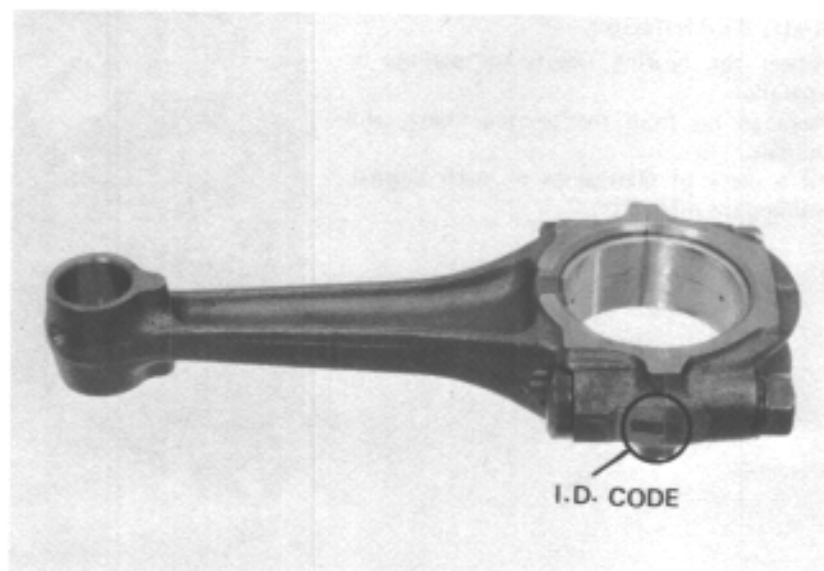


BEARING SELECTION

If rod bearing clearance is beyond tolerance, select replacement bearings as follows:

CONNECTING ROD BEARING INSERTS

Determine and record the corresponding rod I.D. code number.

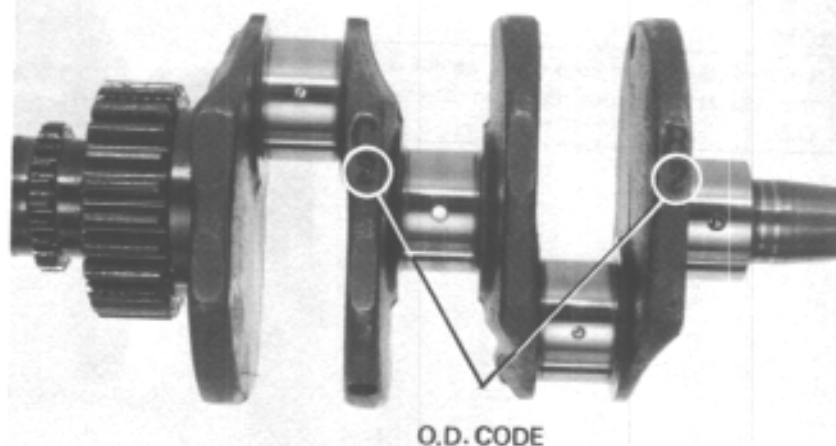




Determine and record the corresponding crankpin O. D. code number (or measure the crankpin O.D.).

NOTE

Number 1,2 or 3 on each crank weight is the code for each crankpin O.D.



Cross reference the crankpin and rod codes to determine the replacement bearing color.

		CRANKPIN O.D. CODE NO.		
		1	2	3
CONNECTING ROD I.D. CODE NO.	1	39.000—39.008 mm E (Yellow)	35.984—35.992 mm D (Green)	35.975—35.984 mm C (Brown)
	2	39.008—39.016 mm D (Green)	35.992 mm C (Brown)	B (Black)
	3	39.016—39.024 mm C (Brown)	B (Black)	A (Blue)

BEARING INSERT THICKNESS:

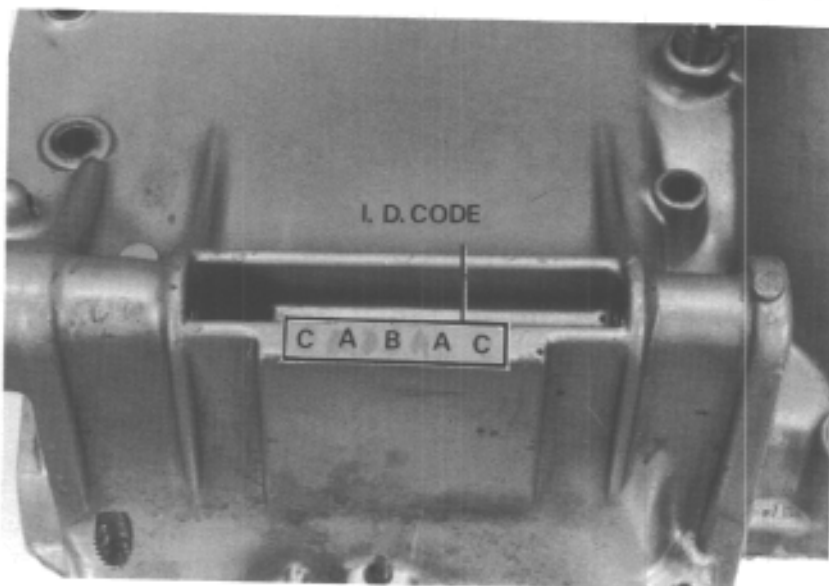
A (Blue) : 1.502—1.506 mm (0.0591—0.0593 in)
 B (Black) : 1.498—1.502 mm (0.0590—0.0591 in)
 C (Brown) : 1.494—1.498 mm (0.0588—0.0590 in)
 D (Green) : 1.490—1.494 mm (0.0587—0.0588 in)
 E (Yellow) : 1.486—1.490 mm (0.0585—0.0587 in)

MAIN BEARING

Determine and record crankcase I. D. code numbers.

NOTE

Letters A,B or C on the upper rear crankcase are the codes for the main journal I.D. from left to right; I.D. code for the third main journal from left to right is B.

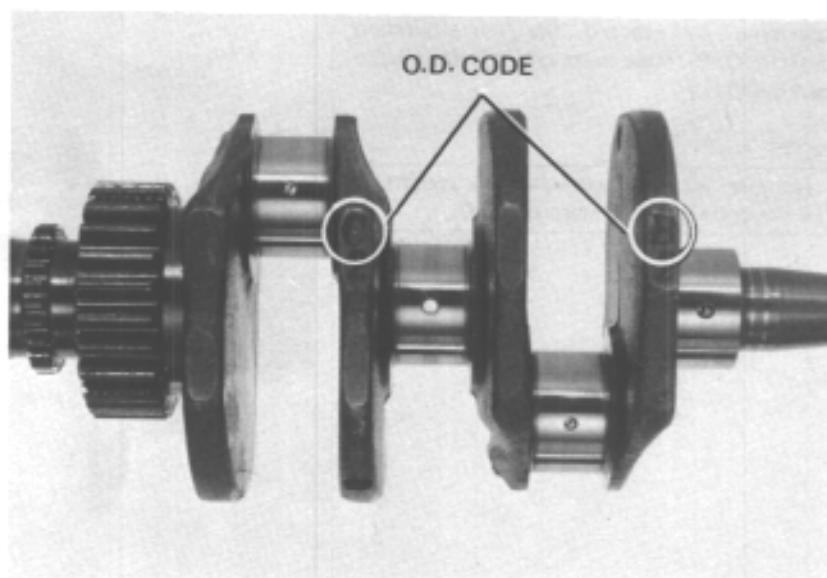




Determine and record the corresponding main journal O.D. code letters (or measure the main journal O.D.).

NOTE

Letter A, B or C on each crank weight is the adjacent the code for main journal O.D.

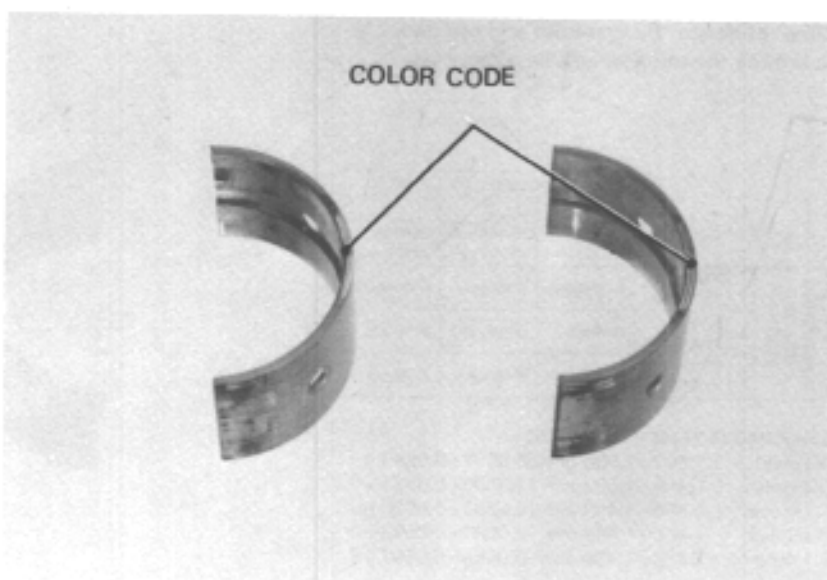


Cross reference the case and journal codes to determine the replacement bearing.

		MAIN JOURNAL O.D. CODE NO.		
		A	B	C
		35.992– 36.000 mm	35.984– 35.992 mm	35.975– 35.984 mm
CASE I.D. CODE NO.	A	39.000– 39.008 mm	D (Yellow)	C (Green)
	B	39.008– 39.016 mm	C (Green)	B (Brown)
	C	39.016– 39.024 mm	B (Brown)	A (Black)
			A (Black)	E (Blue)

MAIN BEARING INSERT THICKNESS:

A (Black) : 1.498–1.502 mm (0.0590–0.0591 in)
 B (Brown) : 1.494–1.498 mm (0.0588–0.0590 in)
 C (Green) : 1.490–1.494 mm (0.0587–0.0588 in)
 D (Yellow) : 1.486–1.490 mm (0.0585–0.0587 in)
 E (Blue) : 1.502–1.506 mm (0.0591–0.0593 in)

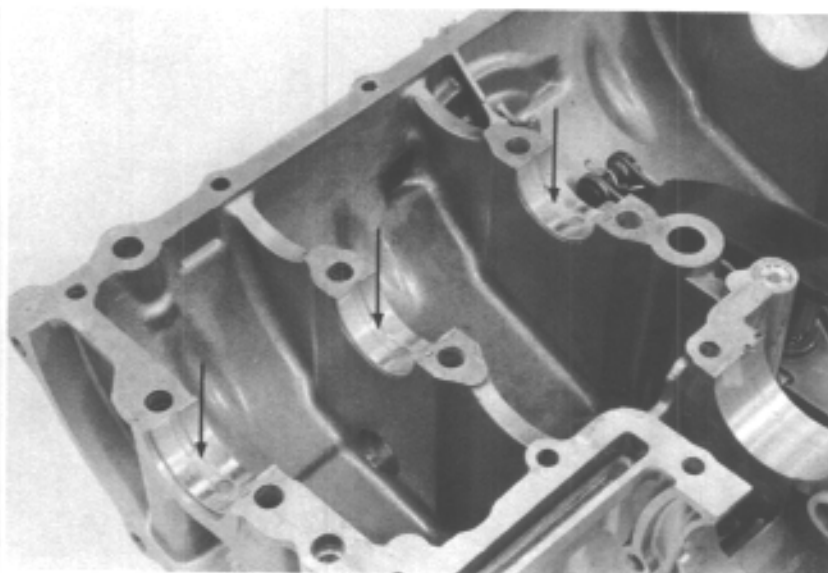


CONNECTING ROD INSTALLATION

Install the main bearings into the upper crankcase.

Apply molybdenum disulfide grease to the upper and lower main bearings.

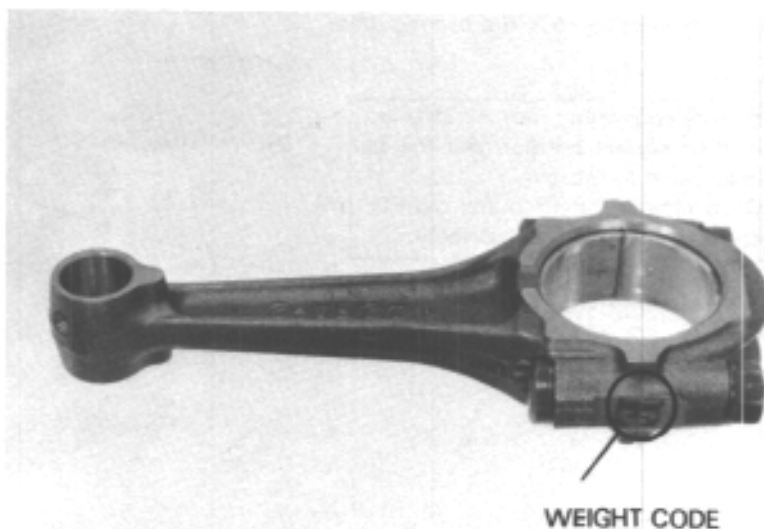
Install the crankshaft with the cam chain and primary chain.



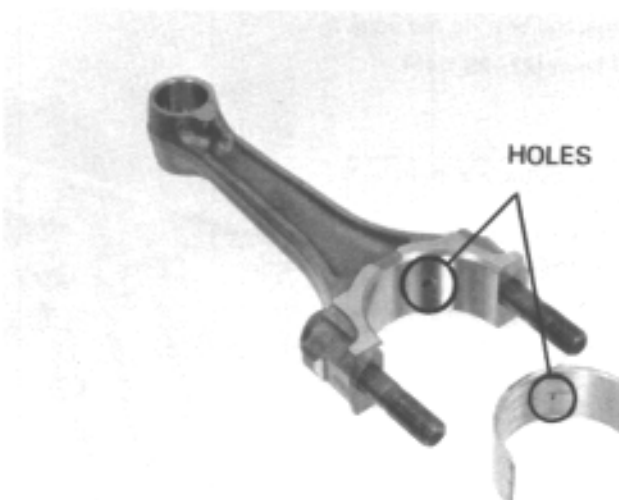


Before installing the connecting rods, make sure that the weight code combination is properly made:

Factory set code	Available code
A	→ B
B	→ B
C	→ D
D	→ D
E	→ D
F	→ F
G	→ F

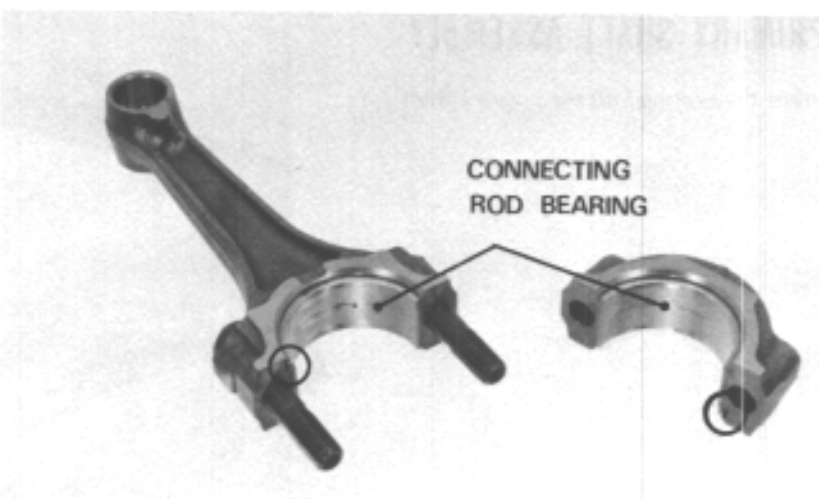


Align the hole in the bearing insert with the hole in the connecting rod.



Install the connecting rod and cap bearing inserts.

Apply molybdenum disulfide grease to the connecting rod bearings.

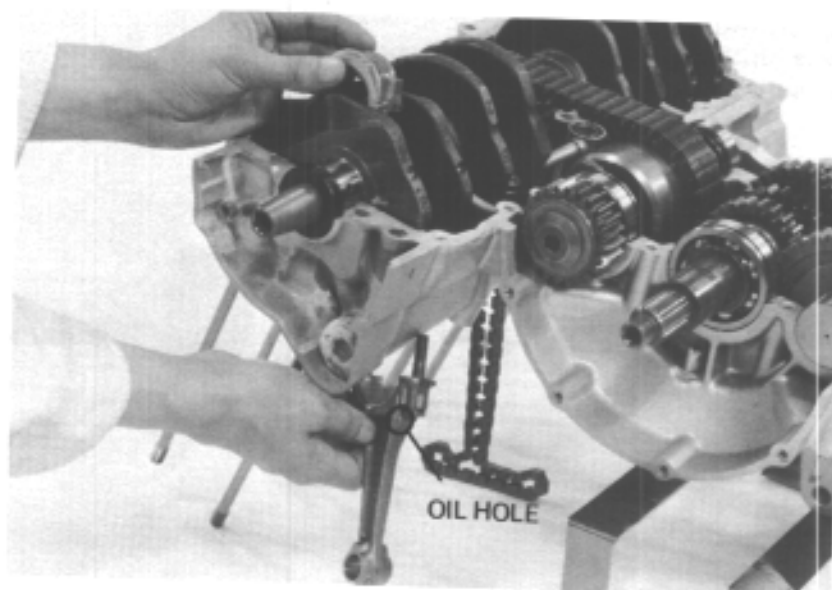




Install the connecting rods and bearing caps.

NOTE

- Be sure connecting rods are installed in their correct position and the oil holes point to the rear.
- Cross reference the rod and cap I.D. codes to insure original assembly.

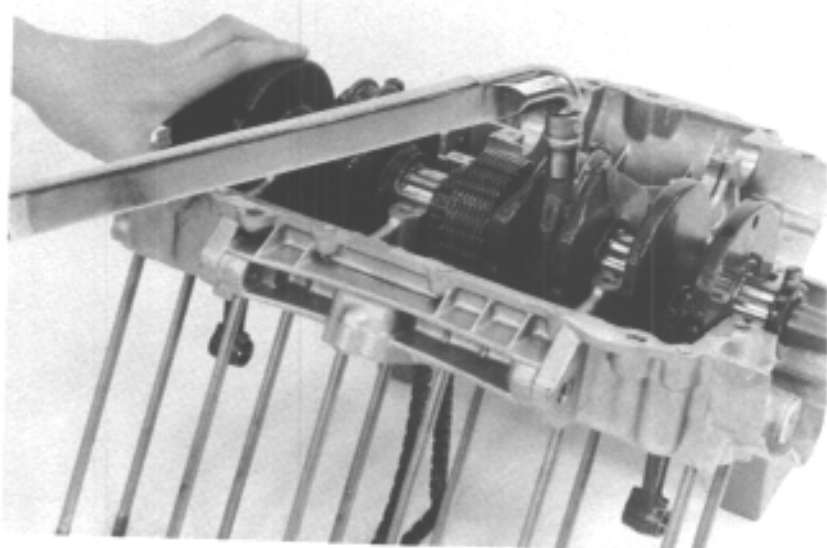


Tighten the connecting rod bearing cap bolts.

TORQUE: 3.0–3.4 kg-m (22–25 ft-lb)

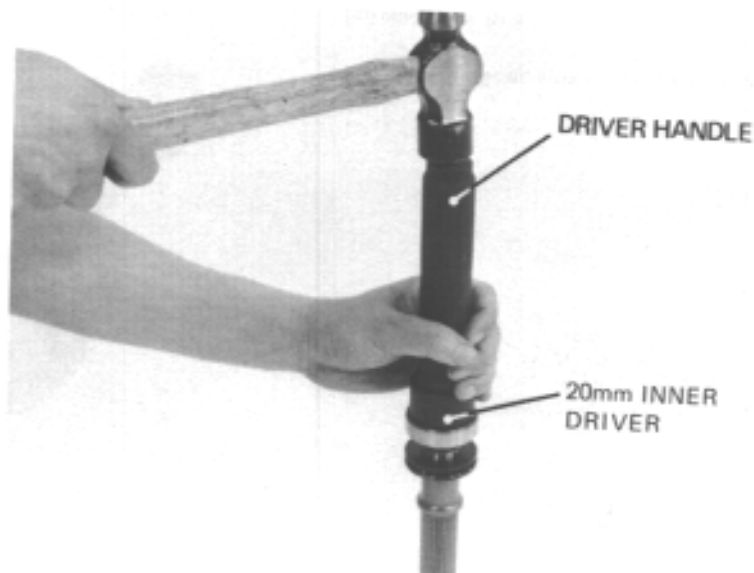
NOTE

- Tighten the rod bearing cap bolts in two or more steps.
- After tightening the bolts, check that the rod moves freely without binding.



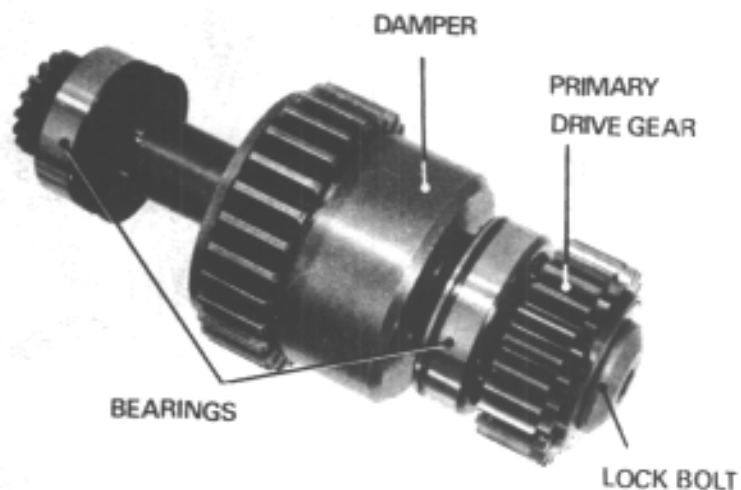
PRIMARY SHAFT ASSEMBLY

Insert the bearing into the primary shaft.



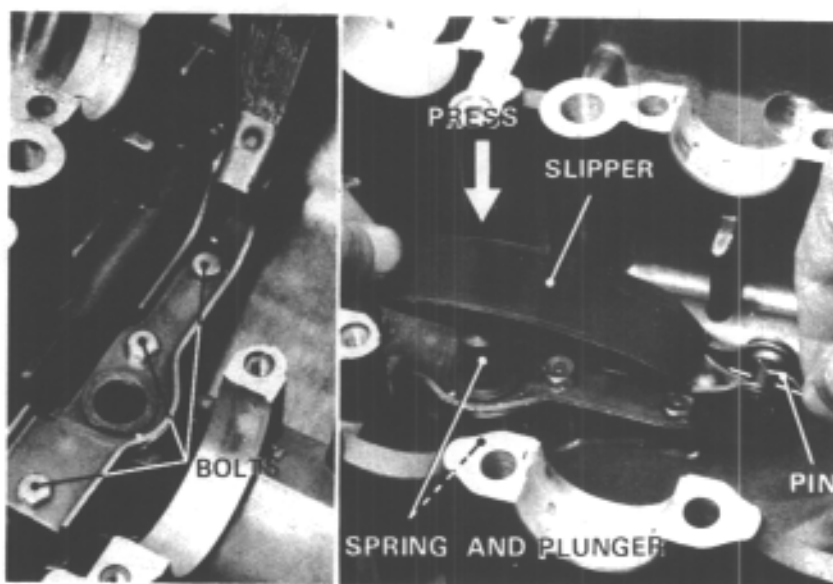


Install the damper and bearings.
Tighten the lock bolt (Section 8).

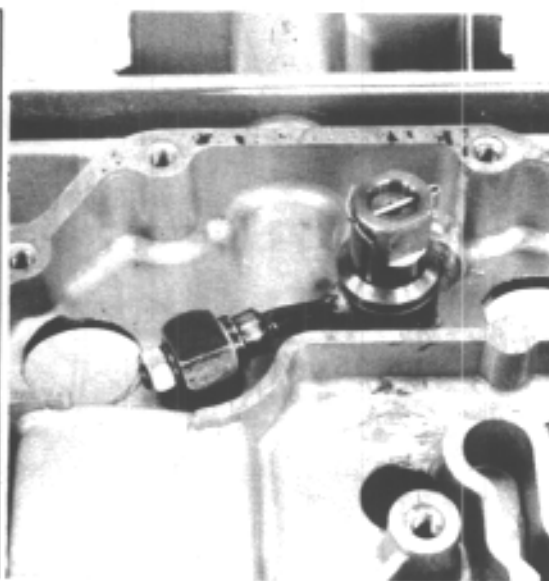
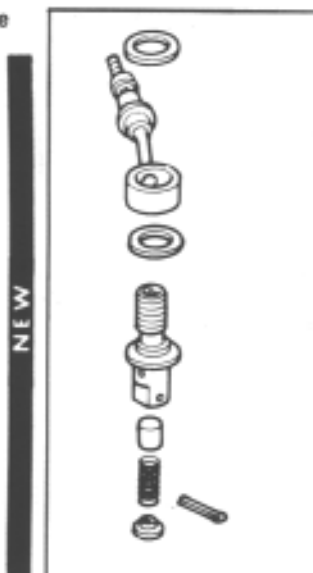


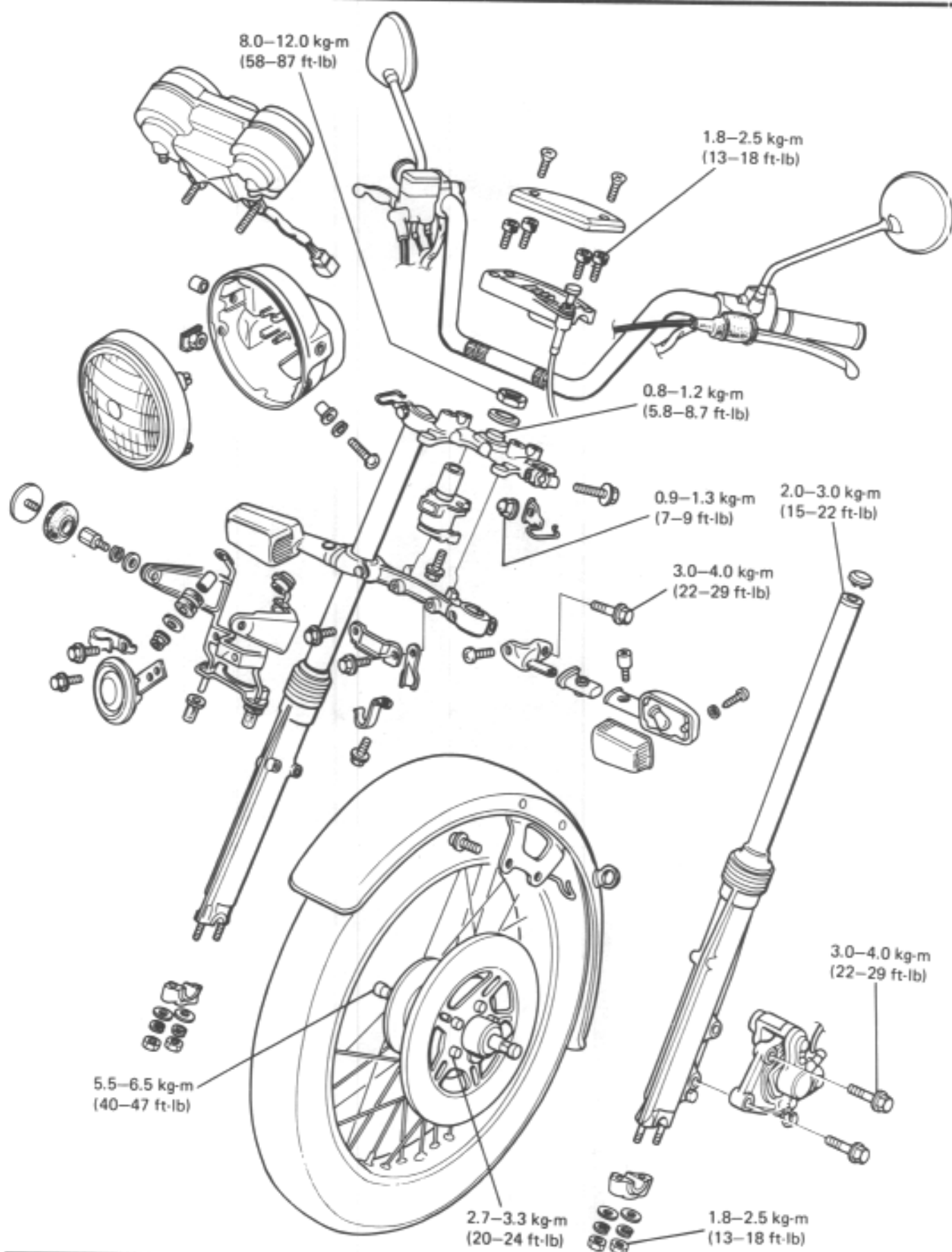
PRIMARY CHAIN TENSIONER ASSEMBLY

Install the slipper base.
Tighten the bolts securely.
Insert the spring and plunger.
Press the slipper down and install the pin.



Install the fluid valve and oil line. Tighten the nut.
Insert the spring and plunger.







SERVICE INFORMATION	13-1
TROUBLESHOOTING	13-2
HEADLIGHT	13-3
INSTRUMENTS	13-6
HANDLEBAR SWITCH/HANDLEBAR	13-8
FRONT WHEEL	13-14
FRONT FORK	13-19
STEERING STEM	13-25

SERVICE INFORMATION

GENERAL INSTRUCTIONS

A jack or other support is required to support the motorcycle.
 Never ride on the rim or try to bend the wheel.

SPECIAL TOOLS

Special Tools

Steering Stem Socket	07916-3710100
Hollow Set Wrench (6 mm)	07917-3230000
Bearing Race Remover	07946-3710500
Steering Stem Driver	07946-3710600
Bearing Driver Attachment	07946-3710700
Bearing driver	07947-6340000
Steering Stem Driver	07953-4250000

Common Tools

Retainer Wrench (B)	07710-0010200
Retainer Wrench Body	07710-0010400
Bearing Driver Outer (42 x 47 mm)	07746-0010300
Bearing Driver Pilot (15 mm)	07746-0040300
Front Fork Oil Seal Driver Body	07747-0010100
Front Fork Oil Seal Attachment (E)	07747-0010600
Lock Nut Wrench Socket (30 x 32)	07716-0020400
Bearing Driver Handle (A)	07749-0010000
Extension Bar	07716-0020500

TORQUE VALUES

Front brake disc	2.7- 3.3 kg-m (20-24 ft-lb)
Front axle nut	5.5- 6.5 kg-m (40-47 ft-lb)
Front caliper carrier	3.0- 4.0 kg-m (22-29 ft-lb)
Front axle holder nut	1.8- 2.5 kg-m (13-18 ft-lb)
Front fork cap bolt	2.0- 3.0 kg-m (15-22 ft-lb)
Handlebar mounting bolt	1.8- 2.5 kg-m (13-18 ft-lb)
Fork bottom bridge	3.0- 4.0 kg-m (22-29 ft-lb)
Fork top bridge	0.9- 1.3 kg-m (7- 9 ft-lb)
Steering bearing adjustment nut	10.0-12.0 kg-cm (0.7-1.4 ft-lb./ 9-17 in-lb)
Steering stem nut	8.0-12.0 kg-m (58-87 ft-lb)

SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Axle shaft runout		—	0.2 mm (0.01 in)
Front wheel rim runout	Radial	—	2.0 mm (0.08 in)
	Axial	—	2.0 mm (0.08 in)
Fork spring free length		507.8 mm (20.0 in)	492.6 mm (19.4 in)
Tube bend		—	0.2 mm (0.01 in)
Front fork slider I.D.		35.042-35.104 mm (1.3796-1.3820 in)	35.15 mm (1.384 in)
Front fork tube O.D.		34.93 mm-34.95 mm (1.3752-1.3760 in)	34.90 mm (1.374 in)
Front fork oil capacity		172.5-177.5 cc (5.8-6.0 ozs) after assembly 155 cc (5.2 ozs) at oil change	—



TROUBLE SHOOTING

Hard steering

1. Steering stem nut too tight
2. Faulty steering stem bearings
3. Damaged steering stem bearings
4. Insufficient tire pressure

Steers to one side or does not track straight

1. Unevenly adjusted right and left shock absorbers
2. Bent front forks
3. Bent front axle; wheel installed incorrectly

Front wheel wobbling

1. Distorted rim
2. Worn front wheel bearing
3. Faulty tire
4. Axle not tightened properly

Soft suspension

1. Weak fork spring
2. Insufficient fluid in front forks

Hard suspension

1. Incorrect fluid weight in front forks

Front suspension noise

1. Slider binding
2. Insufficient fluid in forks
3. Loose front fork fasteners
4. Lack of grease in speedometer gear box



HEADLIGHT

HEADLIGHT CASE REMOVAL

Remove the headlight and disconnect all wires at their couplers and connectors.

To remove the headlight case, unscrew the headlight case mounts.

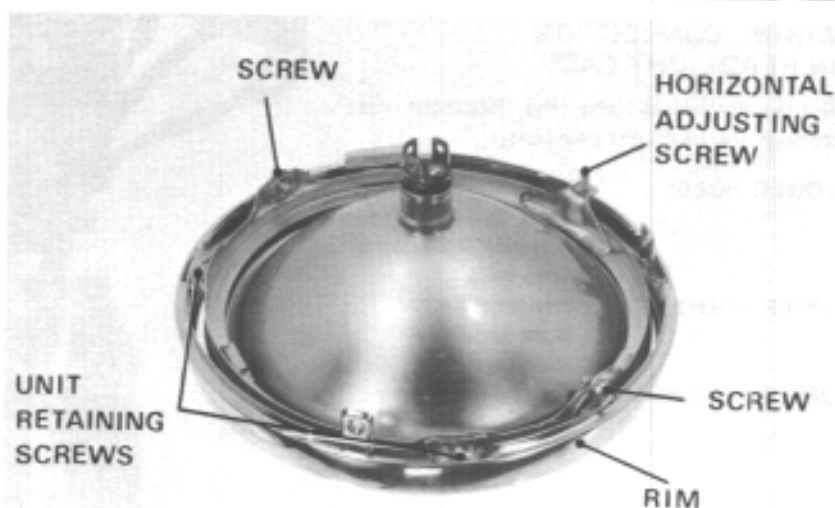


HEADLIGHT DISASSEMBLY/ASSEMBLY

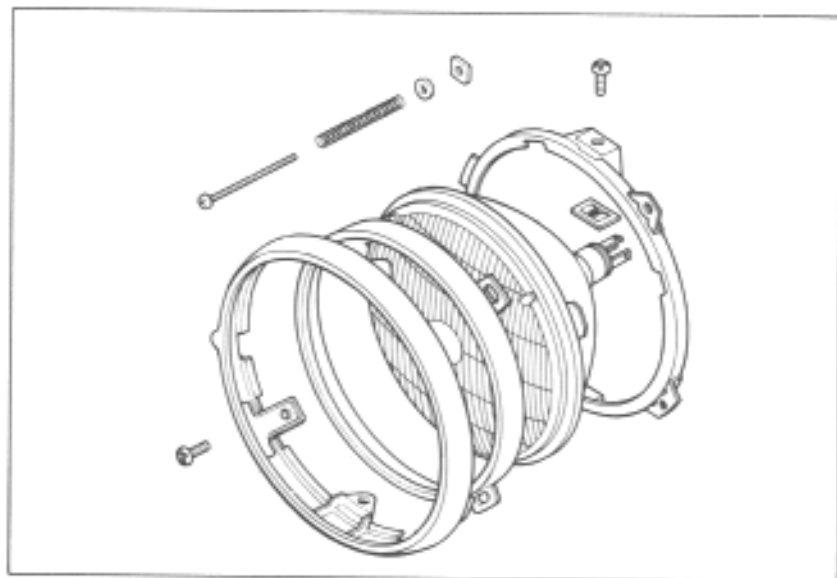
Remove the retaining screws and horizontal adjusting screw from the rim.

Remove the two sealed beam unit retaining screws, and sealed beam unit.

Assembly is essentially the reverse of disassembly.



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



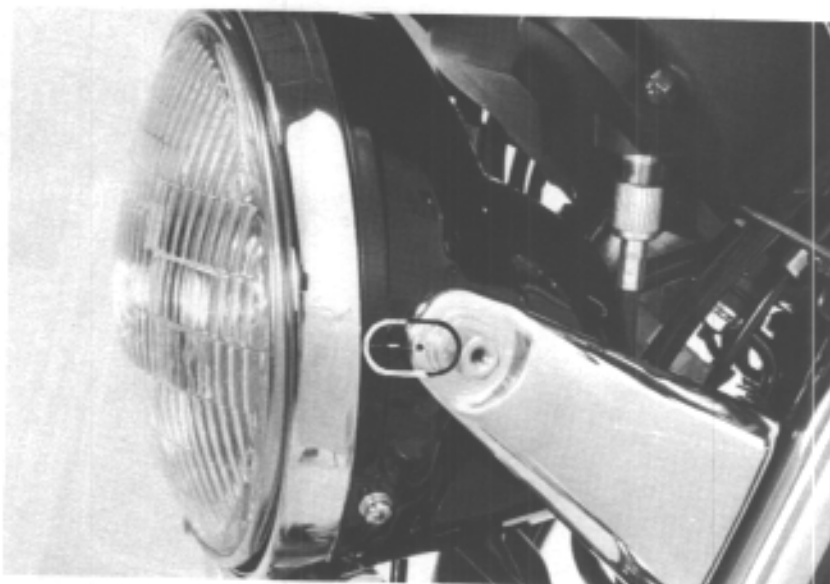


HEADLIGHT CASE INSTALLATION

Align the index marks on the headlight case with the punch marks on the brackets.

NOTE

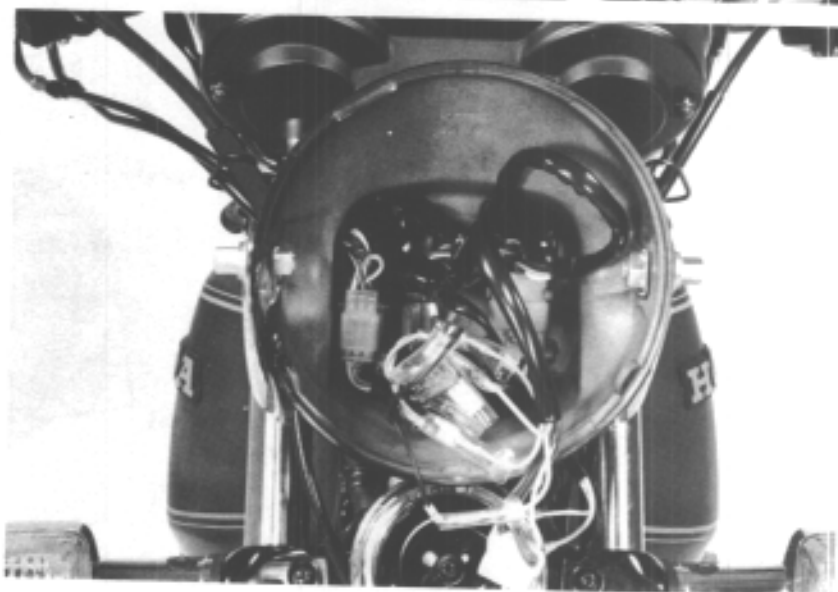
Check each component for operation after assembling



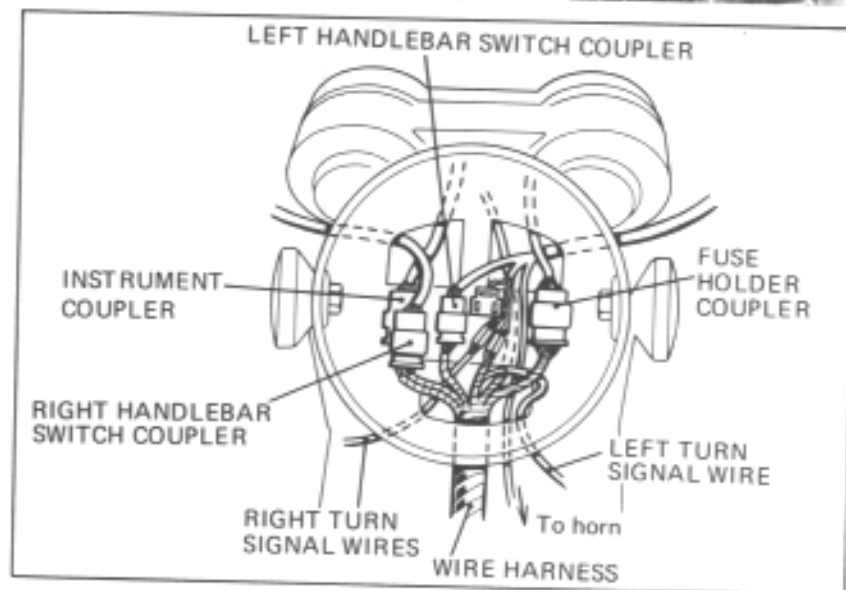
WIRING CONNECTION IN HEADLIGHT CASE

Route the wires into the headlight case through the headlight case hole.

- | | |
|-------------------|--|
| LOWER HOLE: | Main wire harness
Right turn signal wires
Left turn signal wires
Horn wires |
| UPPER RIGHT HOLE: | Instrument wires
Right handlebar switch wires |
| UPPER LEFT HOLE: | Fuse holder wires
Left handlebar switch wires |

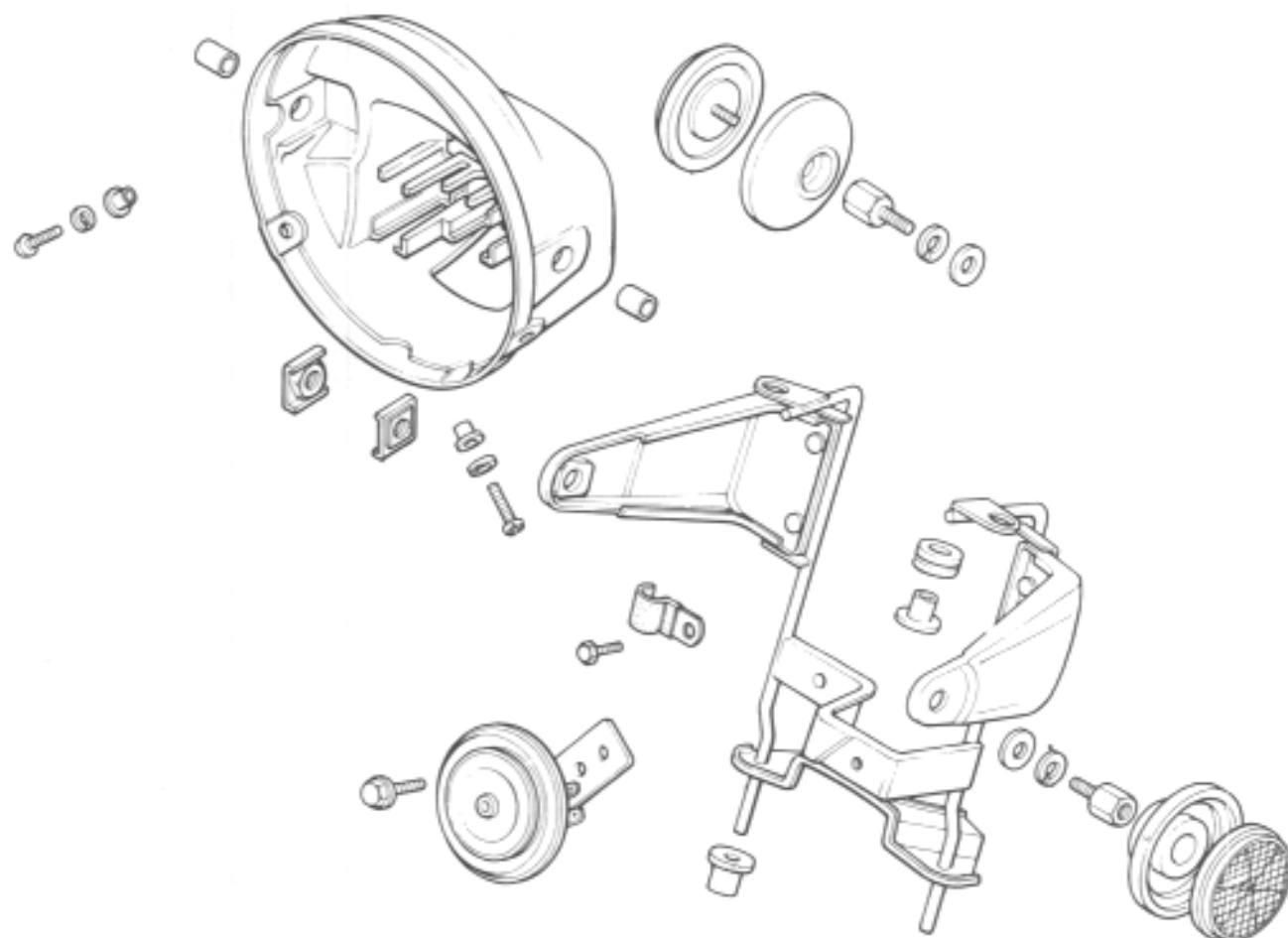


Connect the color-coded wires and couplers.





HEADLIGHT CASE BRACKET DISASSEMBLY/ASSEMBLY



Remove the headlight and disconnect all wires and wire couplers inside the case.
Disconnect the brake hose from the front brake master cylinder.

NOTE

Avoid spilling fluid on painted surfaces.
Place a rag over the fuel tank whenever the brake hose is disconnected.

Remove the instruments.
Disconnect the throttle, clutch and choke cables at the handlebar.
Remove the main harness clamp.
Remove the headlight case bracket.





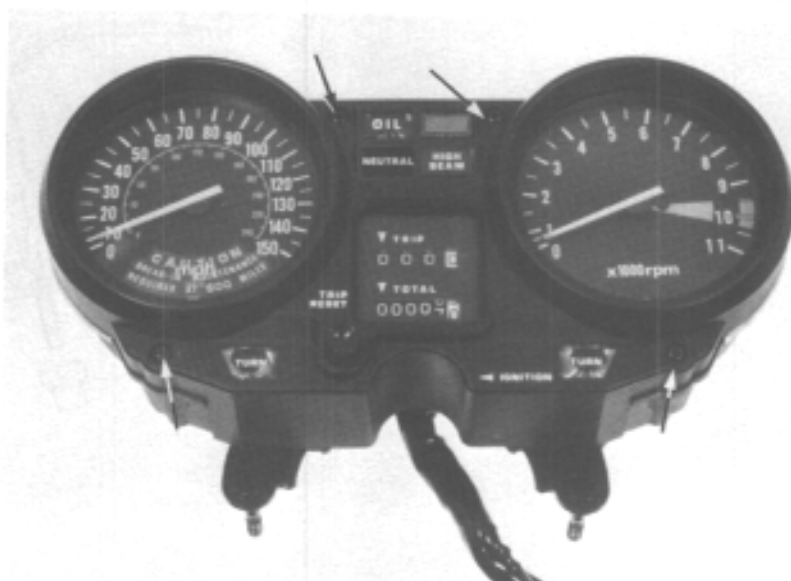
INSTRUMENTS

DISASSEMBLY

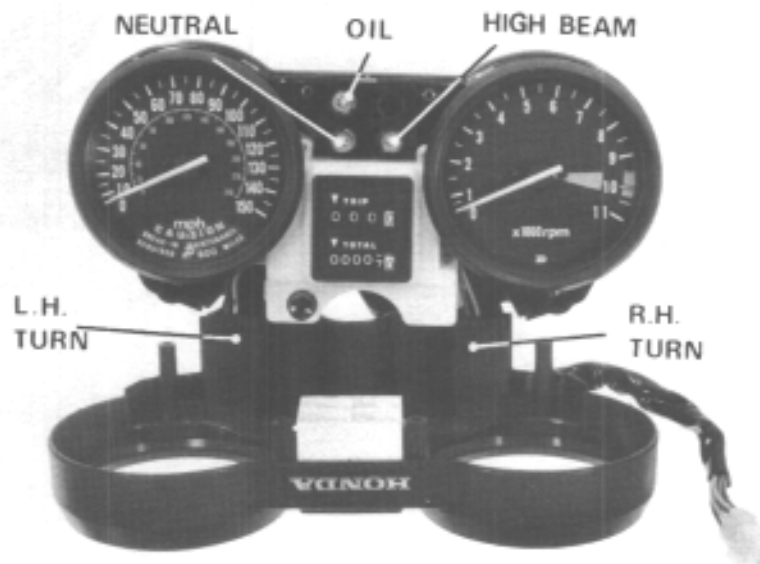
Remove the headlight.
 Disconnect the instrument wire connectors in the headlight case.
 Remove the speedometer and tachometer cables from the instruments.
 Remove the instrument mounting nuts and instruments.



Remove the four screws and instrument cover.



Remove the instrument lamp bulbs.

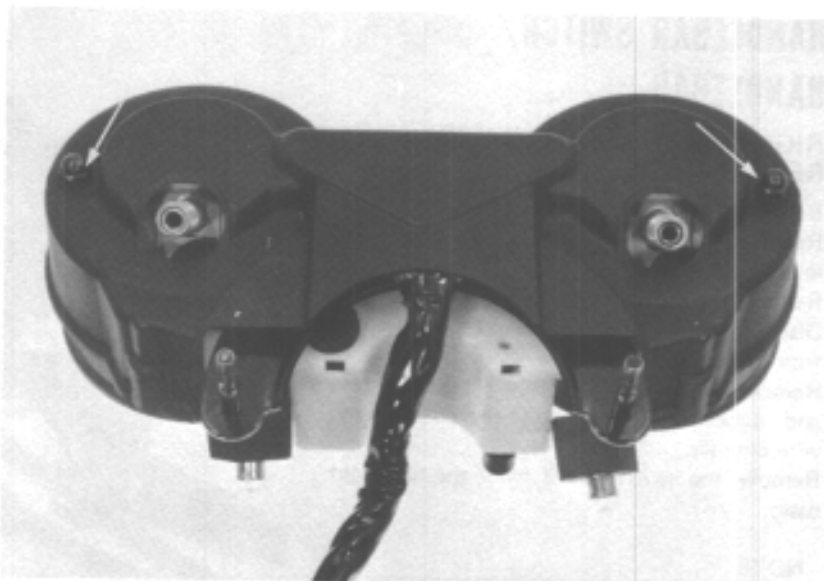




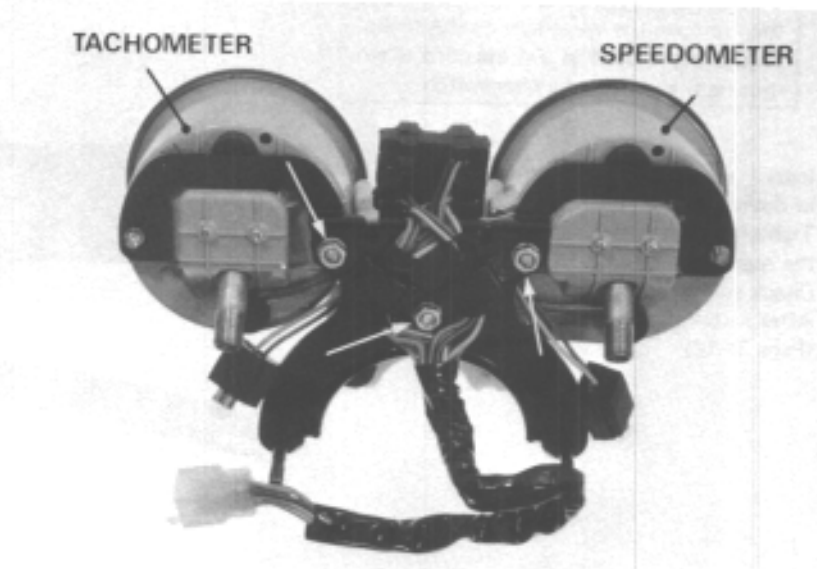
Remove the lower instrument case by removing two cap nuts.

CAUTION

Do not leave the instrument upside down or damping fluid leakage may occur.



Separate the speedometer and tachometer from the mounting bracket by removing the three nuts. Check the meter cable if the needle swings abnormally.



ASSEMBLY

After installing a new bulb, check for continuity. If the bulb does not light, inspect the wiring for open or short circuits.

Lubricate the speedometer and tachometer cables before reconnecting.



HANDLEBAR SWITCH/ HANDLEBAR

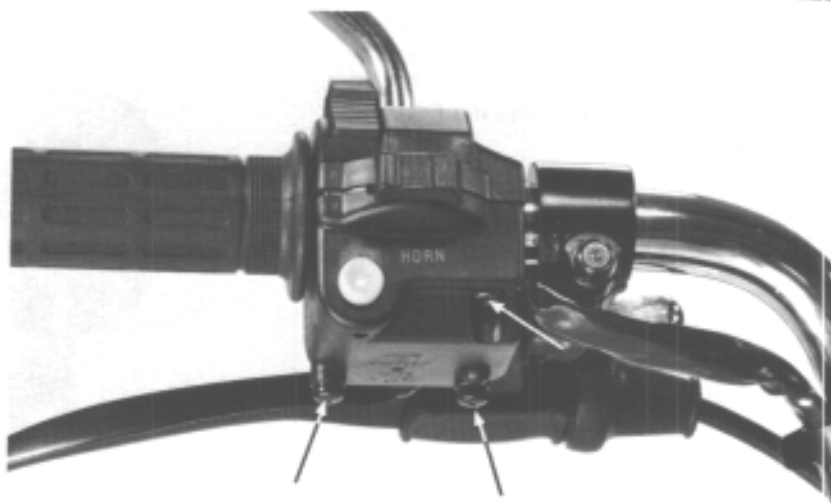
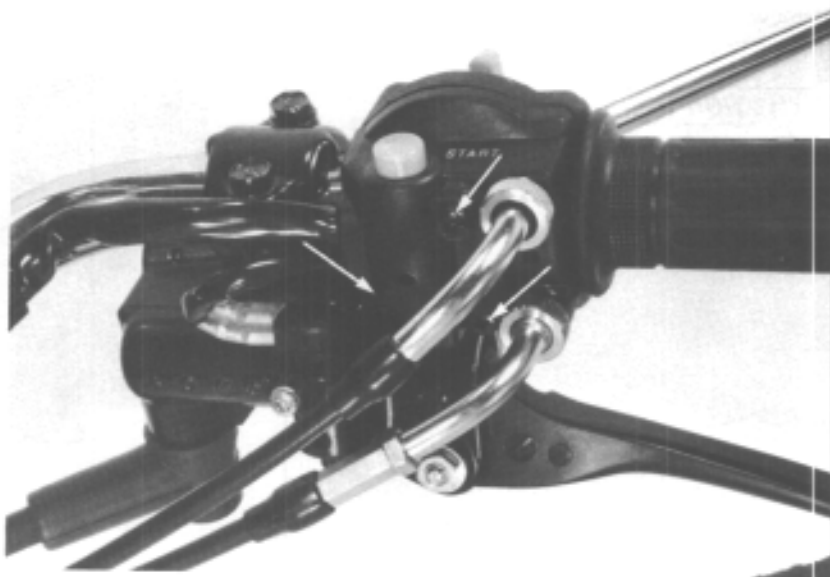
RIGHT HANDLEBAR SWITCH REPLACEMENT

Remove the fuel tank.
 Remove the screws holding the upper and lower switch housings.
 Remove the throttle cables.
 Disconnect the front brakelight switch wires from the switch.
 Remove the headlight from the headlight case and disconnect the right handlebar switch wire coupler.
 Remove the switch wires from the headlight case.

NOTE

Connect a string to the switch wires and then remove the wires leaving the string. This string is used as a draw cord when routing the wiring of a new switch.

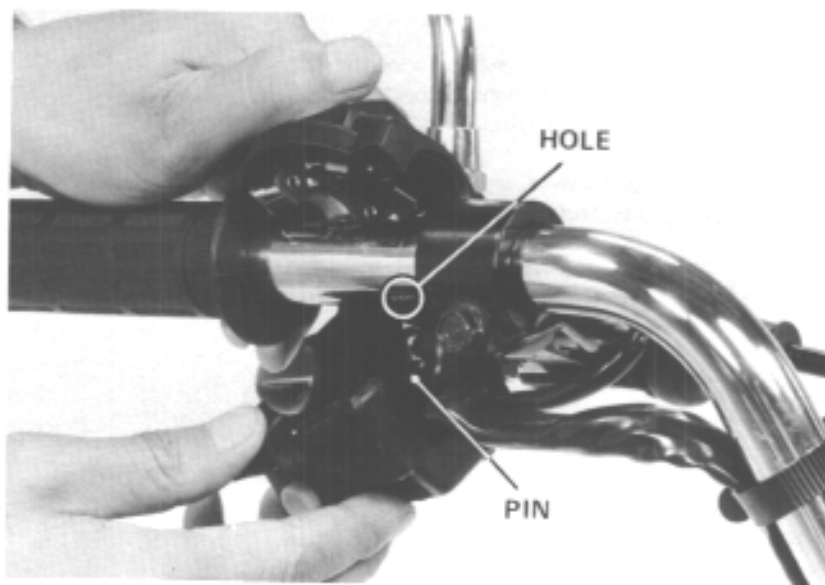
Install a new switch aligning with the hole in the handlebar.
 Tighten the forward screw first, then tighten the rear screw.
 Check switch operation.
 After installing, adjust throttle cable free play. (Page 3-12)



LEFT HANDLEBAR SWITCH REPLACEMENT

Refer to RIGHT HANDLEBAR SWITCH REPLACEMENT.

Loosen the clutch lever bracket bolt.
 Disconnect the left handlebar switch wires.





HANDLEBAR REMOVAL

Loosen the three screws attaching the throttle grip/switch housing.
Remove the right handlebar switch wires from the handlebar.



Remove the brake master cylinder.

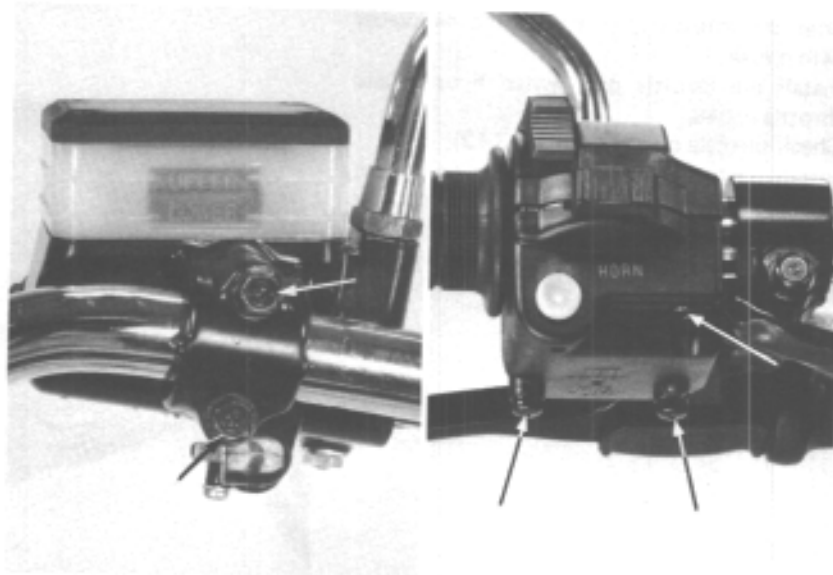
CAUTION

Secure the brake cylinder in an upright position to prevent the fluid from leaking and damaging the paint and to prevent air from entering the brake system

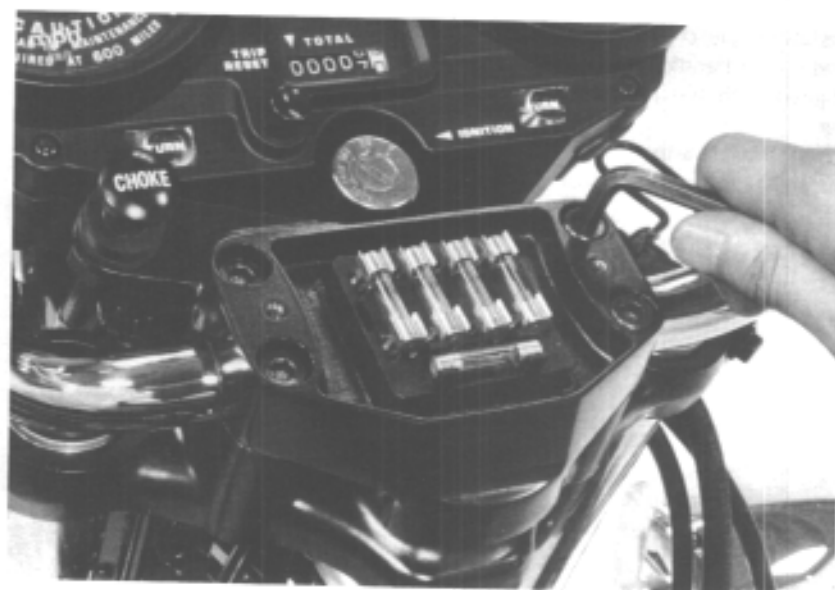
NOTE

Do not loosen the brake hose unless necessary.

Remove the left grip.
Remove the left handlebar switch assembly.
Loosen the clutch lever bracket bolt.
Remove the clutch lever assembly.



Remove the handlebar upper holder.
Remove the handlebar.
Remove the throttle grip and switch assembly.





HANDLEBAR INSTALLATION

NOTE

Apply grease to the throttle grip area of the handlebar.

Position the handlebar on the fork bridge with the punch marks on the handlebar in line with the top.

Place the upper holder on the handlebar.

Tighten the forward bolts first, then the rear bolts.



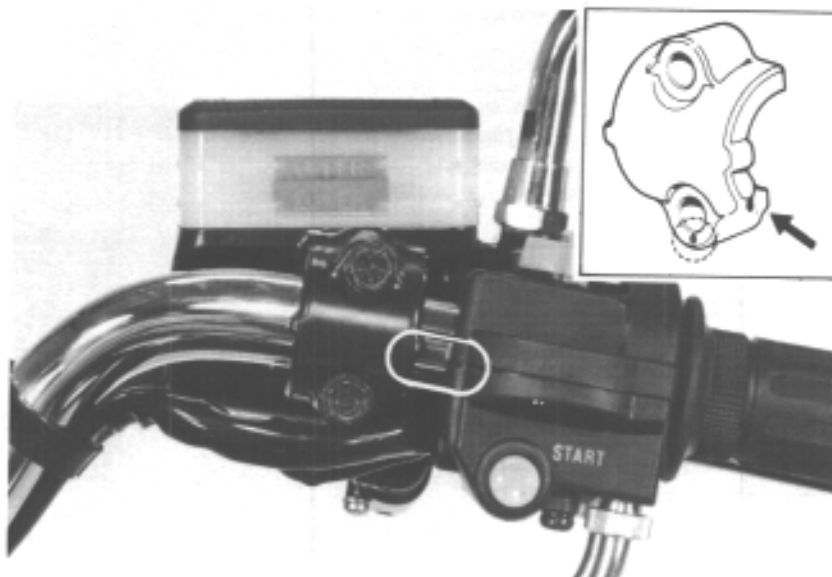
Coat the throttle grip area of the handlebar with grease.

Install the throttle grip switch housing and throttle cables.

Check throttle operation (Page 3-12).

Install the master cylinder on the handlebar. The lug of the holder with the switch case mating surface and wire relief facing down.

Tighten the upper bolt first, then tighten the lower bolt.

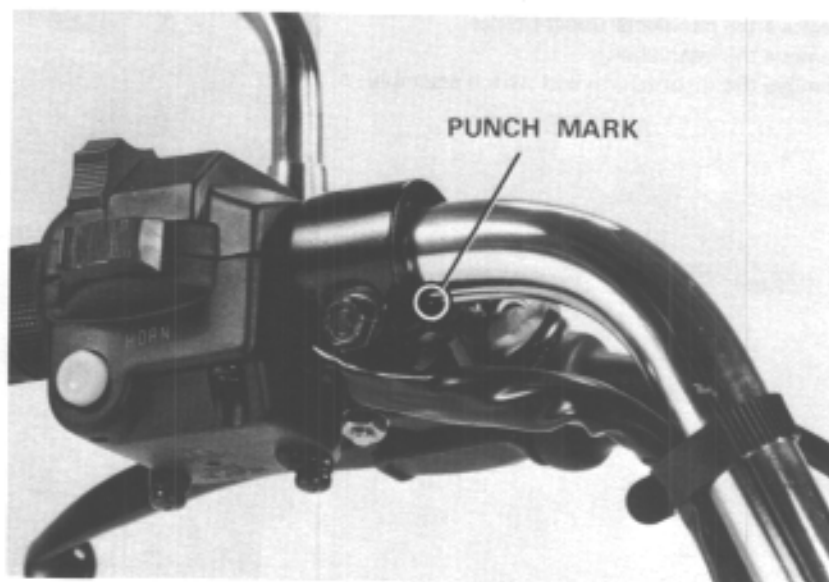


Install the clutch lever assembly.

Install the handle lever bracket with the split aligned with the punch mark on the handlebar.

Install the left grip.

Install the left switch housing.

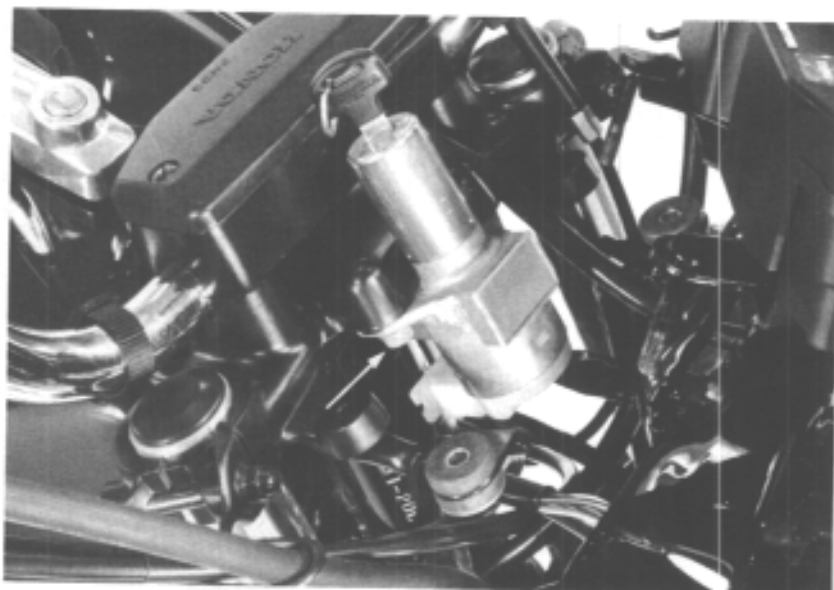




IGNITION SWITCH REPLACEMENT

Remove the two bolts holding the instrument cluster.

Remove the bolts holding the ignition switch and disconnect the wire harness coupler.



FUSE HOLDER REPLACEMENT

Remove the fuse cover.

Remove the handlebar upper holder.

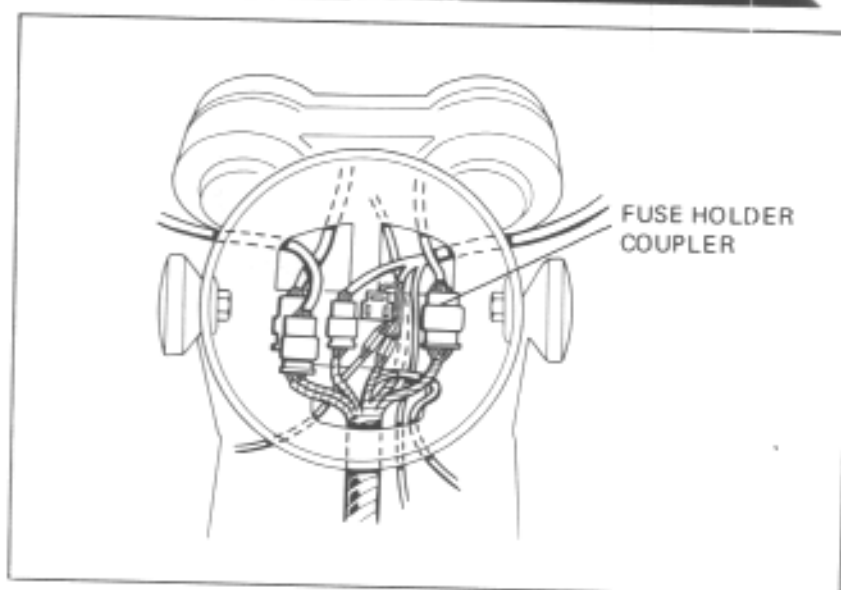
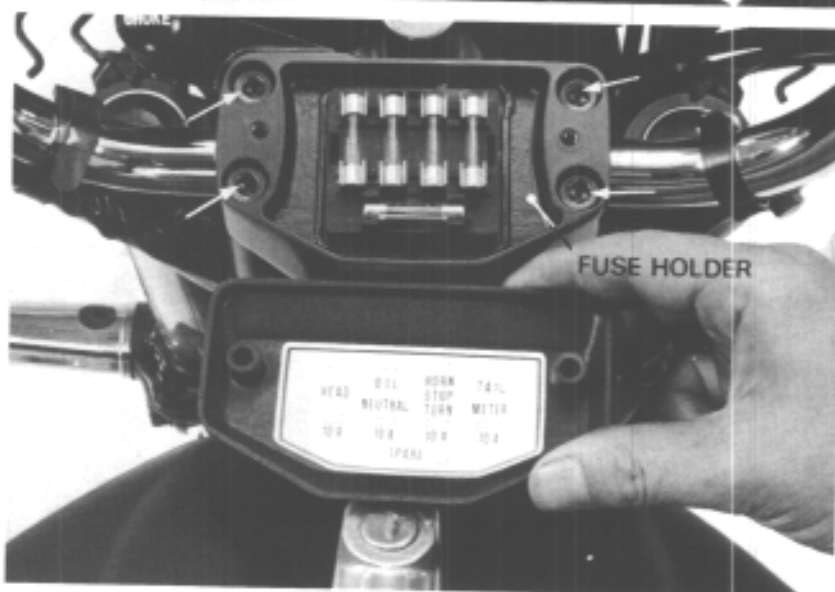
Remove the headlight.

Disconnect the wire coupler.

Remove the fuse holder.

NOTE

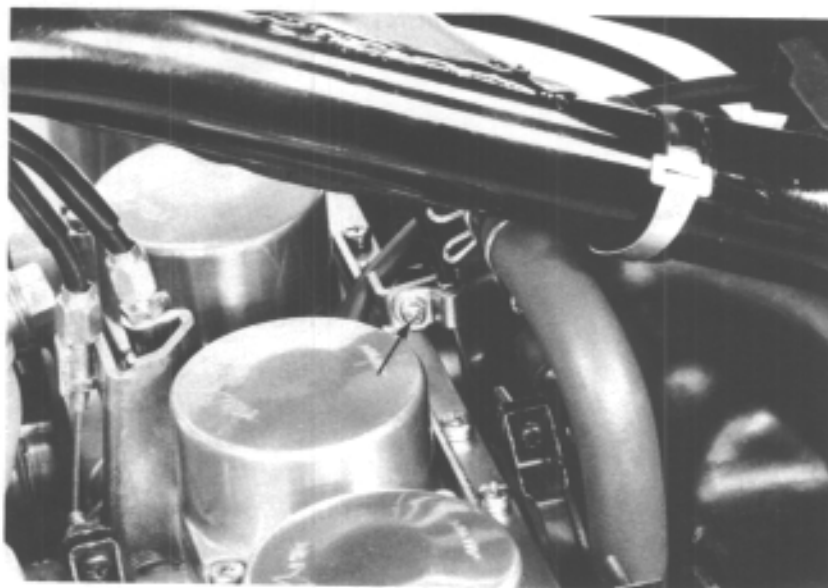
Before disconnecting the holder wires, tie a string to them. This string can be used as a draw cord when installing a new holder.





CHOKE CABLE REPLACEMENT

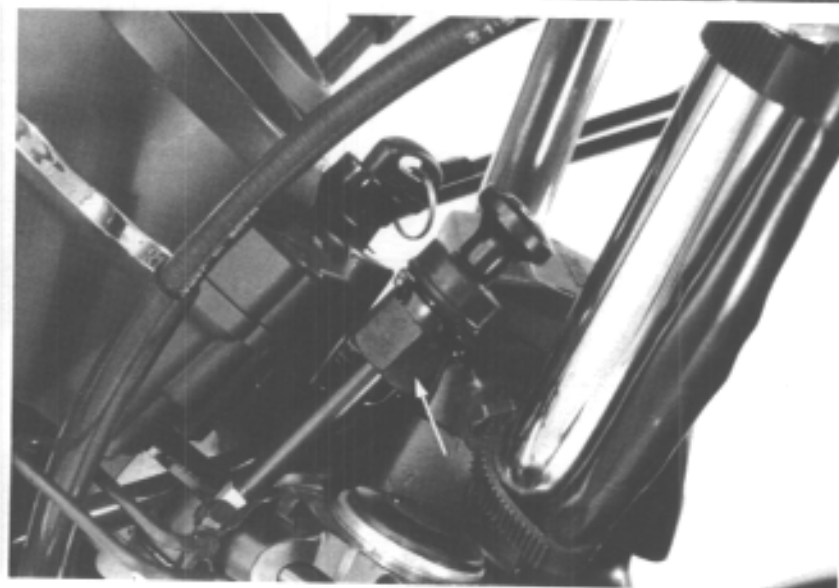
Remove the fuel tank.
Disconnect the choke cable from the lower
choke cable bracket.
Remove the cable end from the choke lever.



Remove the choke cable from the choke cable
bracket on the handlebar.

NOTE

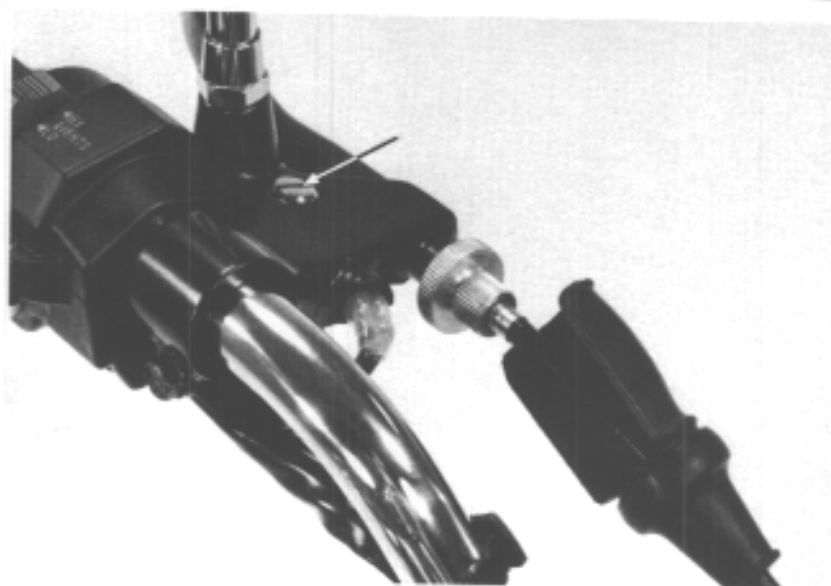
Before removing the cable, tie a string
to the cable end. This string can be
used as a draw cord when installing a
new choke cable.



Lubricate choke cable.

CLUTCH CABLE REPLACEMENT

Remove the fuel tank.
Remove the clutch cable from the lever.





Loosen the clutch adjuster lock nuts and remove the clutch cable from the clutch lever.

NOTE

Before removing the clutch cable, connect a string to the end of the cable so that a new cable can be installed easily by using this string as a draw cord.

Lubricate clutch cable.

Adjust the clutch cable after replacement (Page 3-20).

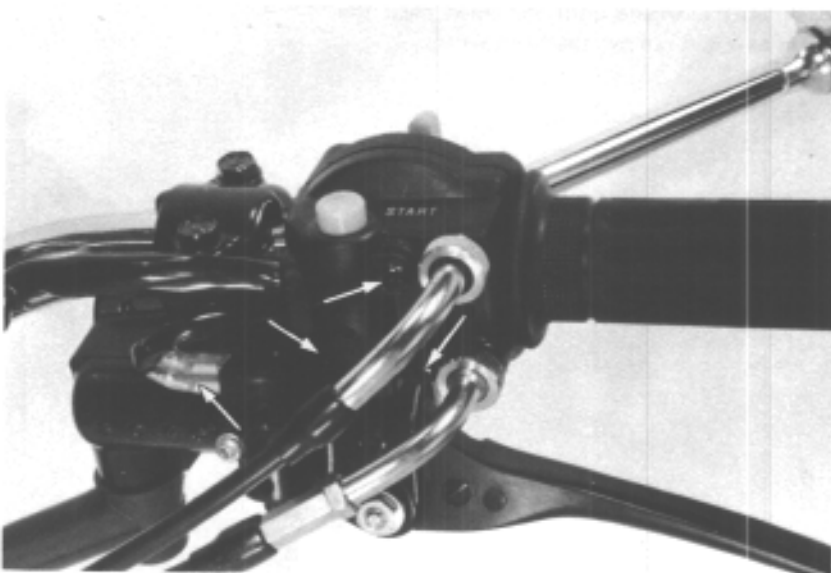


THROTTLE CABLE REPLACEMENT

Remove the fuel tank.

Remove the right handlebar switch/throttle housing.

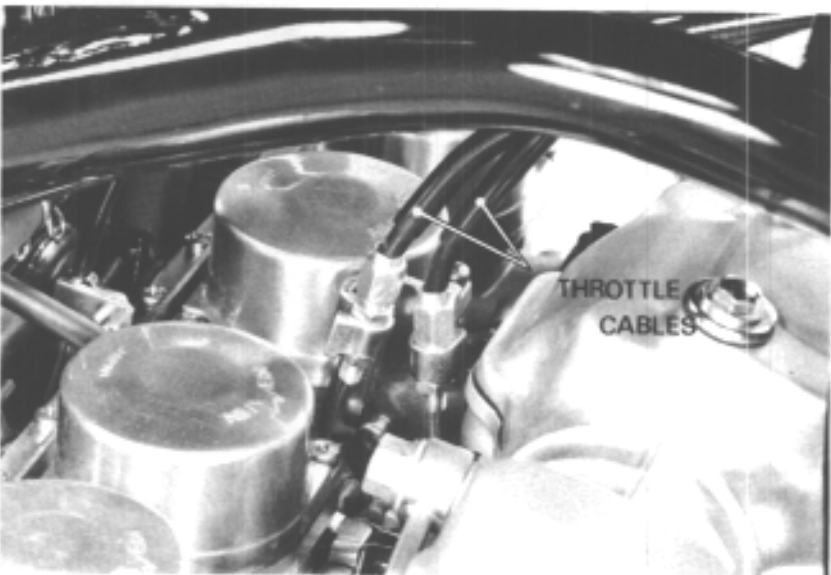
Remove the throttle cables from the throttle housing.



Remove the throttle cables from the carburetors.

Lubricate throttle cables.

Adjust throttle cable free play (Page 3-12).





FRONT WHEEL

FRONT WHEEL REMOVAL

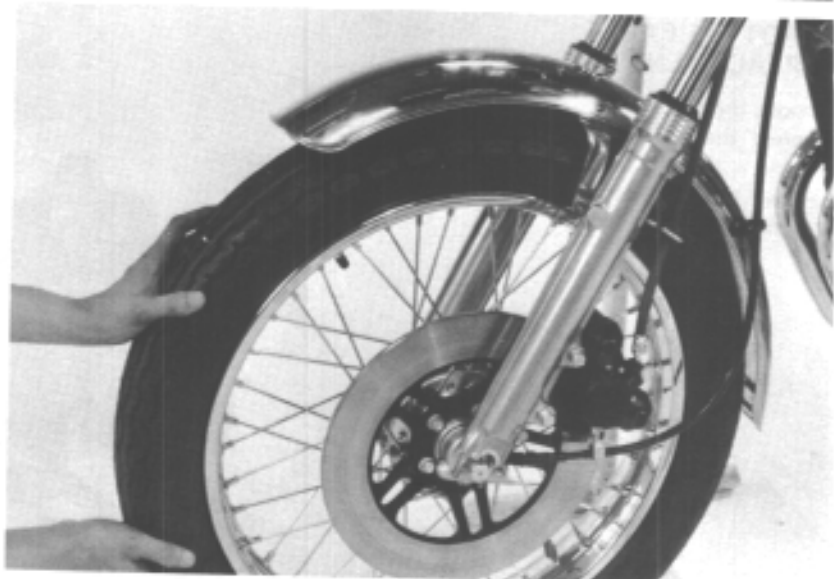
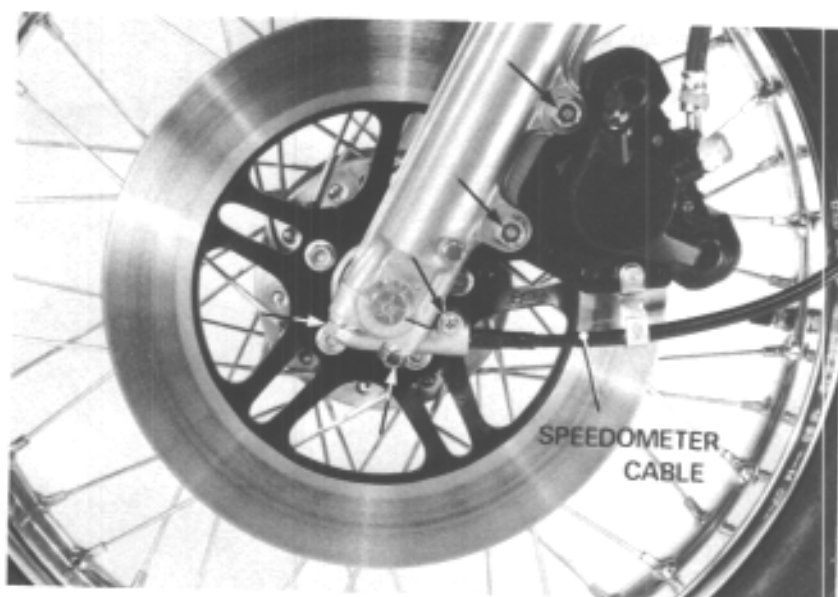
Remove the speedometer cable set screw and the speedometer cable.

NOTE

Do not operate the front brake lever after removing the front wheel. To do so will cause difficulty in fitting the brake disc between the brake pads.

Remove the right and left axle holders.

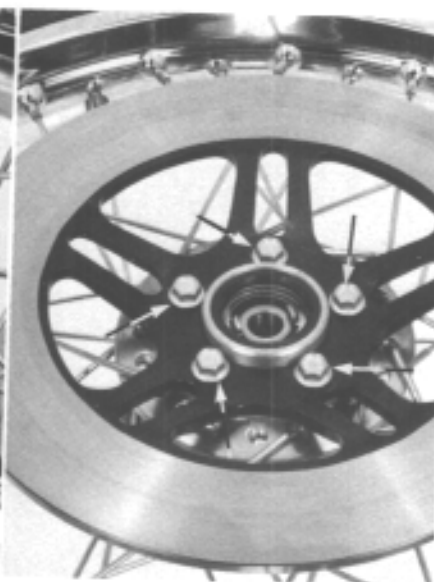
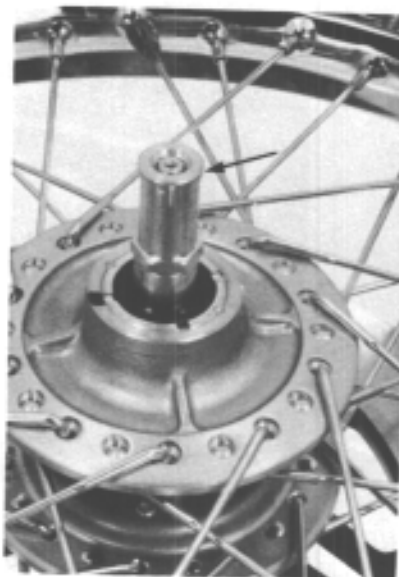
Jack up the engine until the forks clear the front axle and remove the front wheel.



FRONT WHEEL DISASSEMBLY

Remove the axle nut, speedometer gear box, axle and collar.

Remove five bolts and disc.





Remove the retainer.
Remove the bearings and the distance collar
from the hub.

NOTE

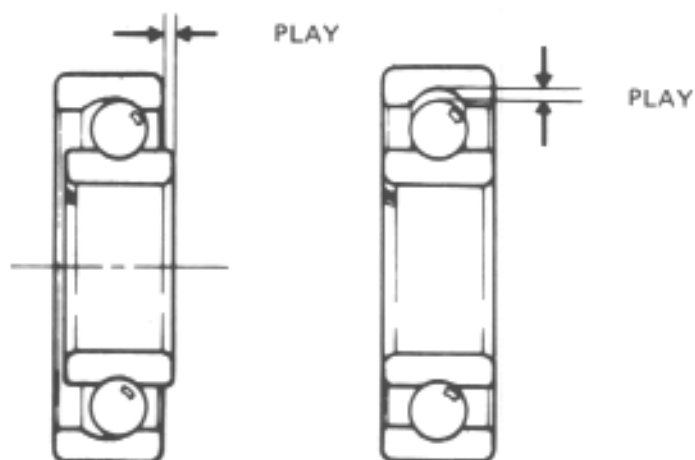
If the bearings are removed, they should
be replaced with new ones.



FRONT WHEEL INSPECTION

WHEEL BEARING:

Check wheel bearing play by placing the
wheel in a truing stand and spinning the wheel
by hand. Replace the bearings with new ones
if they are noisy or have excessive play.



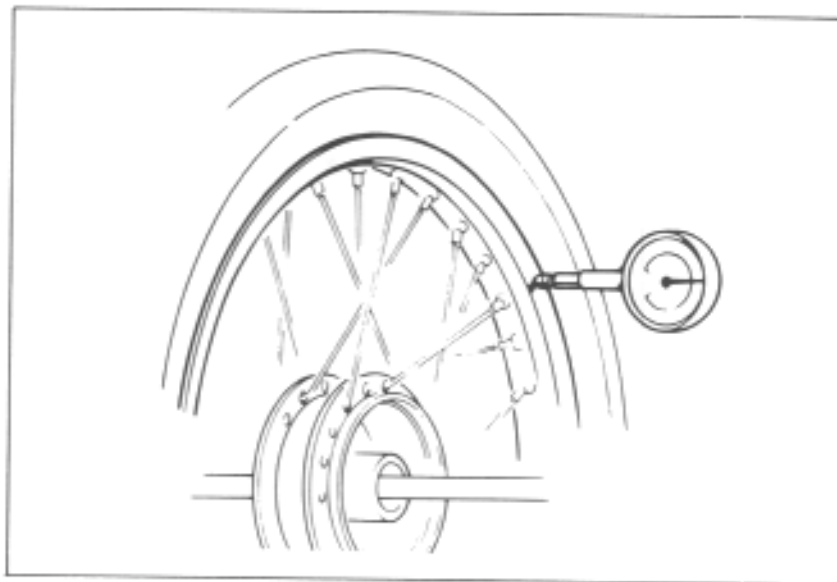
WHEEL INSPECTION

Check rim runout by placing the wheel in a
truing stand. Spin the wheel slowly and read
the runout using a dial indicator gauge.

SERVICE LIMITS:

RADIAL RUNOUT: 2.0 mm (0.08 in)

AXIAL RUNOUT: 2.0 mm (0.08 in)

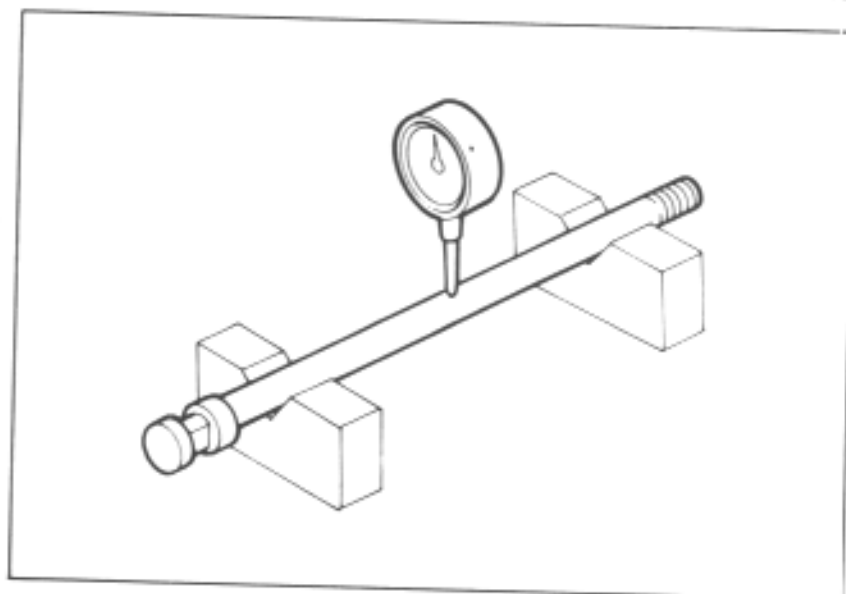




AXLE INSPECTION

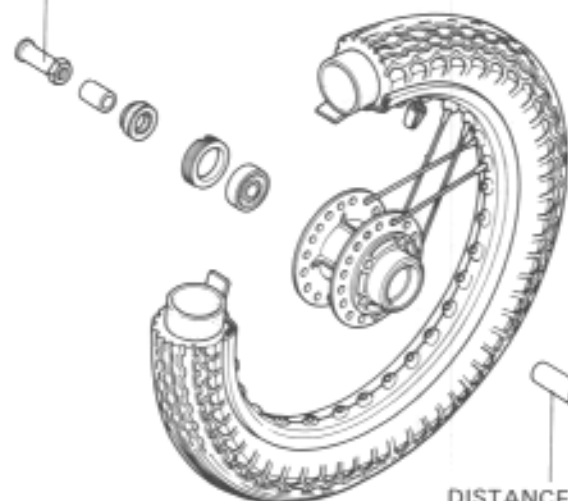
Set the axle in V blocks and measure the runout. The actual runout is 1/2 of TIR (Total Indicator Reading).

SERVICE LIMIT: 0.2 mm (0.01 in)



FRONT WHEEL ASSEMBLY

5.5–6.5 kg-m (40–47 ft-lb)



BEARING

DISTANCE
COLLAR

BEARING
RETAINER



SPEEDOMETER

2.7–3.3 kg-m (20–24 ft-lb)

Balance weight installation



Align the balance mark with the tire valve.



Pack all bearing cavities with grease.
Drive in the right bearing first.
Press the distance collar into place.

NOTE

Be certain the distance collar is in position before installing the bearings.

Drive in the left bearing.

NOTE

- Drive the bearing squarely.
- Drive the bearing into position, making sure that it is fully seated and that the sealed side is facing out.

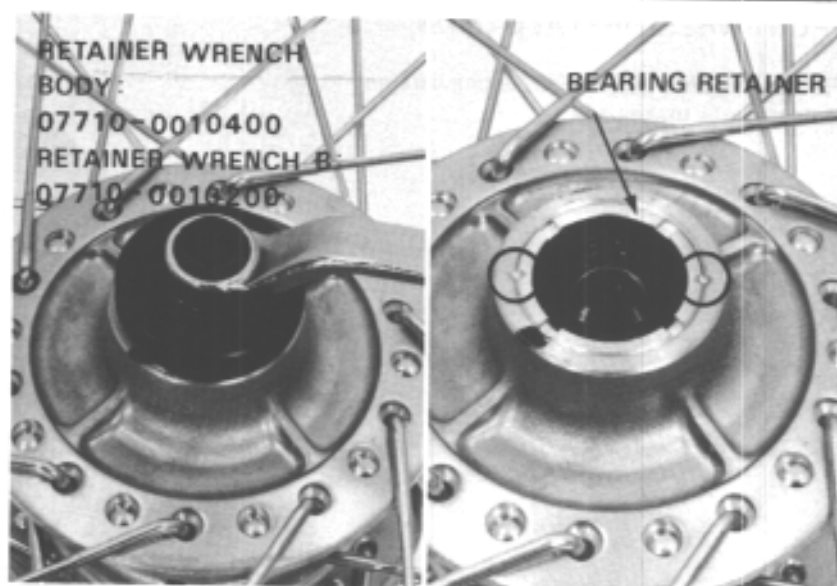
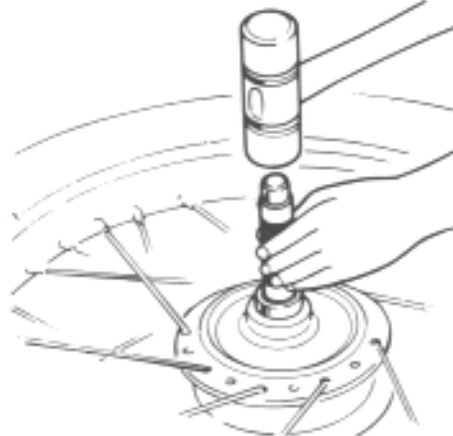
Install the bearing retainer with the tool used to remove it.

NOTE

Inspect the retainer. If the threads are damaged, it should be replaced.

Install the seal and the bearing retainer and peen the edge of the retainer.

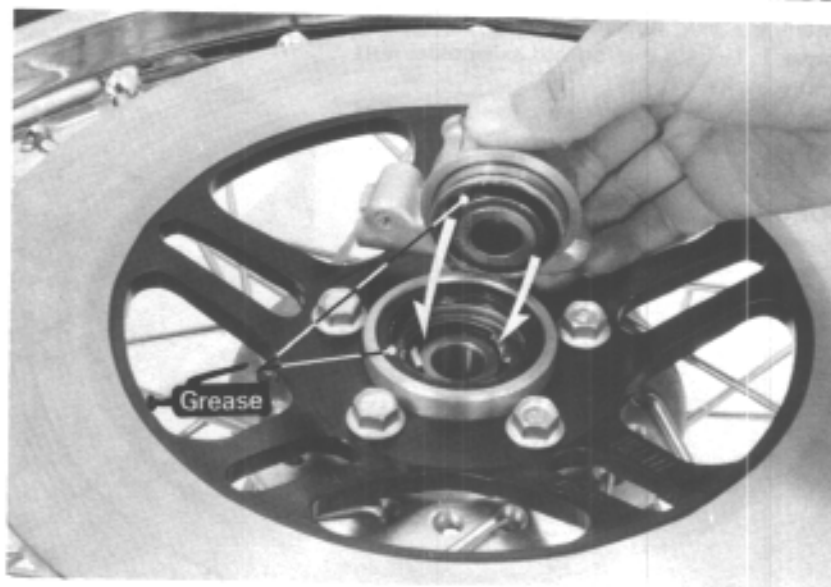
BEARING DRIVER HANDLE (A): 07749-0010000
BEARING DRIVER OUTER (42 x 47 mm): 07746-0010300
BEARING DRIVER PILOT (15 mm): 07746-0040300



Install the speedometer gear retainer.
Lubricate the inside of the oil seal and install it.

Remove the speedometer drive gear from the gear box. Wipe old grease off, check the sliding surfaces for wear or damage. Replace the drive gear and/or gear box if necessary. Fill the gear box with grease and install the drive gear.

Install the speedometer gear in the wheel hub, aligning the tangs with the slots.





Install the disc and disc bolts.

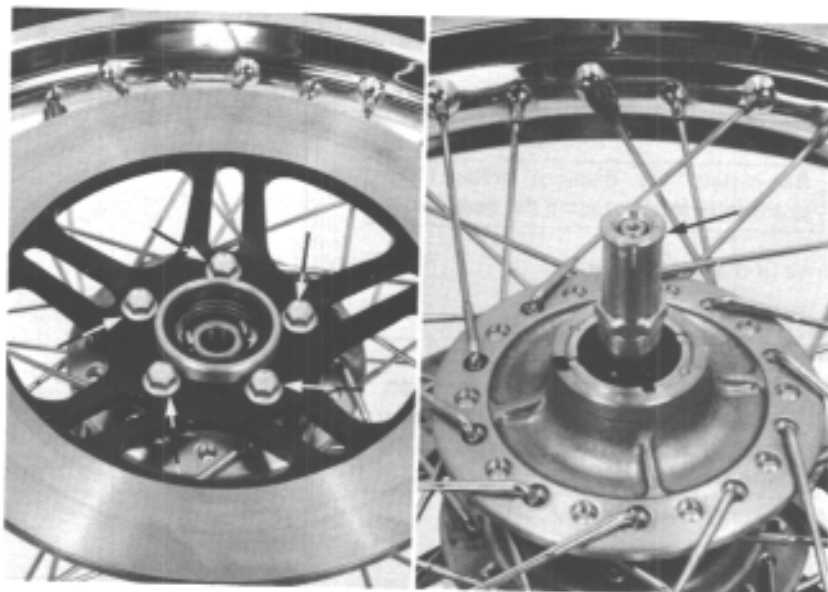
TORQUE: 2.7–3.3 kg-m (20–24 ft-lb)

Install the left side collar and axle.

Install the axle nut.

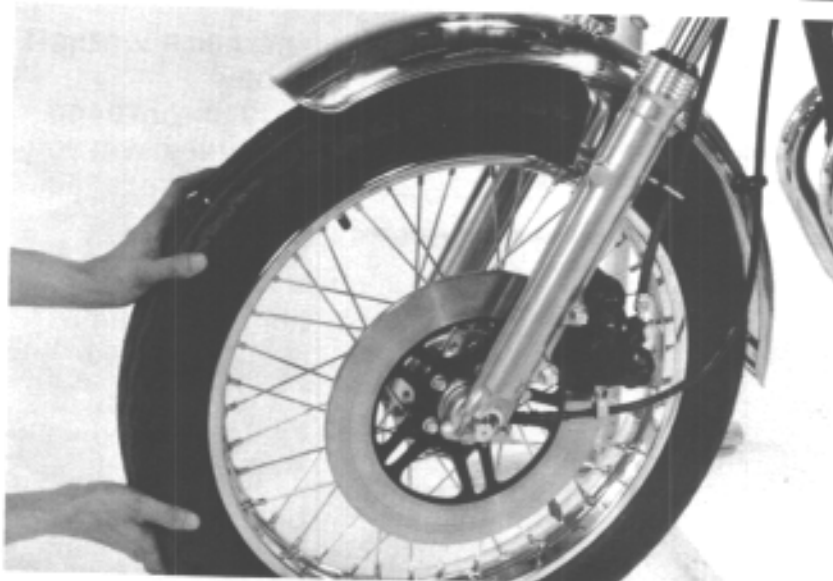
TORQUE: 5.5–6.5 kg-m (40–47 ft-lb)

Clean the brake disc with a high quality degreasing agent.



FRONT WHEEL INSTALLATION

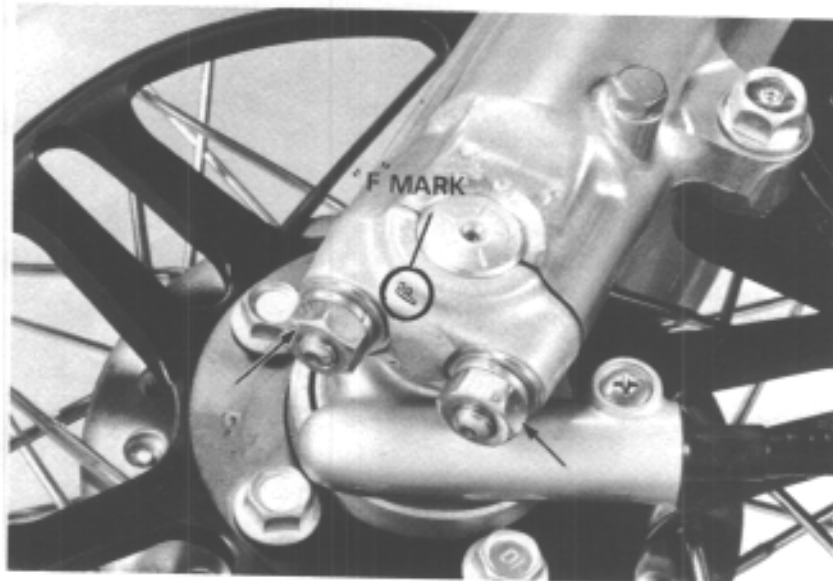
Fit the calipers over the disc, taking care not to damage the brake pads.



Install the axle holders with the "F" arrow forward. Tighten the forward axle holder nuts lightly.

Tighten the axle holder nuts to the specified torque, starting with the forward nuts.

TORQUE: 1.8–2.5 kg-m (13–18 ft-lb)





FRONT FORK

FRONT FORK OIL CHANGE

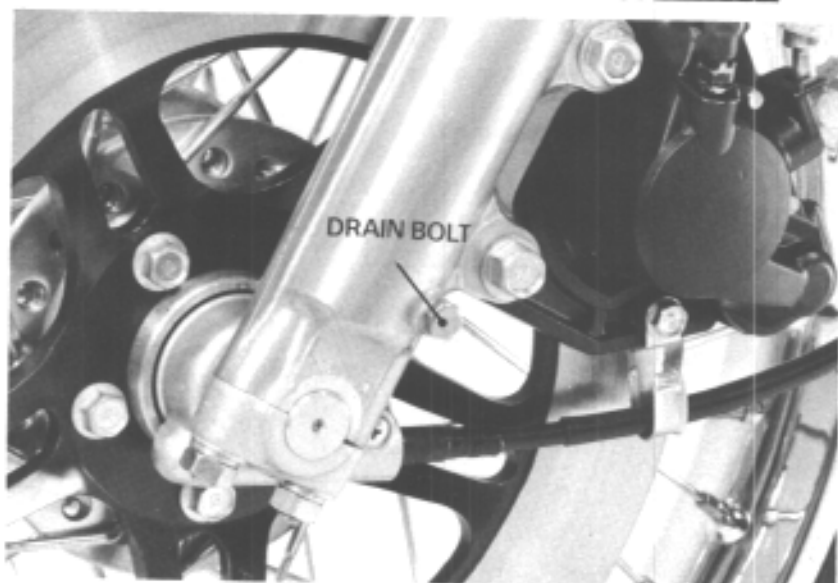
Remove the handlebar and cap bolt.
Place a pan below the fork, remove the drain plug and allow the fork oil to drain.
Compress the suspension to completely drain the fork.

Refill the fork, page 13-23.

REFILL CAPACITY: 155 cc (5.2 ozs)



Repeat this operation for the remaining fork leg.



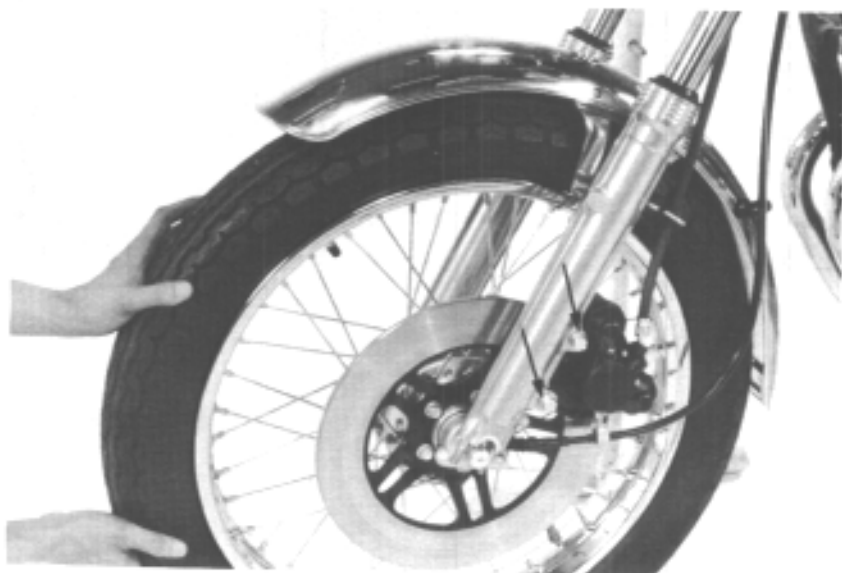
FORK REMOVAL

Remove the front wheel.
Remove the brake caliper.

NOTE

Do not loosen the brake hose unless necessary.

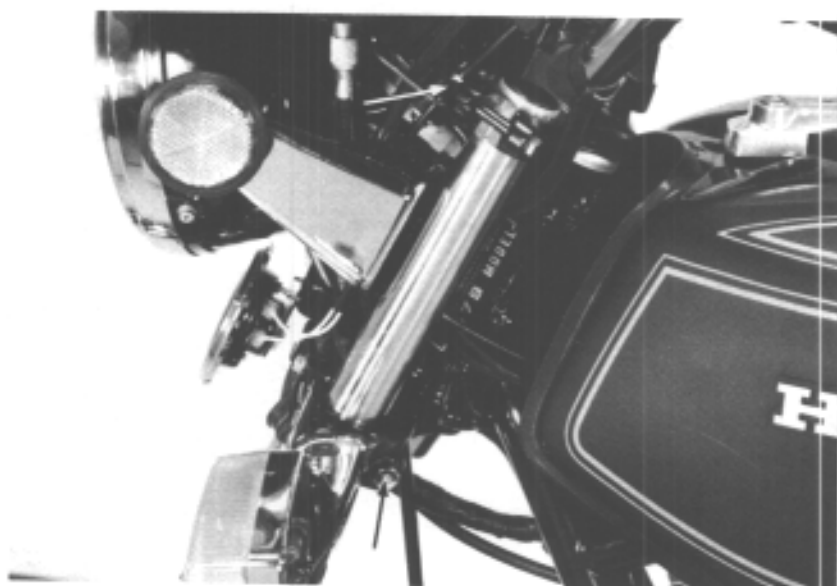
Remove the front fender.




NOTE

Loosen the fork cap bolt to facilitate disassembly later.

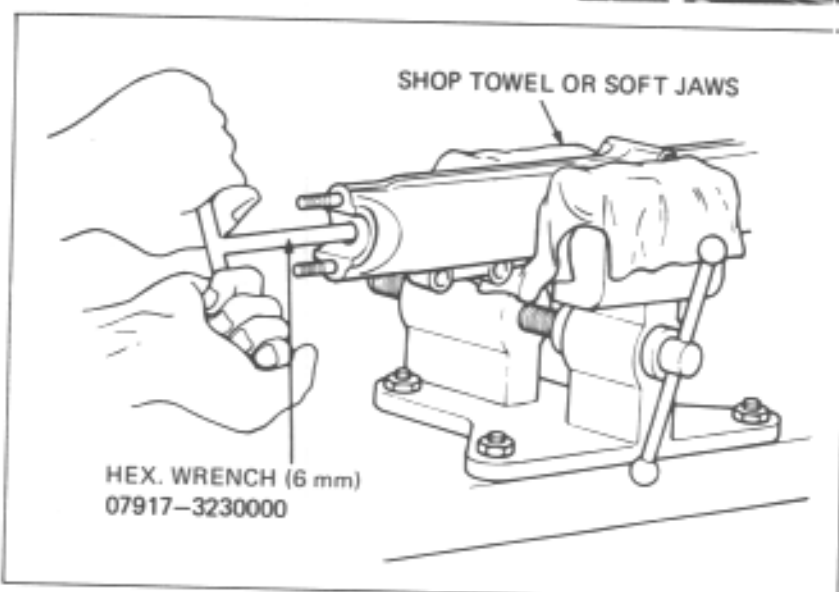
Loosen the clamp bolts on the fork upper and lower bridges.
 Pull the assembly down and out while turning the fork tube.


FORK DISASSEMBLY

Remove the bolt from the bottom of the fork leg.
 Remove the fork tube and components.

NOTE

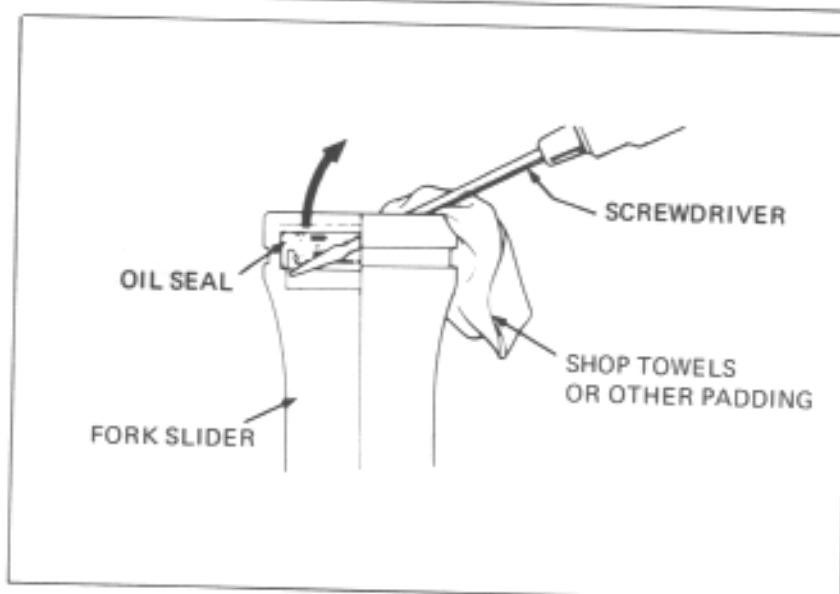
Hold the fork slider in a vise, being careful not to overtighten it.


OIL SEAL REMOVAL

Carefully remove the oil seal with a screwdriver.

CAUTION

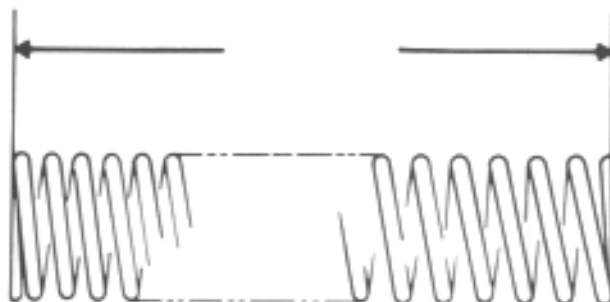
Avoid damaging the inner and outer surfaces of the slider when removing the seal.



**SPRING FREE LENGTH INSPECTION**

Check the free length of the fork spring. Replace it if it does not meet the specification.

SERVICE LIMIT: 492.6 mm (19.4 in)

**FORK TUBE/FORK SLIDER/PISTON INSPECTION**

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

Remove the fork seal. Measure the inside diameter of the slider.

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

Front fork slider I.D.

SERVICE LIMIT: 35.15 mm (1.384 in)

Front fork tube O.D.

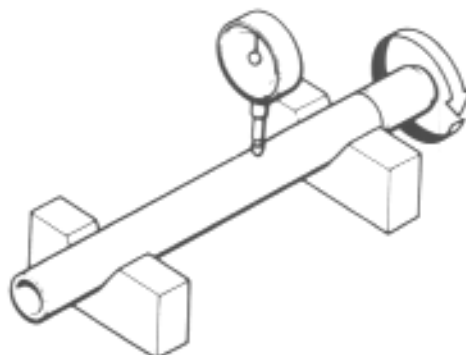
SERVICE LIMIT: 34.90 mm (1.374 in)

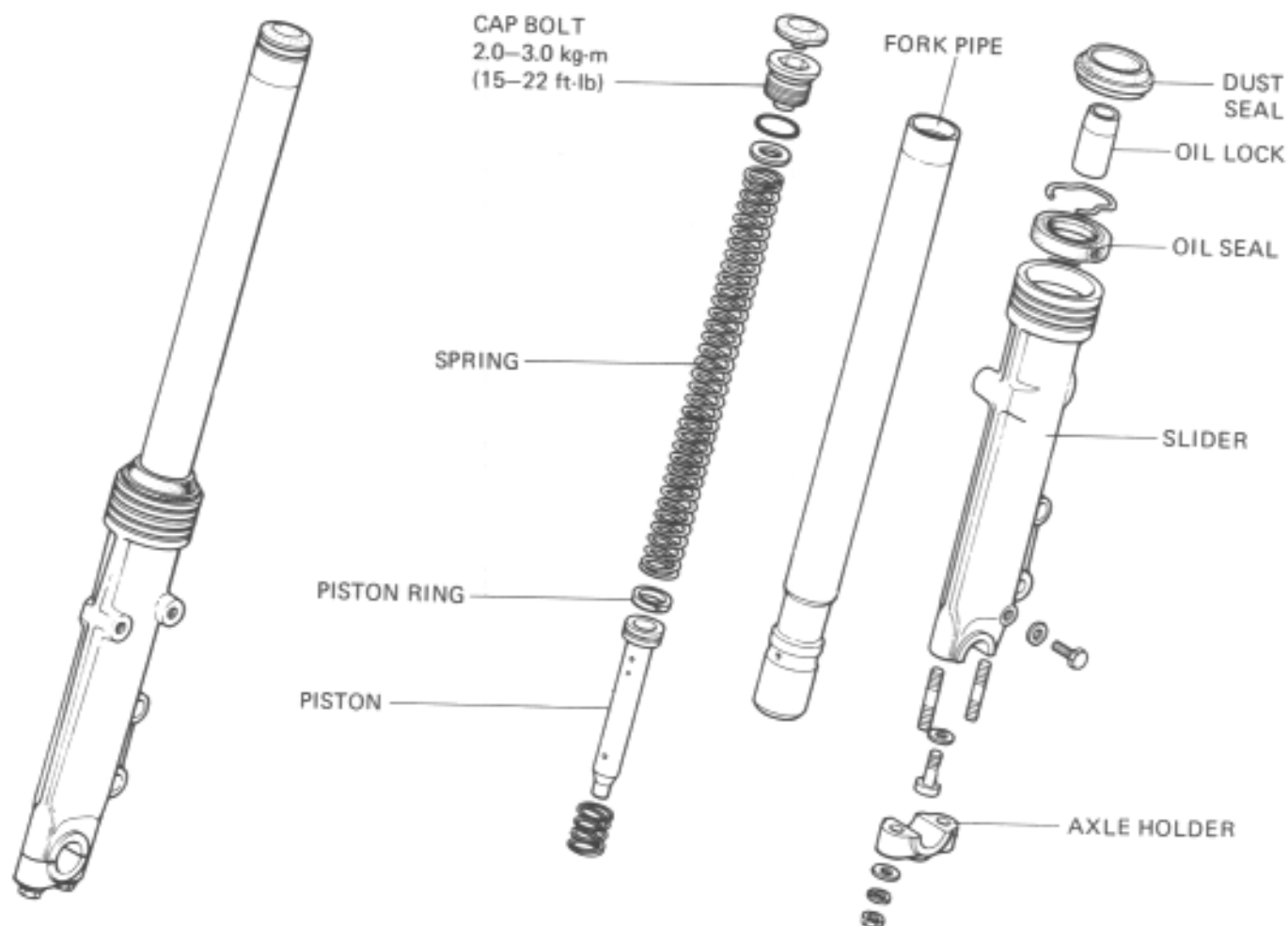
FORK SLIDER**FORK TUBE INSPECTION**

Set the fork tube in V blocks and read the runout. Take 1/2 TIR to determine the actual runout.

RUNOUT

SERVICE LIMIT: 0.2 mm (0.01 in)

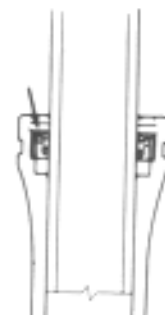
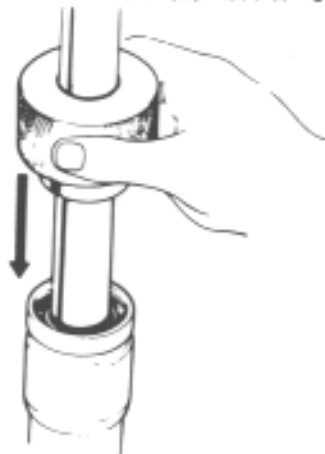



FORK ASSEMBLY

OIL SEAL INSTALLATION

Dip the new fork seal in ATF and install it in the slider using the fork leg as a guide for the seal driver.

Drive the oil seal into position until the snap ring groove appears.
Install the snap ring and dust cover.

FORK OIL SEAL DRIVER BODY: 07747-0010100
 FORK OIL SEAL ATTACHMENT(E): 07747-0010600



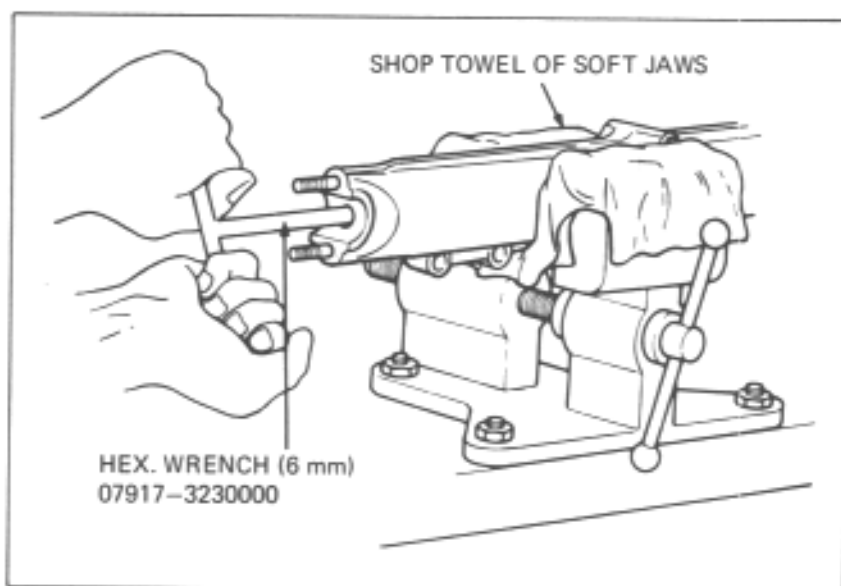


Install the piston and fork tube.
Apply a locking agent to the bolt threads
and underside of the bolt and tighten.

TORQUE: 0.8–1.2 kg-m (6–9 ft-lb)

CAUTION

Do not overtighten the fork slider in a vise.



FILLING WITH OIL

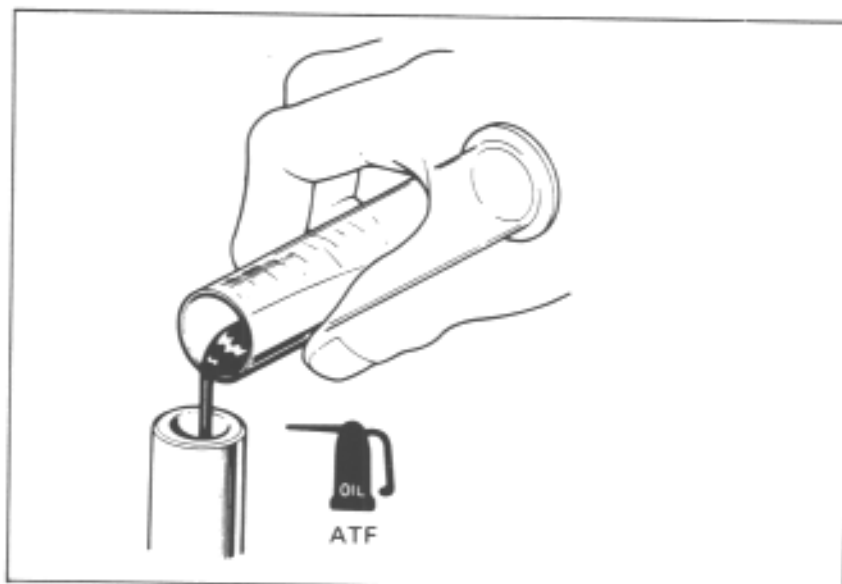
Use ATF (Automatic Transmission Fluid) to
fill the front fork.

OIL CAPACITY:

172.5–177.5 cc (5.8–6.0 ozs) at assembly

NOTE

Pour the specified amount of ATF. Do
not overfill.

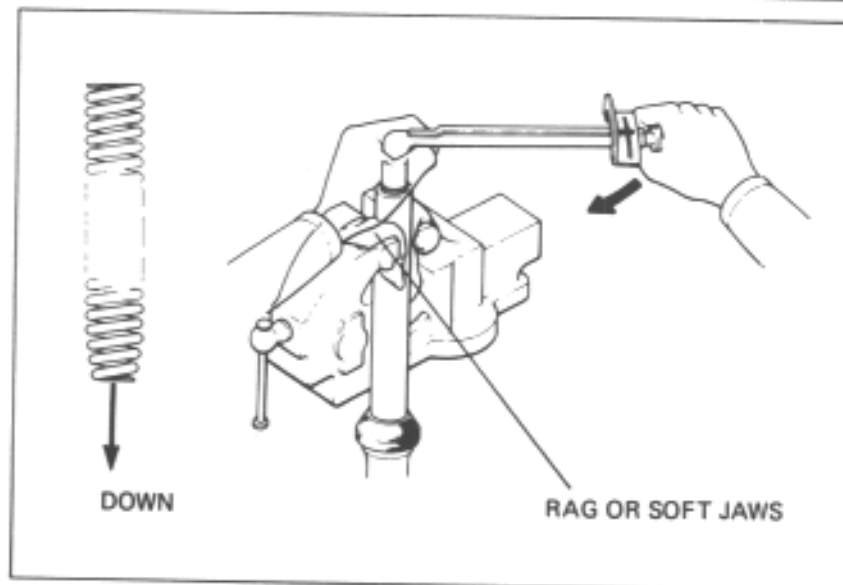


Slide the fork spring and spring seat into
position and tighten with the cap bolt.

TORQUE: 2.0–3.0 kg-m (15–22 ft-lb)

NOTE

- Place the fork tube in a vise with
shop towel, avoiding the sliding
surface.
- Note the spring direction.

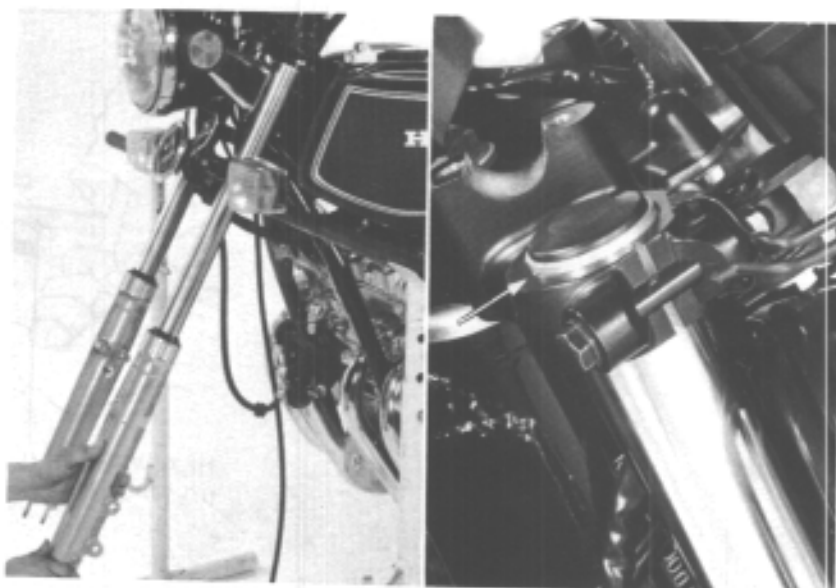




FORK INSTALLATION

Install the fork tubes in the fork top bridge and steering stem, while rotating them by hand.

Position the fork tubes so that the fork tube upper end lines are even with the fork top bridge as shown.

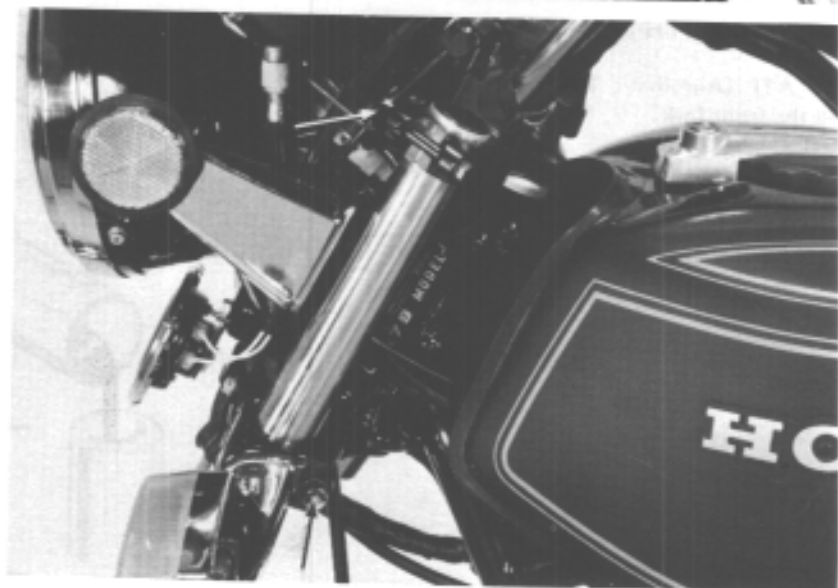


Tighten the fork tube pinch bolts at the steering stem.

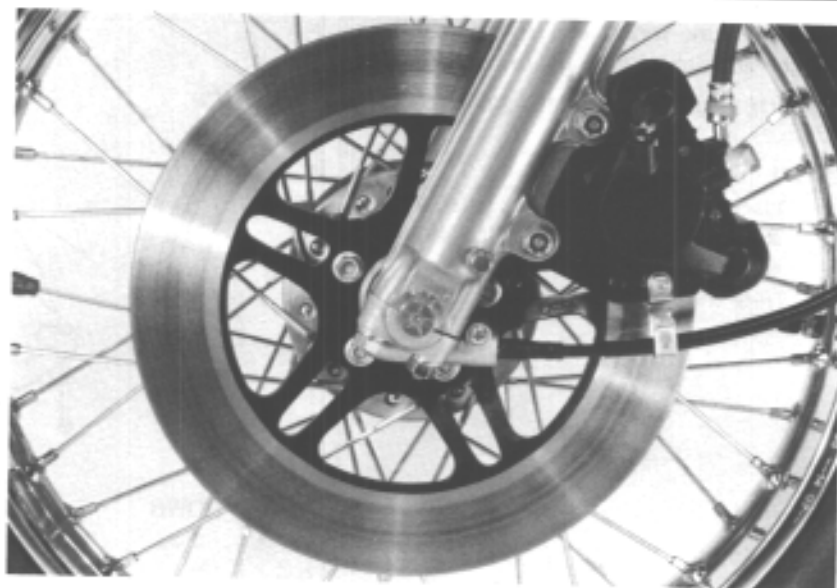
TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)

Tighten the fork tube pinch bolts at the top bridge.

TORQUE: 0.9–1.3 kg-m (7–9 ft-lb)



Install the fender.
Install the brake caliper.
Secure the brake hose.
Install the front wheel.





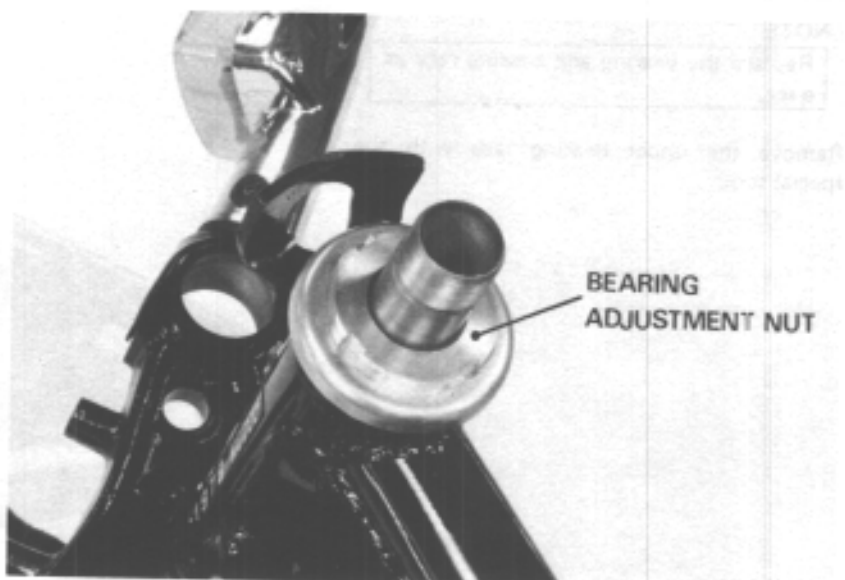
STEERING STEM

STEM REMOVAL

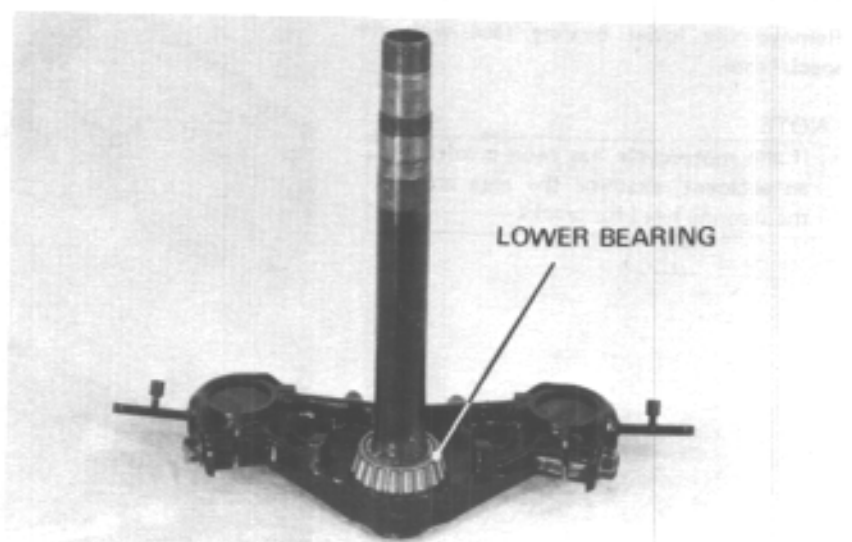
- Remove the handlebar.
- Remove the instruments (Page 13-6).
- Remove the headlight assembly and disconnect the wiring (Page 13-4).
- Remove the steering stem nut.
- Remove the headlight case bracket.
- Remove the wheel and forks.
- Remove the fork top bridge.



- Remove the bearing adjustment nut.
- Remove the steering stem.

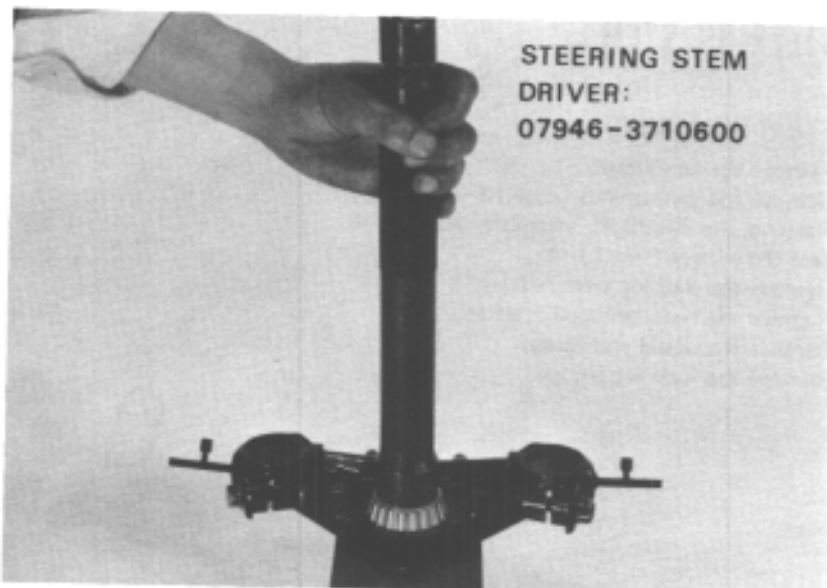


- Remove the lower steering stem bearing.





Install a dust seal on the steering stem and drive the lower bearing inner race over the stem with the special tool.


NOTE

Replace the bearing and bearing race as a set.

Remove the upper bearing race with the special tool.



Remove the lower bearing race with the special tool.

NOTE

If the motorcycle has been involved in an accident, examine the area around the steering head for cracks.





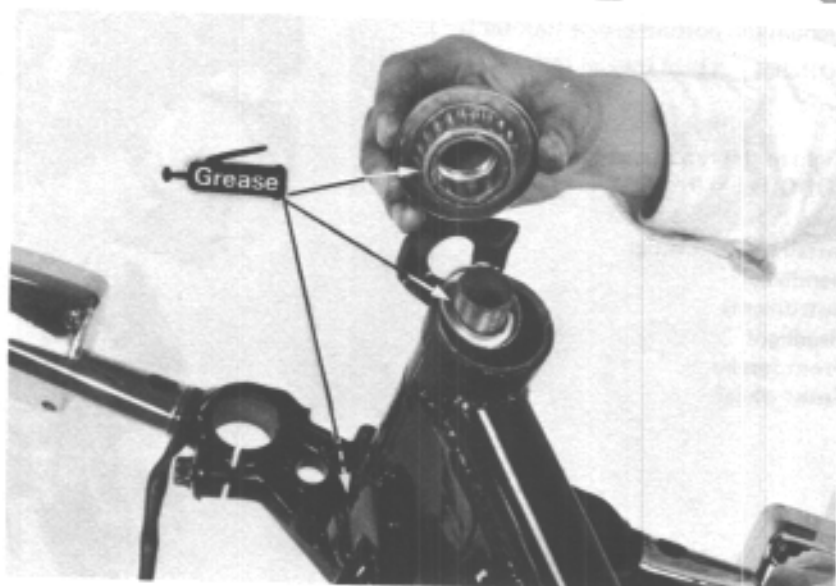
Drive the upper bearing outer race into the steering head with the special tools.

Drive the lower bearing outer race into the steering head with the special tool.

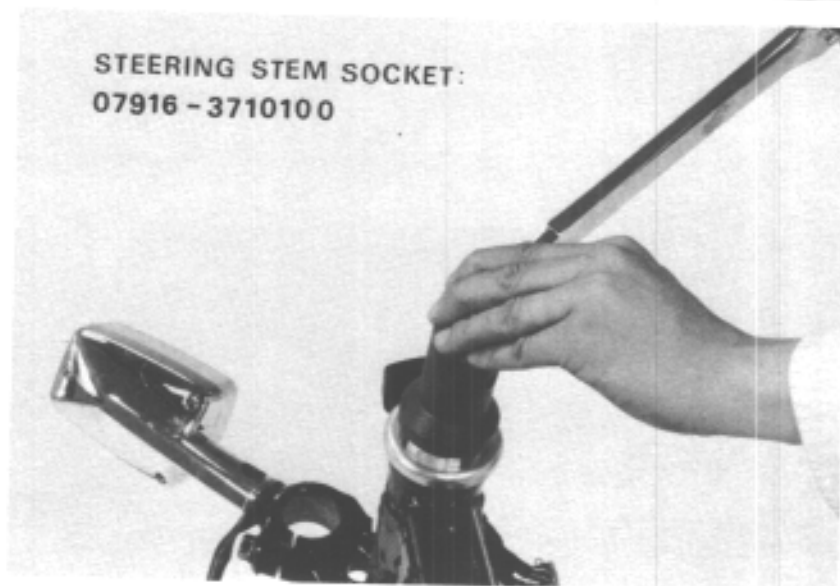


STEERING STEM INSTALLATION

Pack the bearing cavities with bearing grease. Insert the steering stem into the steering head and install the upper bearing inner race.



Install the bearing adjustment nut and tighten it to 3.0–4.0 kg-m (22–29 ft-lb). Loosen the nut and retighten it to 10–20 kg-cm (0.7–1.4 ft-lb/9–17 in-lb).

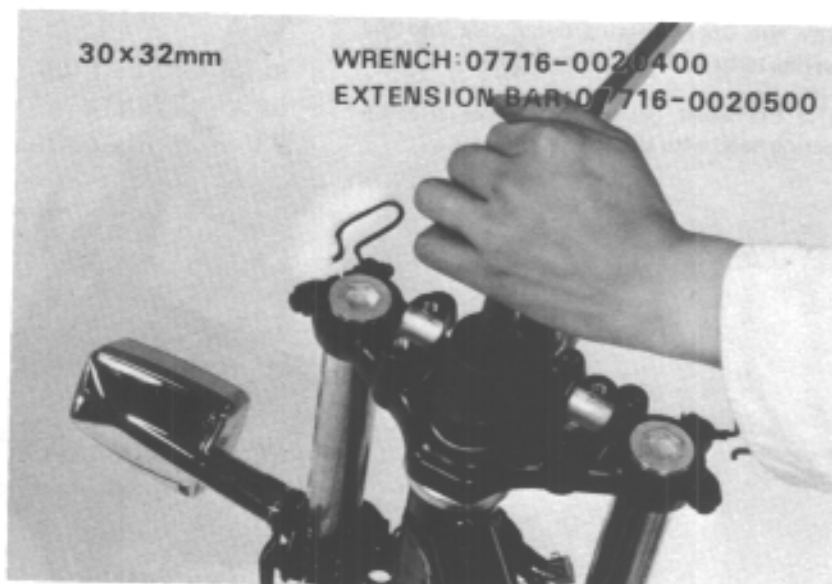


**TOP BRIDGE INSTALLATION**

Install the front fork legs.

Temporarily hold the front fork legs by tightening the steering stem fork pinch bolts. Tighten the steering stem nut.

TORQUE: 8.0–12.0 kg-m (58–87 ft-lb)



Tighten the bottom bridge fork bolts.

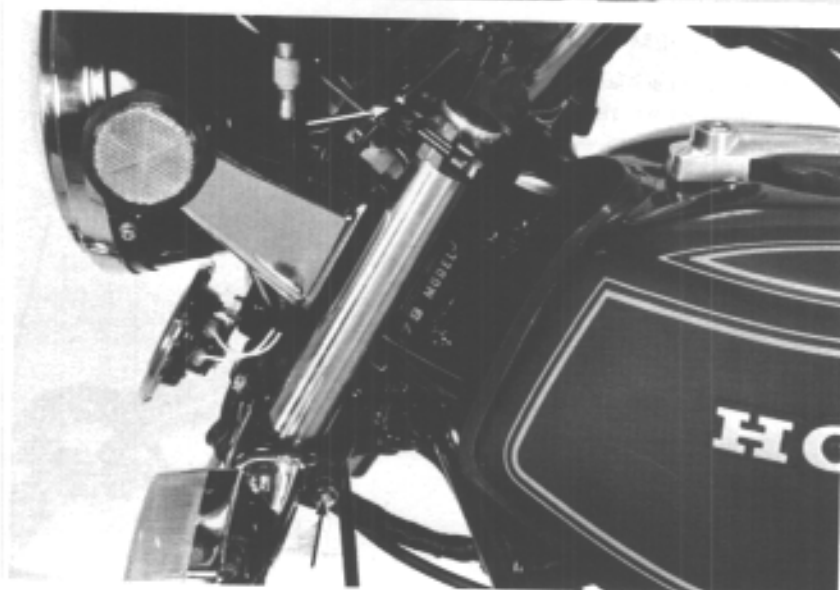
TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)

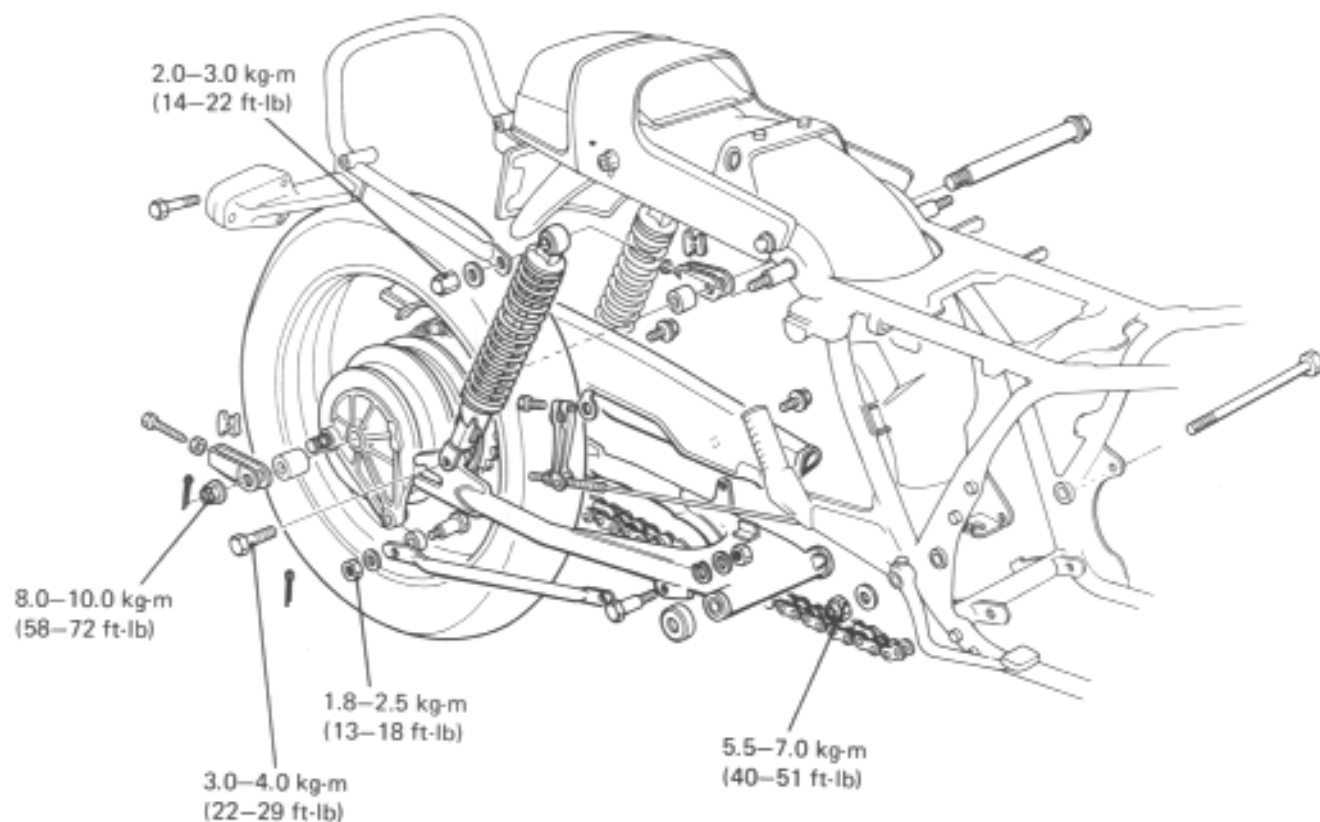
Tighten the top bridge fork bolts.

TORQUE: 0.9–1.3 kg-m (7–9 ft-lb)

Install the following:

Handlebar
Instruments
Headlight
Front fender
Front wheel







SERVICE INFORMATION	14-1
TROUBLESHOOTING	14-2
REAR WHEEL	14-3
SHOCK ABSORBER	14-9
SWING ARM	14-12

SERVICE INFORMATION

GENERAL INSTRUCTIONS

The shock absorbers are mounted with the gas-filled damper on bottom. This reduces unsprung weight.
 Do not try to disassemble the gas-filled damper.
 Never ride on the rim or try to bend the wheel.

SPECIAL TOOLS

Common Tools

Bearing Driver Handle (A)	07749-0010000
Bearing Driver Outer (62 x 68 mm)	07746-0010500
Bearing Driver Outer (52 x 55 mm)	07746-0010400
Bearing Driver Pilot (20 mm)	07746-0040500
Bearing Driver Pilot (25 mm)	07746-0040600
Rear Shock Absorber Compressor	07959-3290001
Retainer Wrench Body	07710-0010400
Retainer Wrench (A)	07710-0010100
Retainer Wrench (C)	07710-0010300

TORQUE VALUES

Rear shock absorber	
Upper	2.0- 3.0 kg-m (14-22 ft-lb)
Lower	3.0- 4.0 kg-m (22-29 ft-lb)
Driven sprocket	8.0-10.0 kg-m (58-72 ft-lb)
Rear axle	8.0-10.0 kg-m (58-72 ft-lb)
Swing arm pivot bolt	5.5- 7.0 kg-m (40-51 ft-lb)
Rear brake torque link nut	1.8- 2.5 kg-m (13-18 ft-lb)

SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Axle runout		—	0.2 mm (0.01 in)
Rear wheel rim runout	Radial	—	2.0 mm (0.08 in)
	Axial	—	2.0 mm (0.08 in)
Shock absorber spring free length		244.5 mm (9.6 in)	237.2 mm (9.5 in)
Swing arm bushing	I.D.	21.500-21.552 mm (0.8465-0.8485 in)	21.7 mm (0.854 in)
Swing arm collar	O.D.	21.427-21.460 mm (0.8436-0.8449 in)	21.4 mm (0.843 in)



TROUBLESHOOTING

Wobble or vibration

1. Distorted rim
2. Loose wheel bearing
3. Loose or distorted spokes
4. Faulty tire
5. Loose axle
6. Tire pressure incorrect
7. Swing arm bushing worn

Suspension noise

1. Shock case binding
2. Loose fasteners

Soft suspension

1. Weak spring
2. Shock absorbers improperly adjusted

Hard suspension

1. Shock absorbers improperly adjusted
2. Bent shock absorber



REAR WHEEL

REAR WHEEL REMOVAL

Place the motorcycle on its center stand.
Loosen the drive chain adjuster lock nuts and bolts.

Disconnect the rear brake torque link by removing the cotter pin and nut.

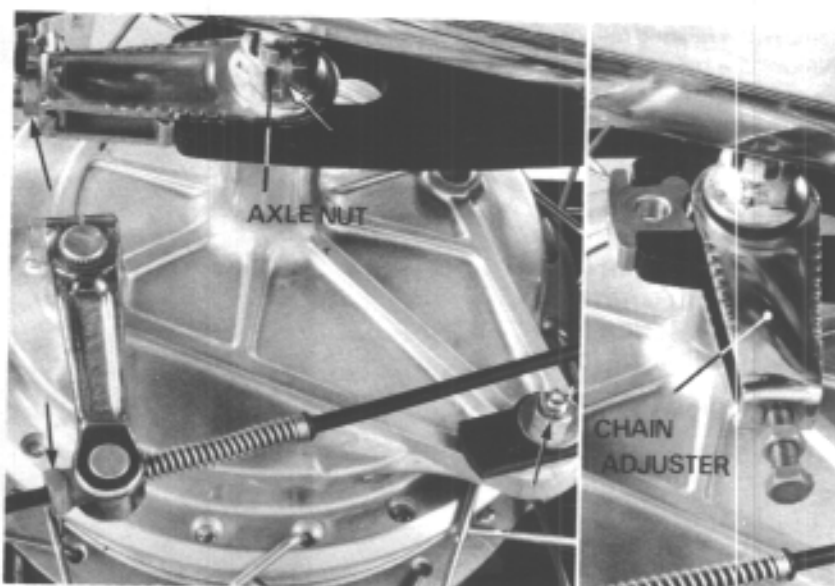
Remove the rear brake adjusting nut and disconnect the brake rod.

Remove the cotter pin from the rear axle and loosen the nut.

Pull the adjusters down, push the wheel forward and remove the drive chain from the drive sprocket.

Remove the rear wheel.

Remove the rear axle.

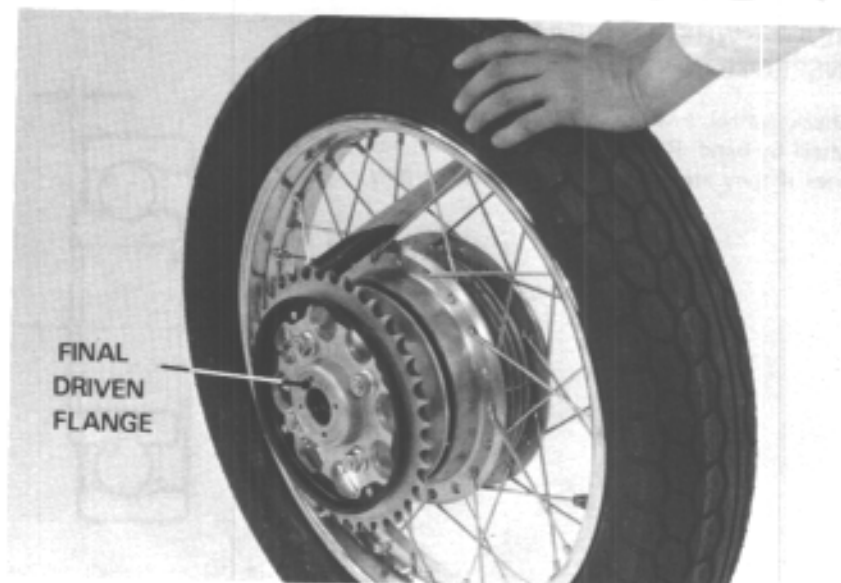


REAR WHEEL DISASSEMBLY

Loosen the driven sprocket nuts.



Remove the driven flange from the wheel hub.
Remove the driven sprocket.





Remove the bearing retainer.
 Remove the bearings and distance collar from the rear wheel hub.
 Remove the bearing from the final driven flange.

RETAINER WRENCH BODY

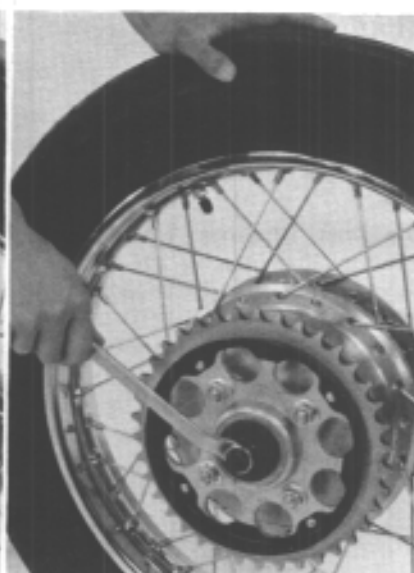
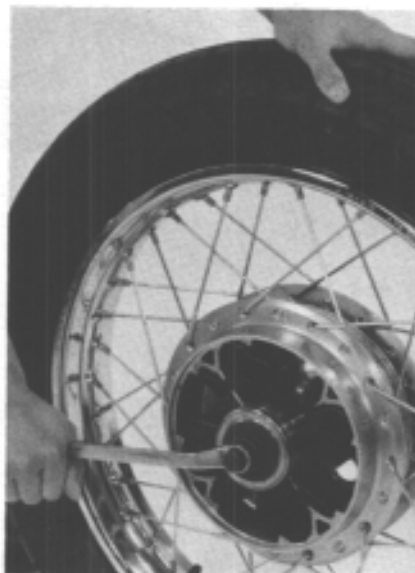
07710-0010400

RETAINER WRENCH (A)

07710-0010100

RETAINER WRENCH (C)

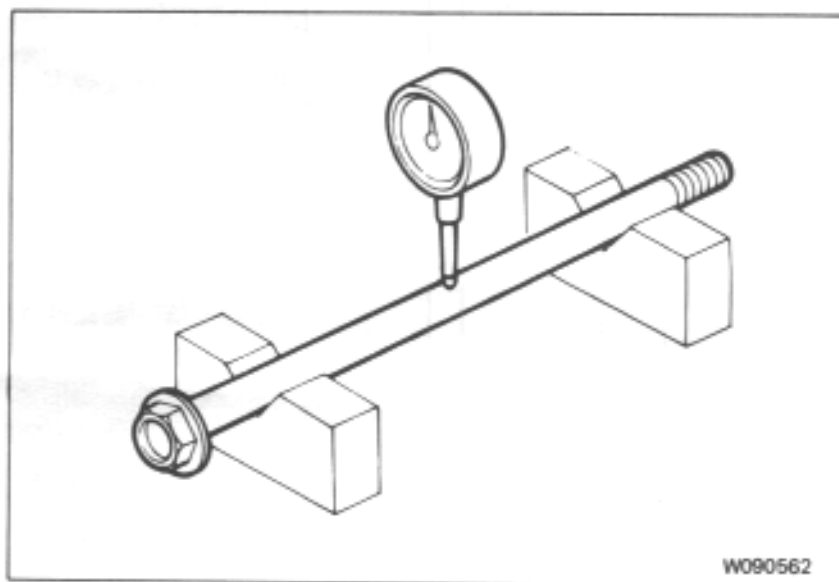
07710-0010300


AXLE INSPECTION

Set the axle in V blocks and read the axle runout.

The actual axle runout is 1/2 of TIR (total indicator reading).

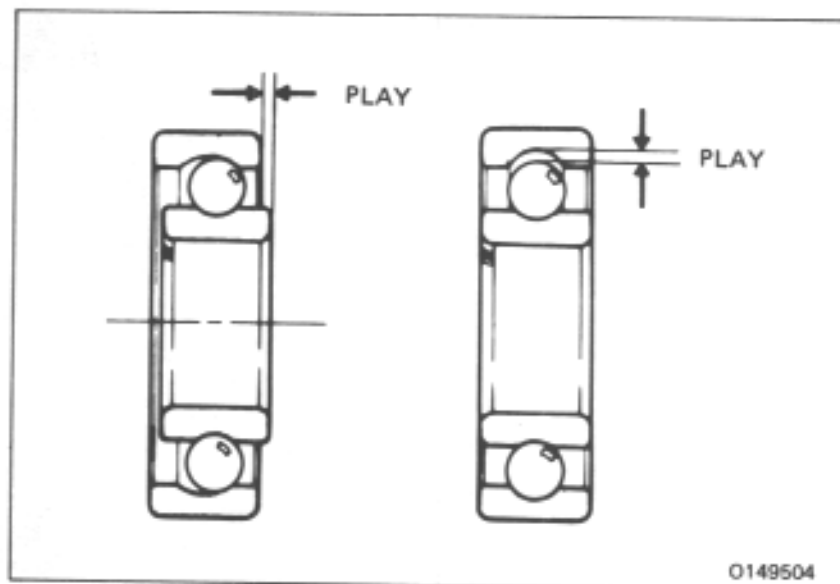
SERVICE LIMIT: 0.2 mm (0.01 in)



W090562

REAR WHEEL BEARING PLAY INSPECTION

Check wheel bearing play by rotating the wheel by hand. Replace the bearings with new ones if they are noisy or have excessive play.



O149504



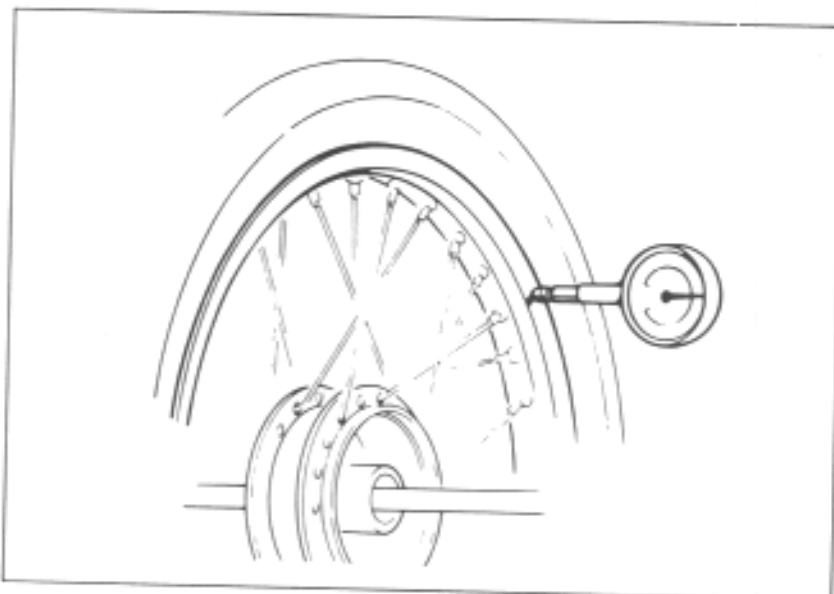
REAR WHEEL RIM RUNOUT INSPECTION

Check the rim for runout by placing the wheel in a truing stand. Spin the wheel slowly, and read the runout using a dial indicator.

SERVICE LIMITS:

RADIAL RUNOUT: 2.0 mm (0.08 in.)

AXIAL RUNOUT: 2.0 mm (0.08 in.)



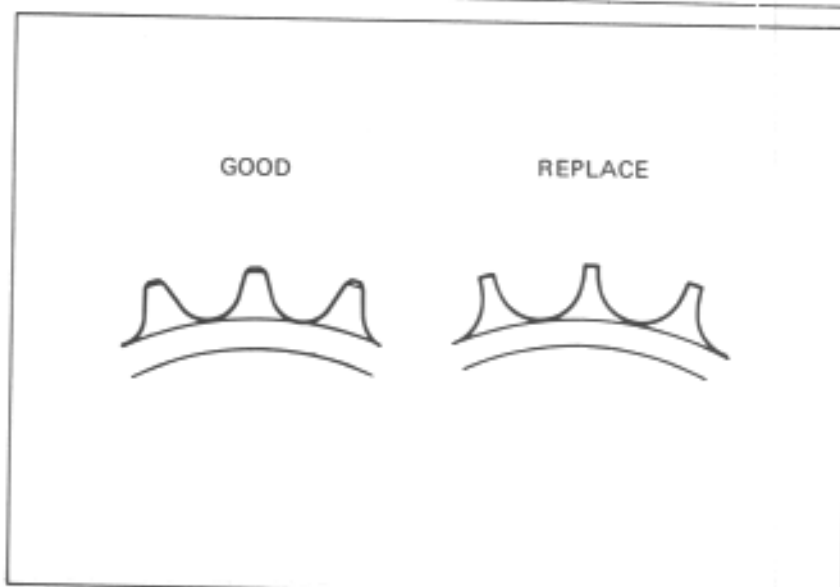
FINAL DRIVEN SPROCKET INSPECTION

Check the condition of the final driven sprocket teeth.

Replace the sprocket if worn or distorted.

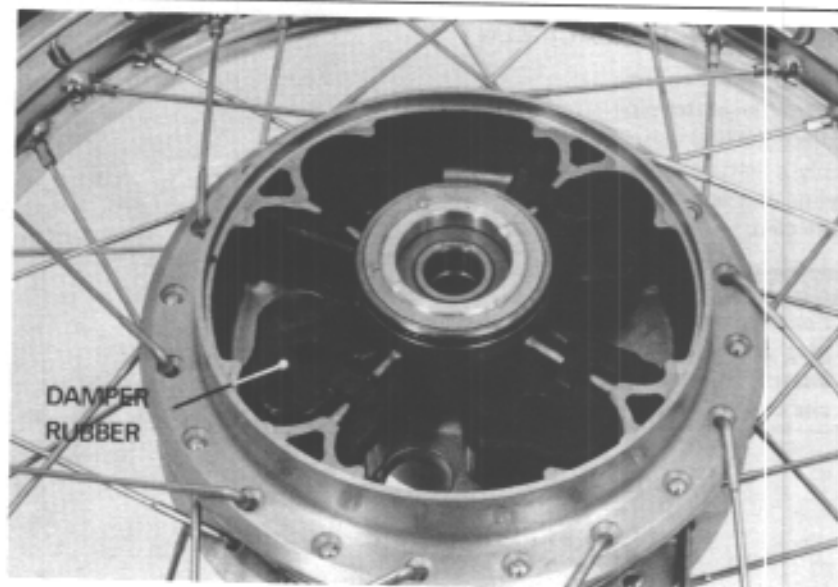
NOTE

If the final driven sprocket requires replacement, inspect the drive chain and drive sprocket. (See 3-16)



DAMPER RUBBER INSPECTION

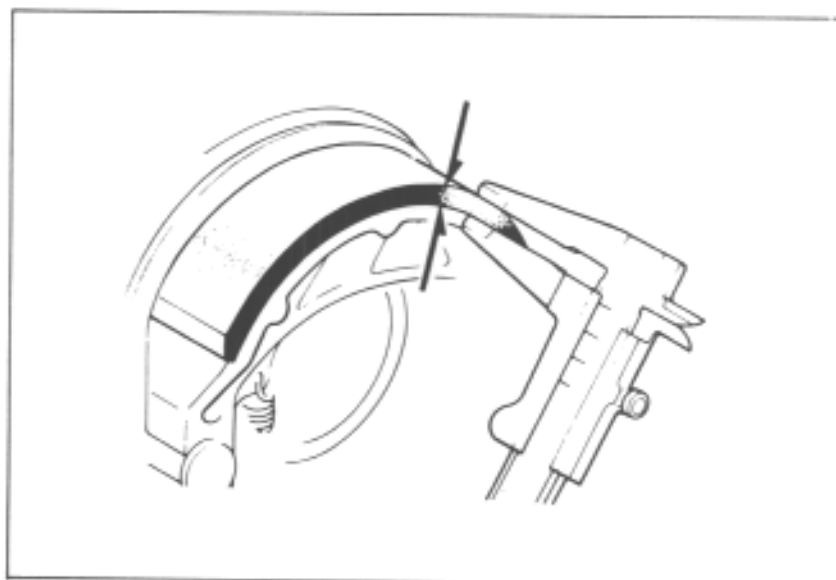
Replace the damper rubbers if they are damaged or deteriorated.



**BRAKE LINING THICKNESS
INSPECTION**

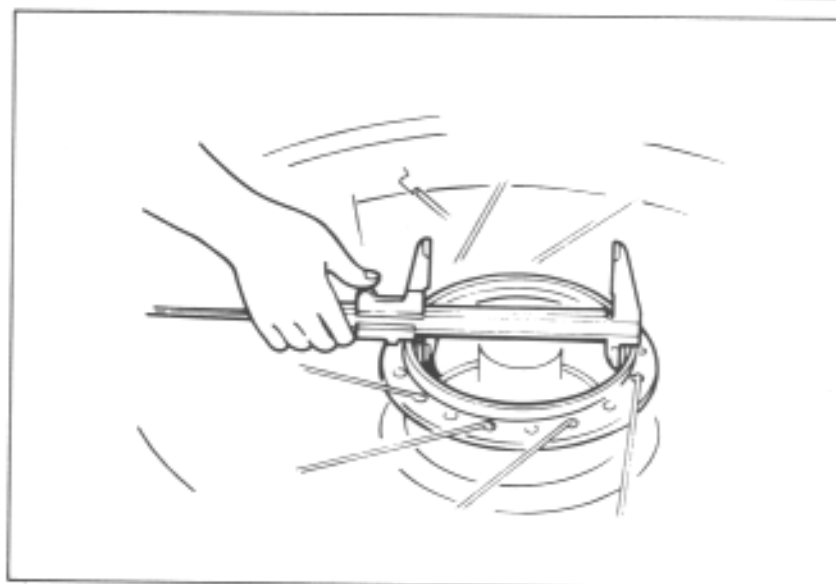
Measure the brake lining thickness.

SERVICE LIMIT: 2.0 mm (0.08 in)

**BRAKE DRUM I.D.
INSPECTION**

Measure the brake drum inside diameter.

SERVICE LIMIT: 181 mm (7.1 in)

**BRAKE SHOE REPLACEMENT**

Remove the brake arm.

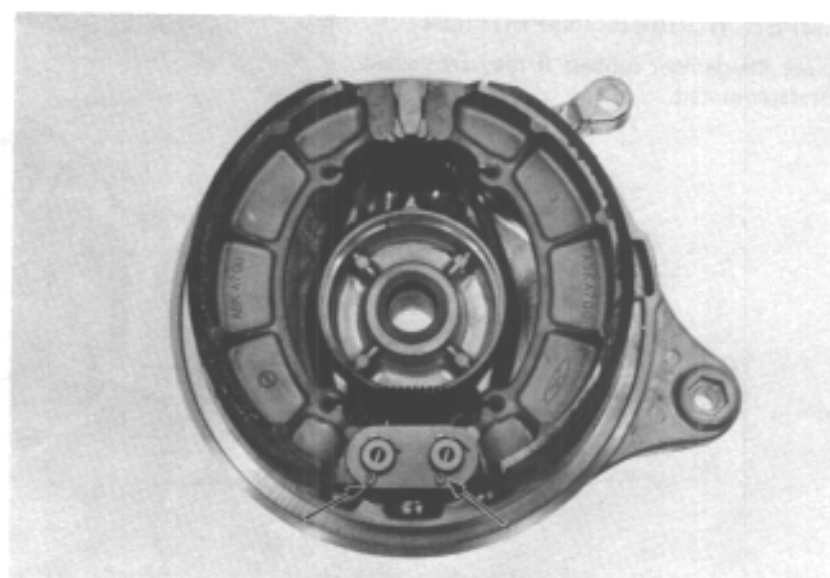
Remove the cotter pins.

Replace the brake shoes with new ones.

Apply a light coat of grease to the faces of the anchor pins and brake cam and groove in the brake cam.

WARNING

Contaminated brake linings reduce stopping power. Keep grease off the brake linings. Wipe excess grease off the cam and anchor pins.

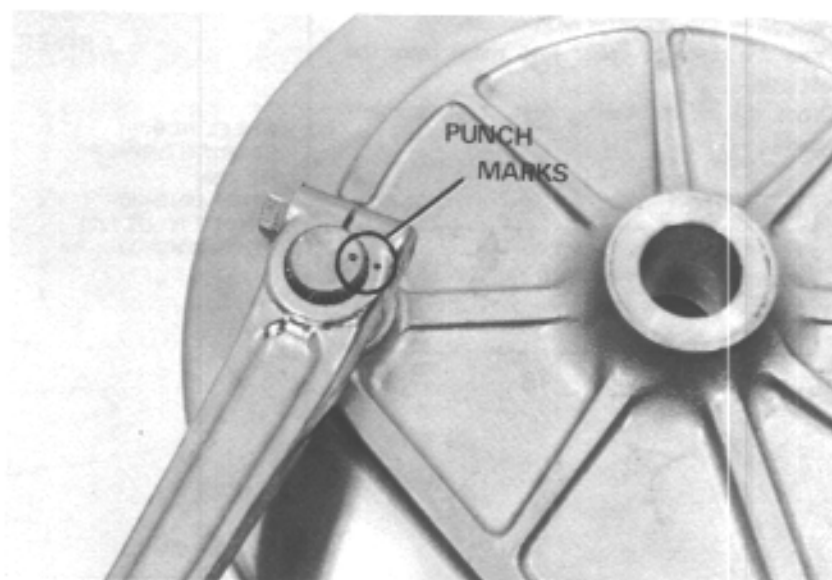




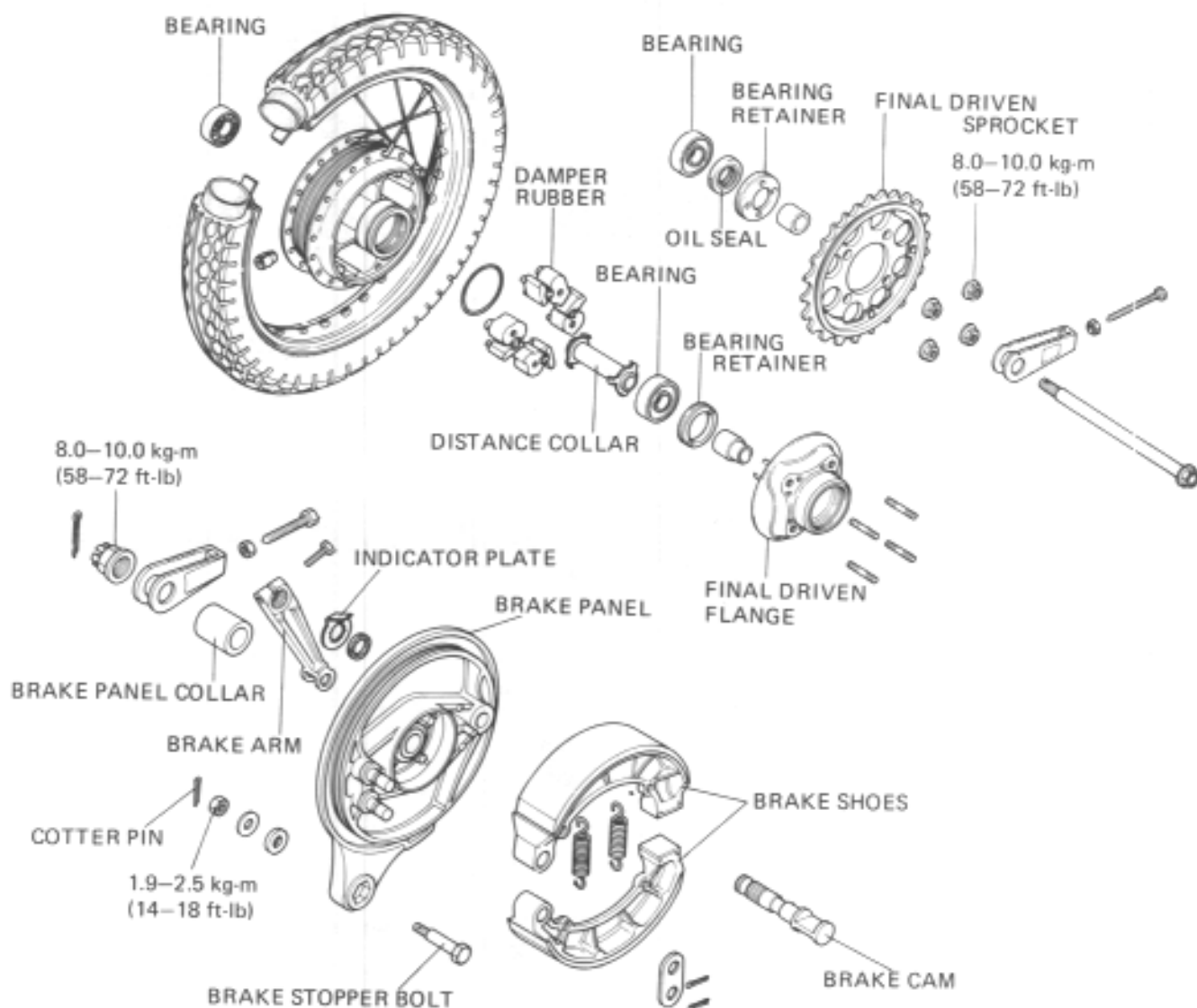
Align the punch marks on the brake cam and brake arm.

Tighten the brake arm bolt.

TORQUE: 2.4–3.0 kg-m (17–22 ft-lb)



REAR WHEEL ASSEMBLY





Pack all bearing cavities with grease.
 Press the distance collar into place from the left side.
 Drive the right bearing first, then the left bearing.

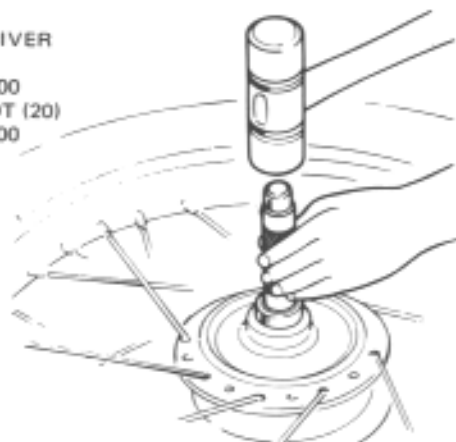
CAUTION

*Drive the bearings squarely.
 Install the bearings with the sealed end facing out, making sure they are fully seated.*

DRIVER HANDLE (A) 07949-0010000

WHEEL HUB:
 BEARING DRIVER
 (52 x 55)
 07746-0010400
 DRIVER PILOT (20)
 07746-0040500

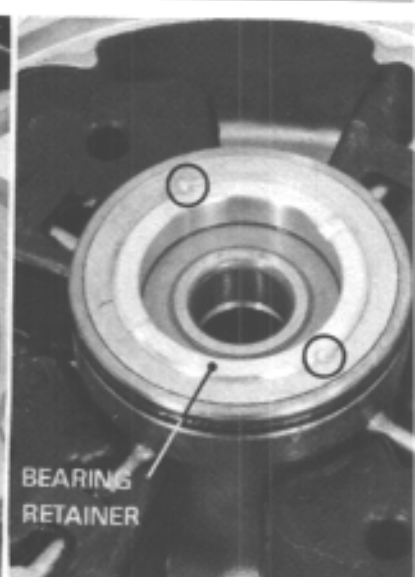
FINAL DRIVE
 FLANGE:
 BEARING DRIVER
 (62 x 68)
 07746-0010500
 DRIVER PILOT (21)
 07746-0040600



Install the bearing retainer with the same tool that was used to remove it. Peen it to the hub.

NOTE

Check the condition of the bearing retainer.
 Replace the retainer if the threads are damaged.



Install the final driven sprocket.

TORQUE: 8.0-10.0 kg-m (58-72 ft-lb)





REAR WHEEL INSTALLATION

Install the rear wheel in the reverse order of removal.

NOTE

After installing the wheel, apply the brakes several times, and then check to be sure that the wheel rotates freely. Recheck the installation if the brake drags or wheel does not rotate freely.

Use a new cotter pin for securing the axle nut.

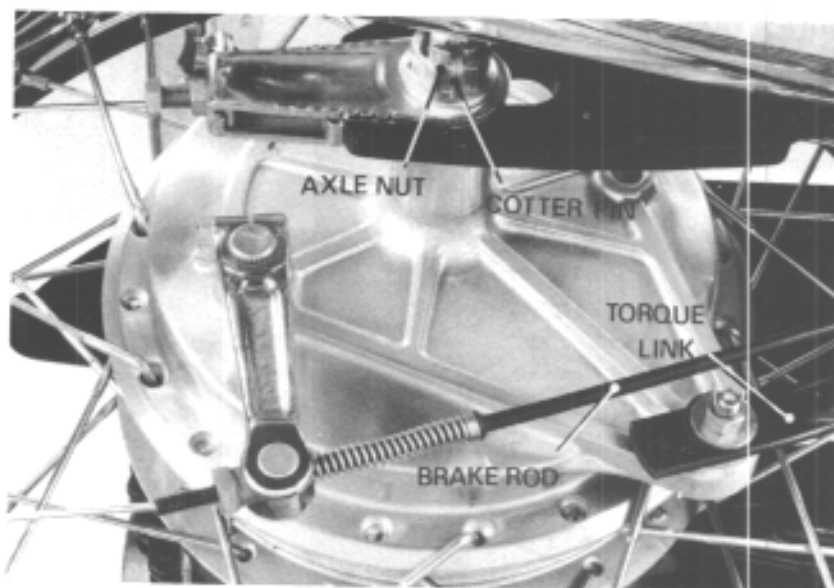
TORQUE: 8.0–10.0 kg-m (58–72 ft-lb)

Use a new cotter pin for securing the rear brake torque link.

TORQUE: 1.8–2.5 kg-m (13–18 ft-lb)

Adjust drive chain free play. (See 3-16)

Adjust the rear brake. (See 3-18)

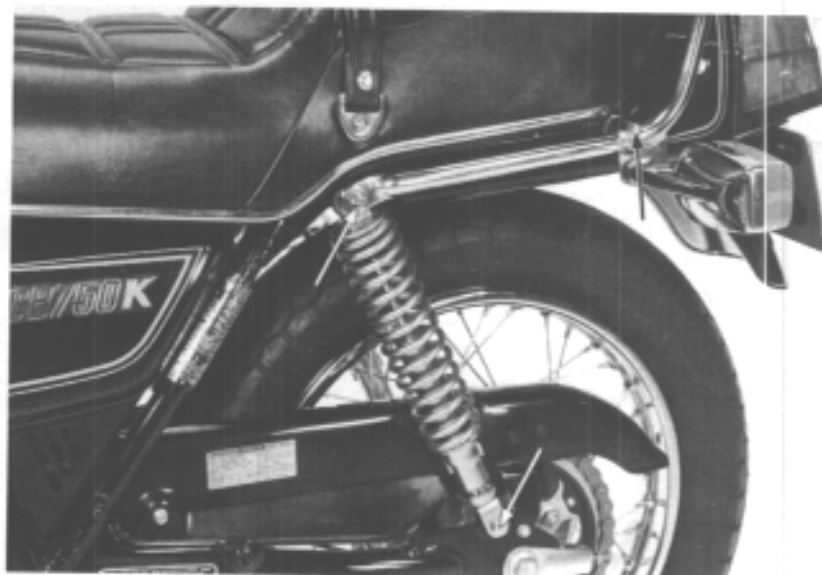


SHOCK ABSORBER

SHOCK ABSORBER REMOVAL

Remove the mufflers.

Remove the rear carrier pipe attaching bolts. Remove the upper and lower shock absorber mounting bolts and nuts, and remove the shock absorbers.

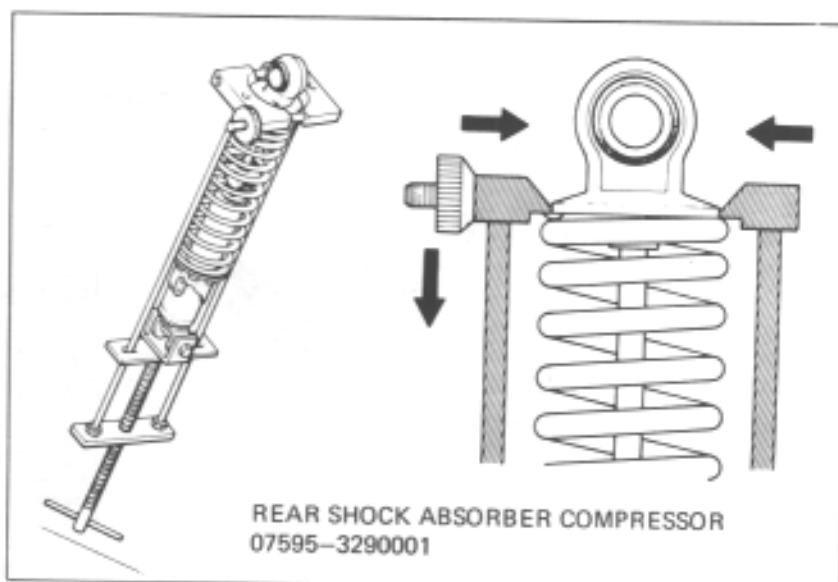
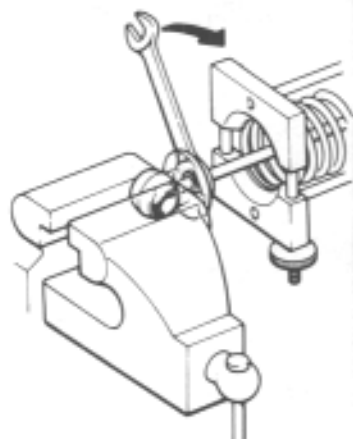




SHOCK ABSORBER DISASSEMBLY

Compress the spring just enough to remove the lock nut.

Loosen the lock nut and remove the upper mount.

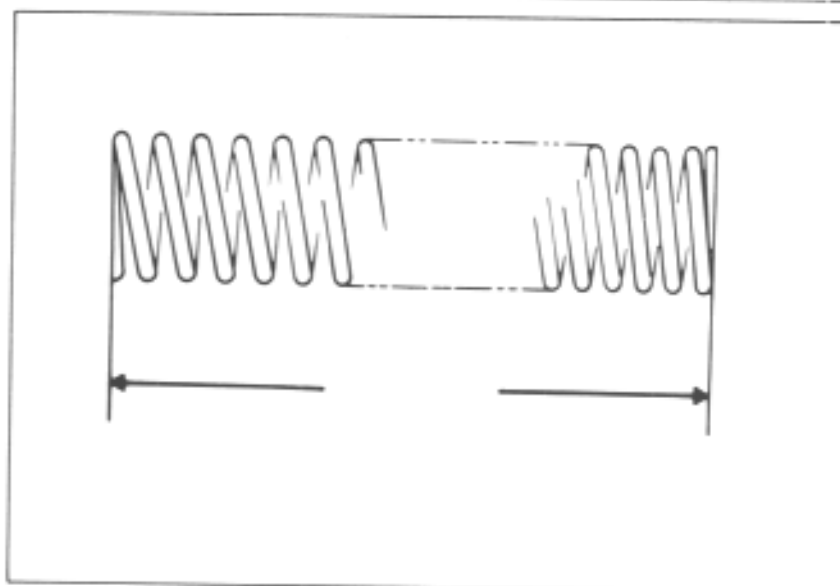


SHOCK ABSORBER SPRING FREE LENGTH

Disassemble the unit.

Measure the free length of the spring. Inspect the shock body for oil leaks.

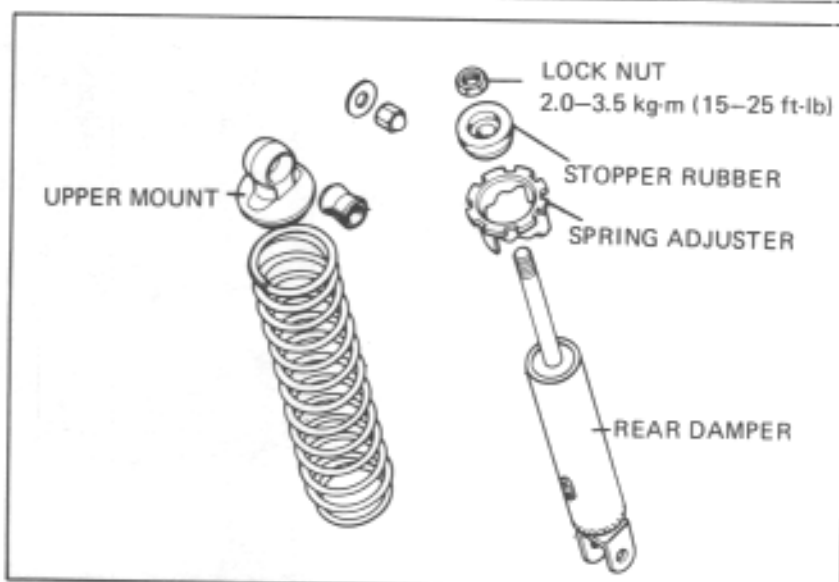
SERVICE LIMIT: 237.2 mm (9.5 in)



SHOCK ABSORBER ASSEMBLY

NOTE

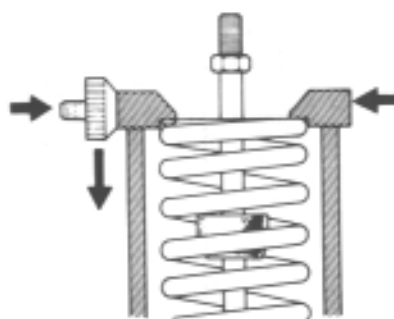
Install the spring with the tight coils at the bottom.



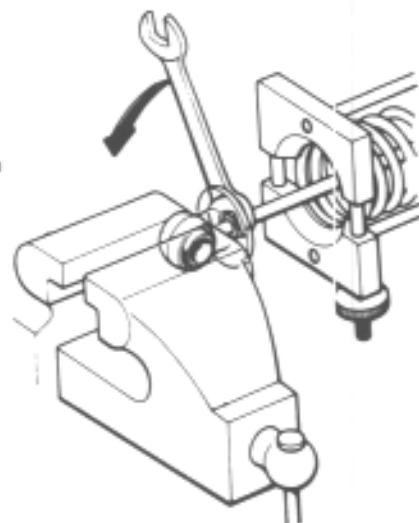


NOTE

Apply a locking agent to the lock nut at time of assembly.



REAR SHOCK ABSORBER
COMPRESSOR
07595-3290001



SHOCK ABSORBER INSTALLATION

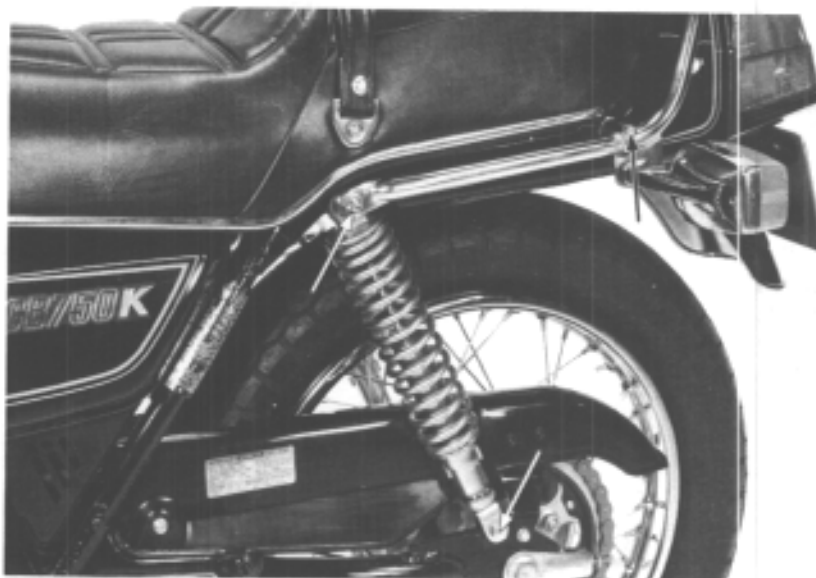
Tighten the shock absorber bolts and nuts.

TORQUE:

UPPER: 2.0-3.0 kg-m (14-22 ft-lb)

LOWER: 3.0-4.0 kg-m (22-29 ft-lb)

Install the muffler.



Adjust the right and left absorbers equally with the spring adjuster.

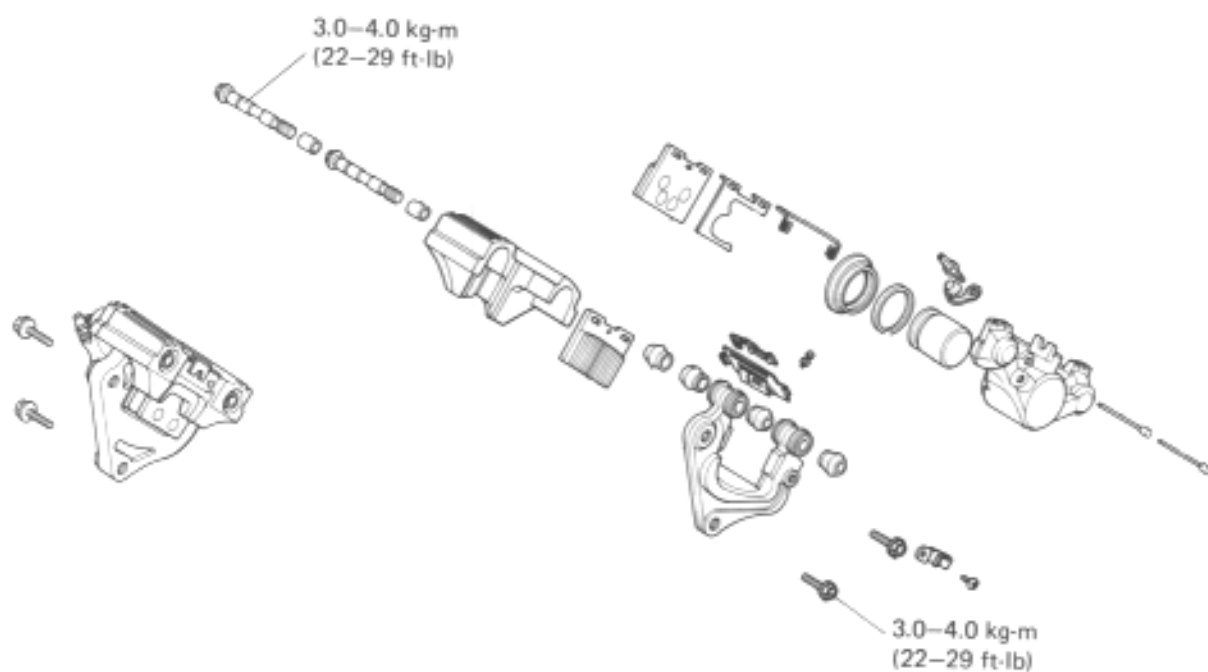
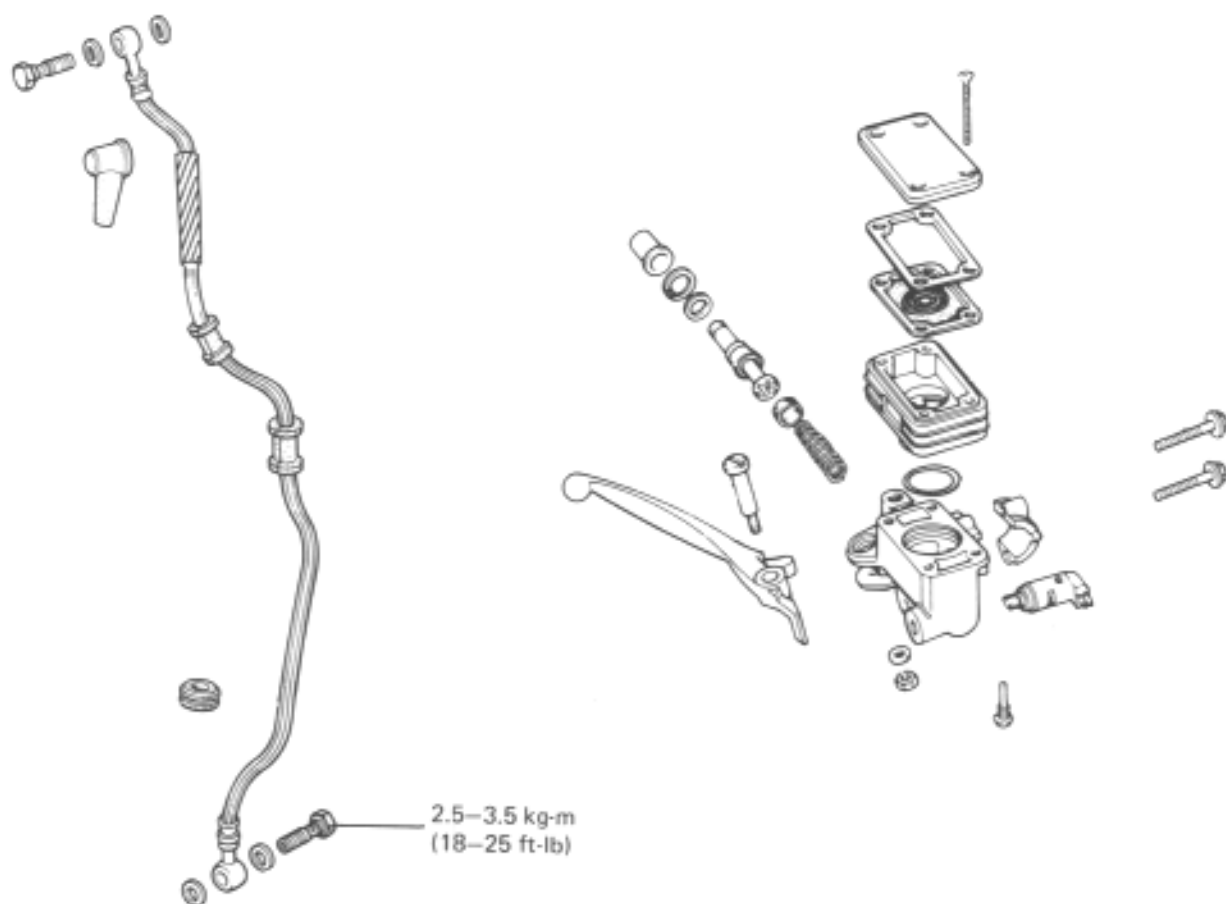
Check shock absorber operation after installation.



STANDARD : I



MEMO





SERVICE INFORMATION	15-1
TROUBLESHOOTING	15-2
BRAKE FLUID REPLACEMENT/AIR BLEEDING	15-3
BRAKE PAD/DISC	15-4
BRAKE MASTER CYLINDER	15-6
BRAKE CALIPER	15-8

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- The front brake can be removed without disconnecting the hydraulic system. Once the hydraulic systems have been opened, or if the brakes feel spongy, the system must be bled.
- Do not allow foreign material to enter the system when filling the reservoir.
- Avoid spilling brake fluid on painted surfaces or instrument lenses, as severe damage will result.
- Always check brake operation before riding the motorcycle.

SPECIAL TOOL

Snap Ring Pliers 07914-3230001

TORQUE VALUES

Brake hose bolt	2.5-3.5 kg-m (18-25 ft-lb)
Front brake caliper carrier	3.0-4.0 kg-m (22-29 ft-lb)
Front brake caliper A	3.0-4.0 kg-m (22-29 ft-lb)

SPECIFICATIONS

	STANDARD	SERVICE LIMIT
Disc thickness	6.9 - 7.1 mm (0.27 - 0.28 in)	6.0 mm (0.24 in)
Disc runout	—	0.3 mm (0.01 in)
Front master cylinder I.D.	14.000-14.043 mm (0.5512-0.5529 in)	14.055 mm (0.5533 in)
Front master piston O.D.	13.957-13.984 mm (0.5495-0.5506 in)	13.945 mm (0.5490 in)
Front caliper piston O.D.	42.815-42.820 mm (1.6856-1.6858 in)	42.800 mm (1.6850 in)
Front caliper cylinder I.D.	42.850-42.926 mm (1.6870-1.6900 in)	42.940 mm (1.6905 in)



TROUBLESHOOTING

Brake lever soft or spongy

1. Air bubbles in hydraulic system
2. Low fluid level
3. Hydraulic system leaking

Brake lever too hard

1. Sticking piston(s)
2. Clogged hydraulic system
3. Pads glazed or worn excessively

Brakes drag

1. Hydraulic system sticking
2. Incorrect adjustment of lever
3. Sticking piston(s)

Brakes grab or pull to one side

1. Pads contaminated
2. Disc or wheel misaligned

Brakes chatter or squeal

1. Pads contaminated
2. Excessive disc runout
3. Caliper installed incorrectly
4. Disc or wheel misaligned



BRAKE FLUID REPLACEMENT/ AIR BLEEDING

Check the fluid level with the fluid reservoir parallel to the ground.

CAUTION

- Install the diaphragm on the reservoir when operating the brake lever. Failure to do so will allow brake fluid to squirt out of the reservoir during brake operation.
- Avoid the spilling fluid on painted surfaces. Place a rag over the fuel tank whenever the system is serviced.

BRAKE FLUID DRAINING

Connect a bleed hose to the bleeder valve. Loosen the caliper bleeder valve and pump the brake lever.

Stop operating the lever when no fluid flows out of the bleeder valve.

WARNING

A contaminated brake disc or pad reduces stopping power. Discard contaminated pads and clean a contaminated disc with a high quality brake degreasing agent.

BRAKE FLUID FILLING

NOTE

Use only DOT 3 brake fluid from a sealed container.

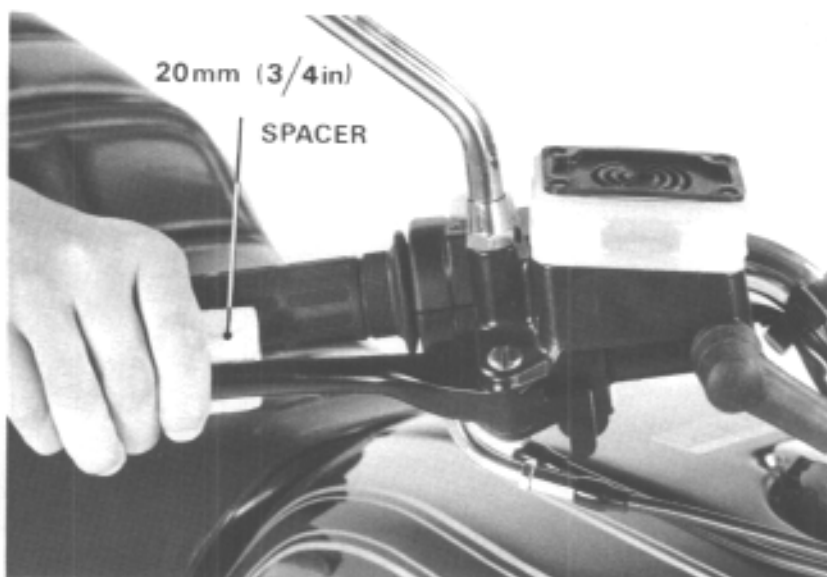
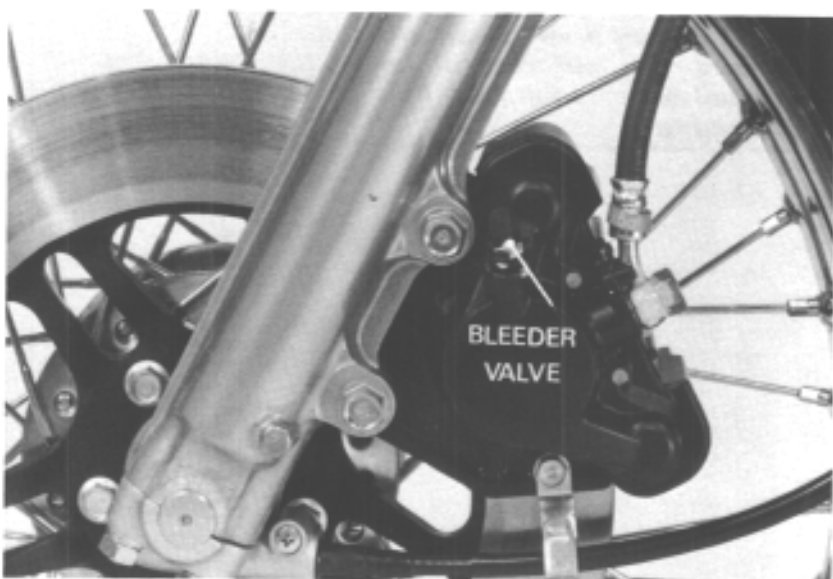
Close the bleeder valve, fill the reservoir, and install the diaphragm.

AIR BLEEDING

To prevent piston overtravel and brake fluid seepage, keep a 20 mm (3/4 in) space to the handlebar grip when bleeding the front brake system. Pump up the system pressure with the lever until there are no air bubbles in the fluid flowing out of the reservoir small hole and lever resistance is felt.

NOTE

Check the fluid level often while bleeding the brake to prevent air from being pumped into the system.



**NOTE**

Never re-use the contaminated fluid which has been pumped out during brake bleeding, because this will impair the efficiency of the brake system.

Squeeze the brake lever, open bleeder valve 1/2 turn and close the bleeder valve.

Release the brake lever slowly and wait several seconds after it reaches the end of its travel.

NOTE

Do not release the brake lever until the bleeder valve has been closed again.

Repeat the above steps until bubbles cease to appear in the fluid at the end of the hose.

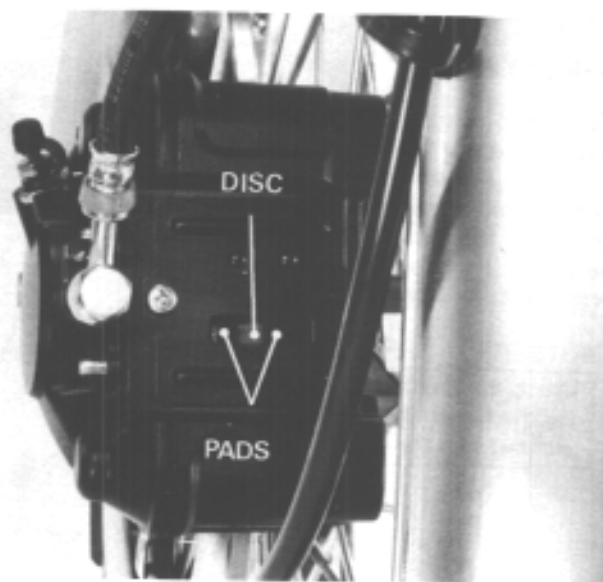
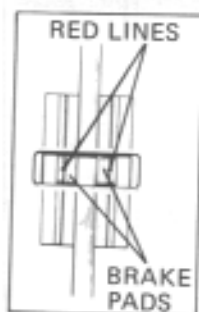
Fill the fluid reservoir to the upper level mark.

WARNING

A contaminated brake disc or pad reduces stopping power. Discard contaminated pads and clean a contaminated disc with a high quality brake degreasing agent.

**BRAKE PAD/DISC****BRAKE PAD WEAR CHECK**

Replace the front brake pads if the red line on the top of the pads reaches the edge of the brake disc.





BRAKE PAD REPLACEMENT

Remove the caliper cover.

Remove the clip.

Push the caliper toward the right and push the piston all the way in to allow installation of new brake pads.

Remove the pins, brake pads and shim.

Apply a coat of silicon grease to the both side of the shim.



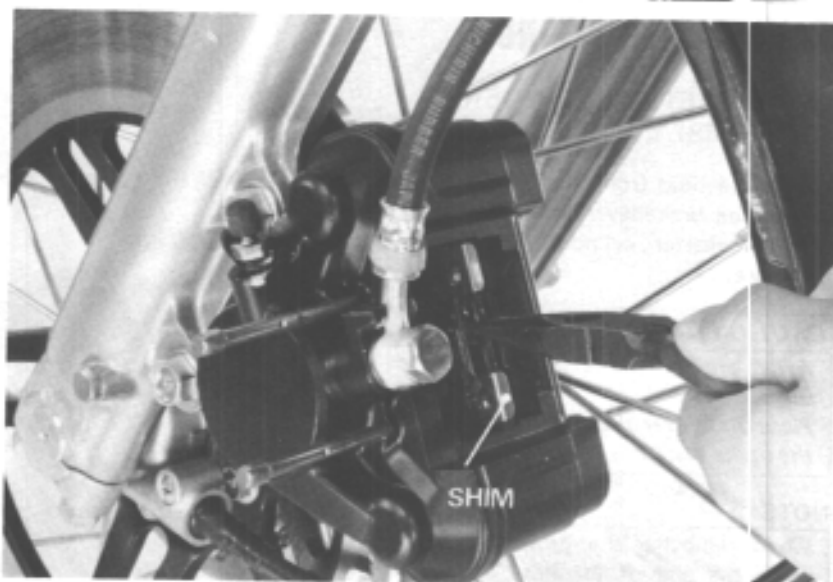
Install new brake pads with the shim on the piston side of the pad.

Install the pins and clip.

Install the caliper cover.

NOTE

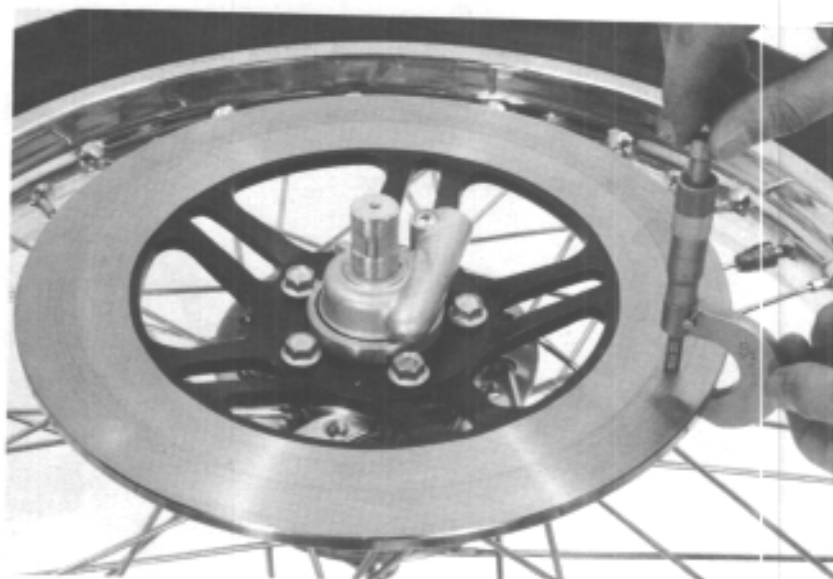
- Always replace the brake pads in pairs to assure even disc pressure.
- Push the piston all the way in.
- Check the brake fluid level in the brake master cylinder reservoir as this causes the level to raise.



DISC THICKNESS

Measure the disc thickness.

SERVICE LIMIT: 6.0 mm (0.24 in)





BRAKE DISC WARPAGE

Measure brake disc warpage.

SERVICE LIMIT: 0.3 mm (0.01 in)



BRAKE MASTER CYLINDER

BRAKE MASTER CYLINDER DISASSEMBLY

Drain brake fluid from the hydraulic system. Remove the brake lever and rear view mirror from the master cylinder. Disconnect the brake hose.

CAUTION

*Avoid spilling brake fluid on painted surfaces.
Place a rag over the fuel tank whenever the brake system is serviced.*

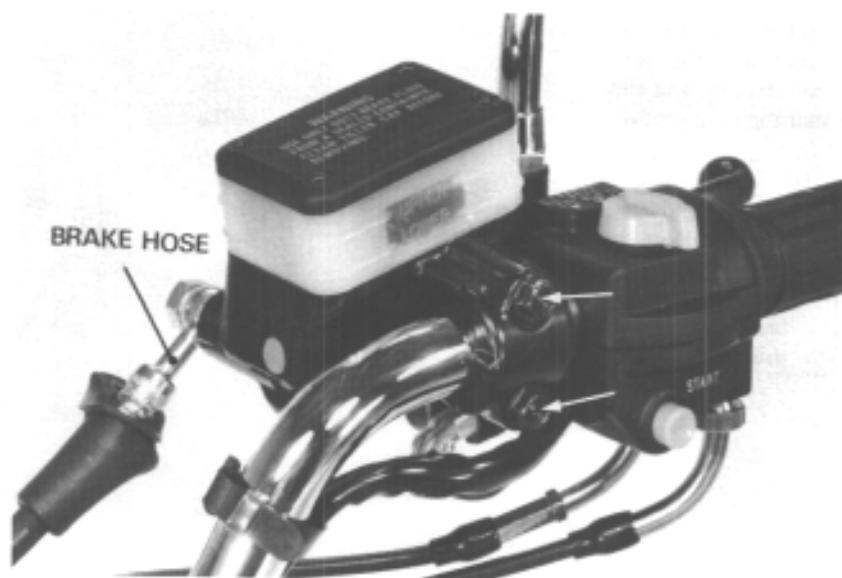
NOTE

When removing the brake hose bolt, cover the end of the hose to prevent contamination and secure the hose.

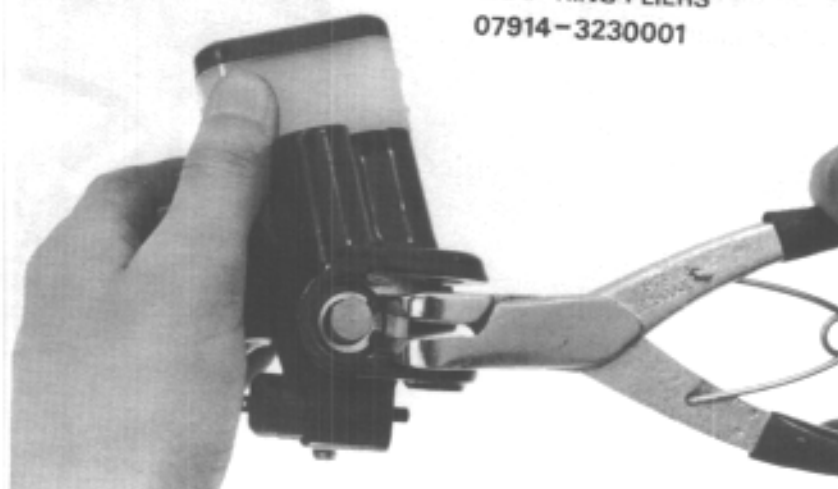
Remove the two master cylinder attaching bolts.

Remove the boot.

Remove the circlip from the master cylinder body.



SNAP RING PLIERS
07914-3230001

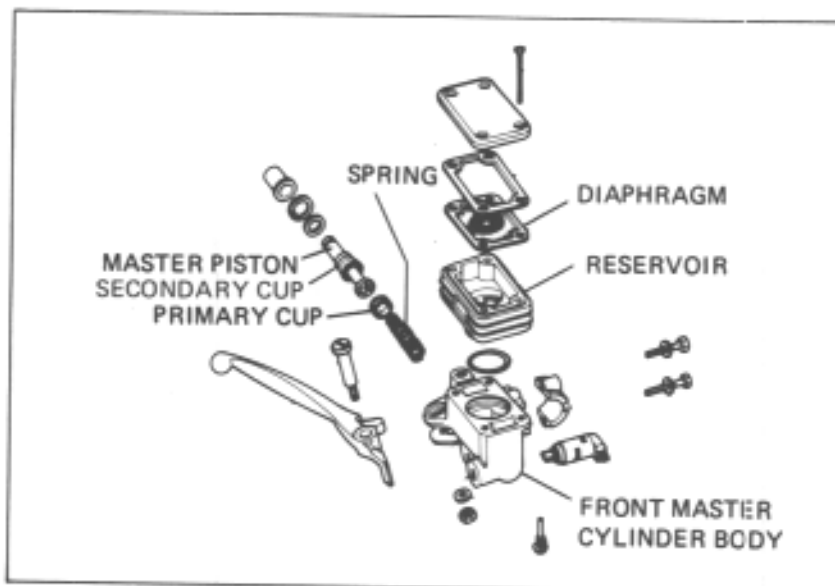




Remove the stop plate, secondary cup and master piston.
Then remove the primary cup and spring.

Remove the brake fluid reservoir from the master cylinder body.

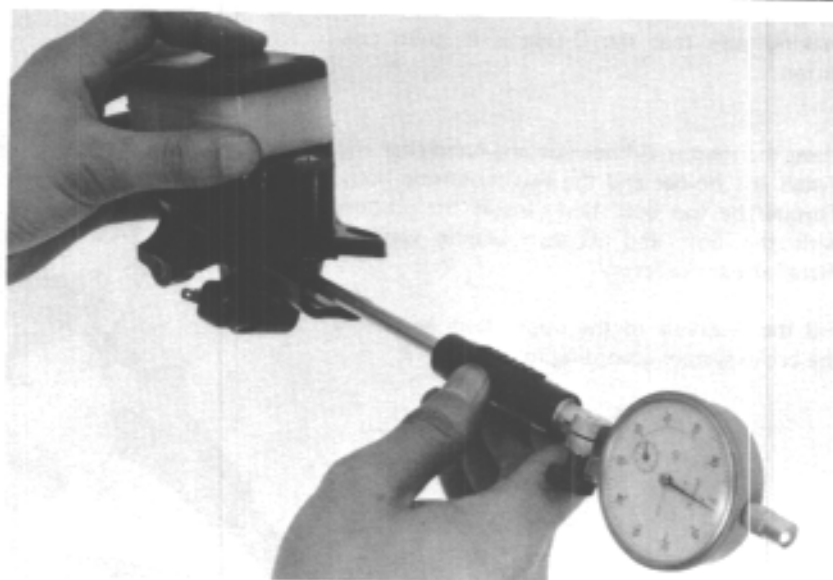
Clean the inside of the master cylinder and reservoir with brake fluid.



MASTER CYLINDER I.D. INSPECTION

Measure the master cylinder I.D.
Check the master cylinder for scores, scratches or nicks.

SERVICE LIMIT: 14.055 mm (0.5533 in)

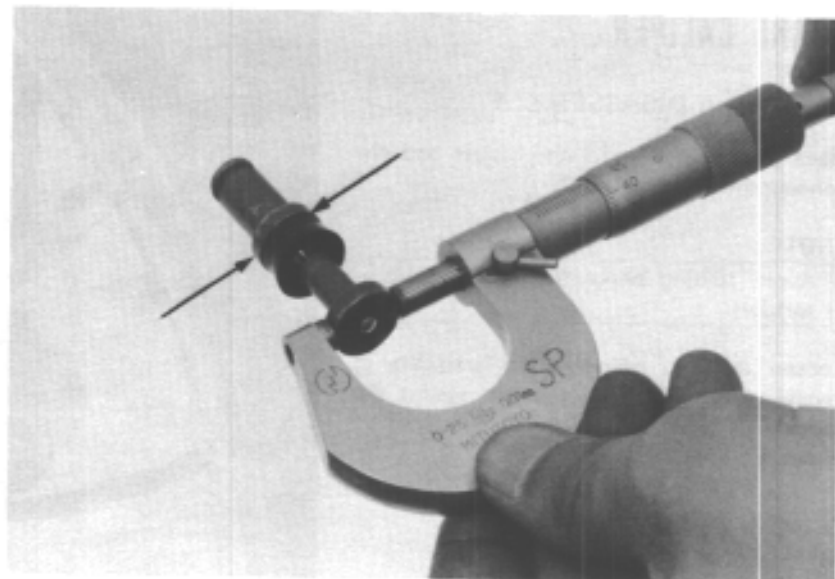


MASTER PISTON O.D. INSPECTION

Measure the master piston O.D.

SERVICE LIMIT: 13.945 mm (0.5490 in)

Check the primary cup and secondary cup for damage before assembly.





MASTER CYLINDER ASSEMBLY

CAUTION

- Handle the master cylinder piston, cylinder and spring as a set.
- When installing the cups, do not allow the lips to turn inside out.
- Be certain the circlip is seated firmly in the groove.

Assemble the master cylinder. Coat all parts with clean brake fluid before assembly. Place the spring on the check valve. Install the spring and valve together.

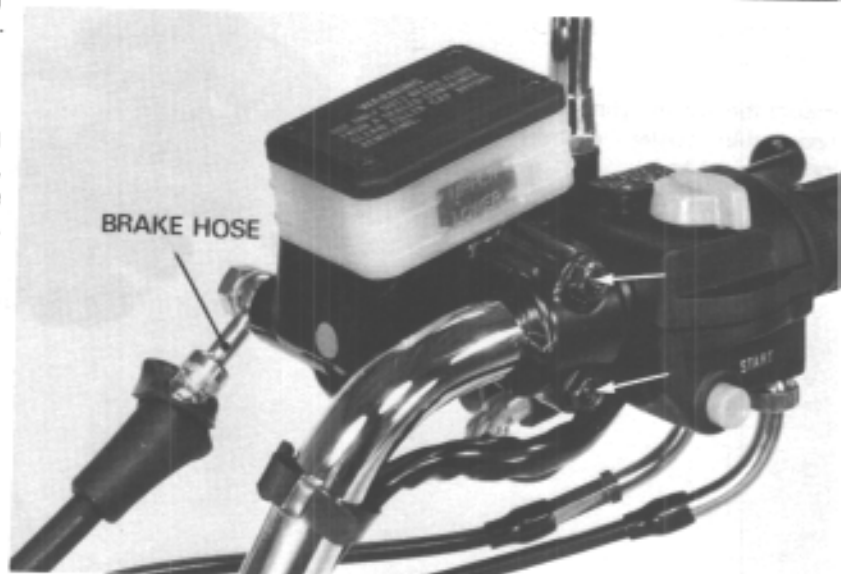
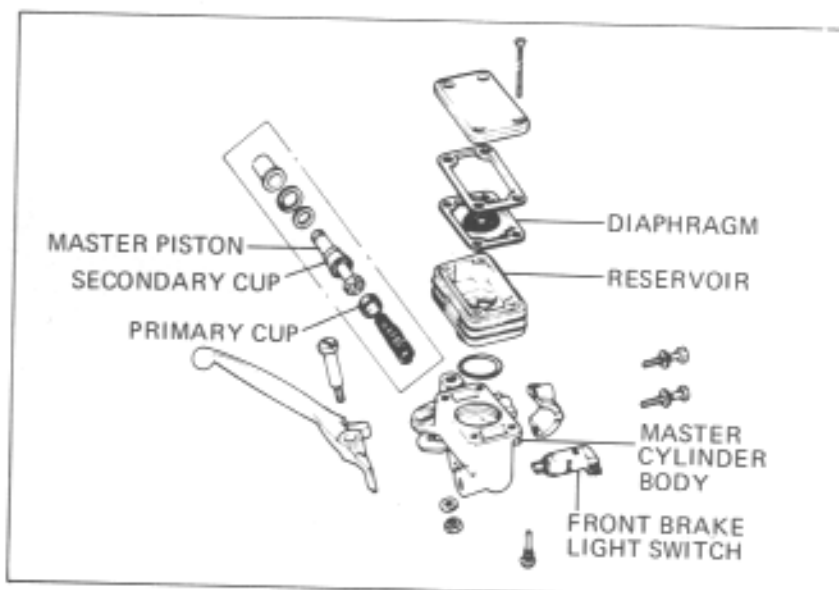
Dip the piston cup in brake fluid before assembly.

Install the boot, washer and clip.

Install the reservoir on the master cylinder making sure that the O-ring is in good condition.

Place the master cylinder on the handlebar and install the holder and the two mounting bolts. Torque the top bolt first. Install the oil hose with the bolt and its two sealing washers. Install the brake lever.

Fill the reservoir to the upper level and bleed the brake system according to page 15-3.



BRAKE CALIPER

CALIPER A DISASSEMBLY

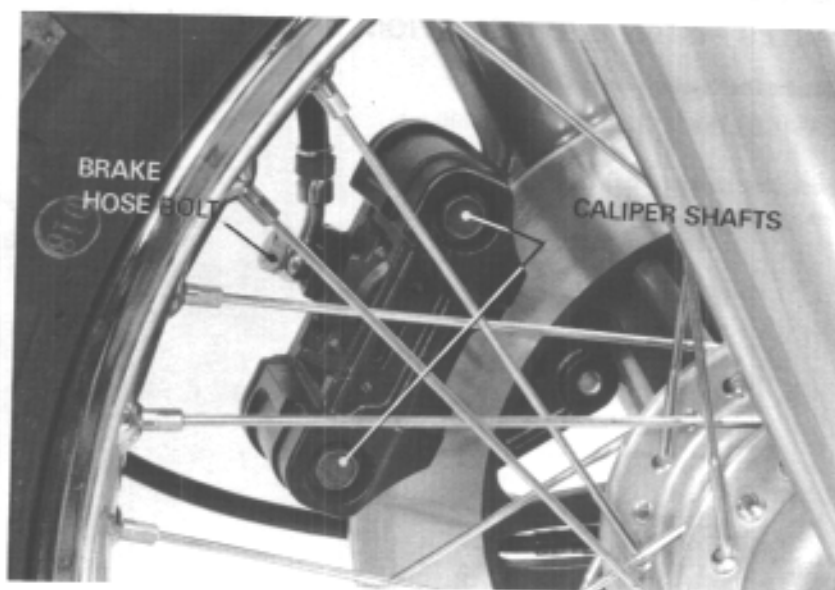
Place a container under the caliper and disconnect the brake hose bolt.

NOTE

Avoid spilling brake fluid on painted surfaces.

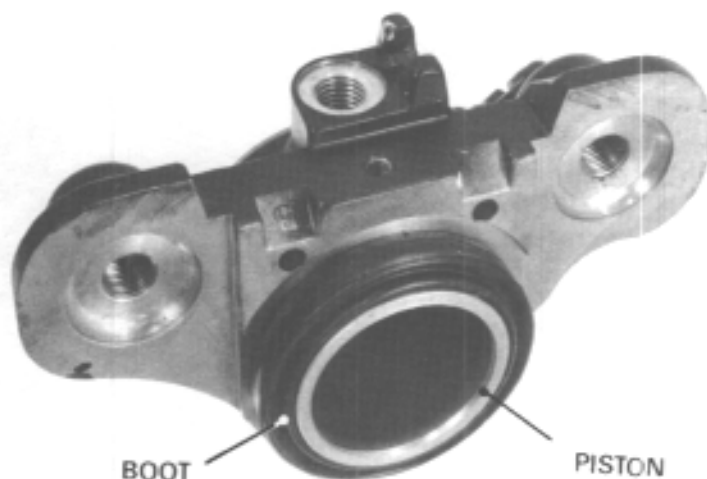
Loosen the two caliper shafts gradually in several steps while pressing them against the caliper.

Remove caliper A.





Remove the piston boot.
Inspect the piston boot for damage or deterioration.



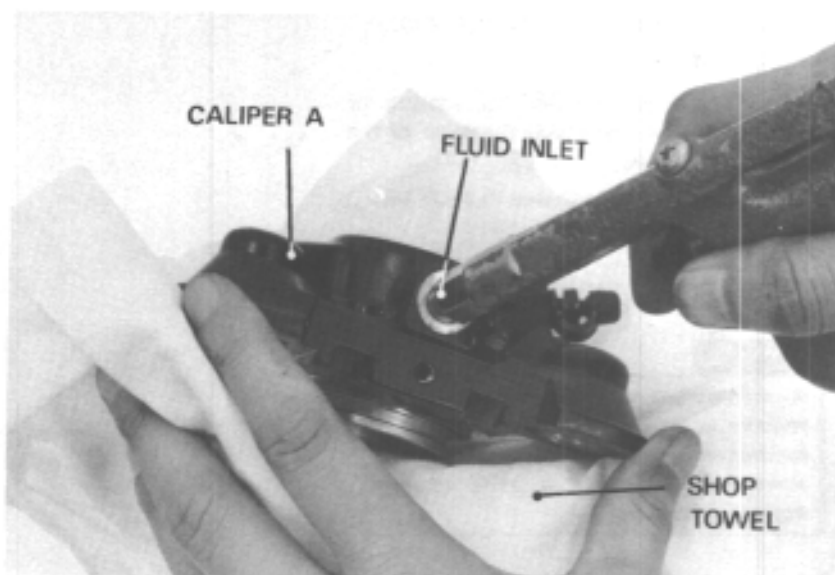
Place a shop towel over the piston to control piston removal, and position the caliper with the piston down.

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

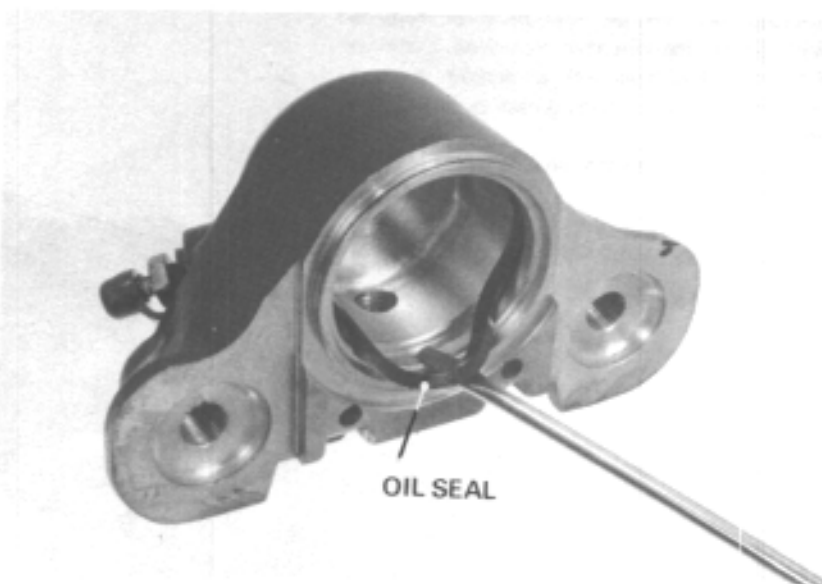
WARNING

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

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



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





FRONT CALIPER PISTON O.D. INSPECTION

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

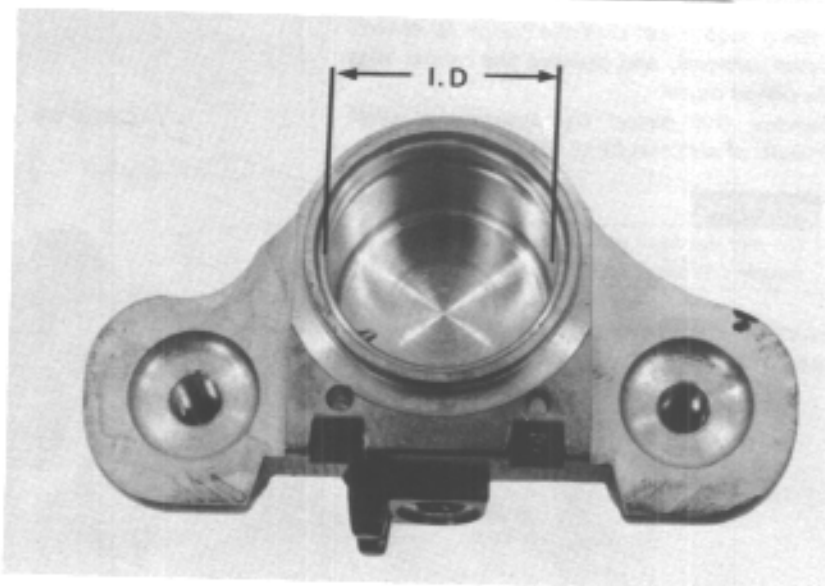
SERVICE LIMIT: 42.800 mm (1.6850 in)



FRONT CALIPER CYLINDER I.D. INSPECTION

Check the caliper cylinder for scoring or scratches. Measure the inside diameter of the caliper cylinder bore.

SERVICE LIMIT: 42.940 mm (1.6905 in)



FRONT BRAKE CALIPER ASSEMBLY

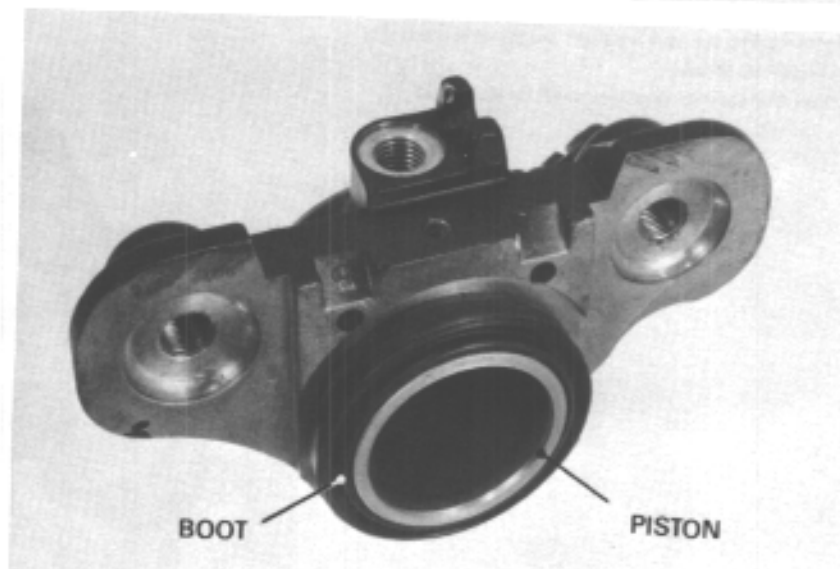
WARNING

A contaminated brake disc or pad reduces stopping power. Replace contaminated pads, and clean a contaminated disc with a good quality degreasing agent.

Assemble the caliper in the reverse order of disassembly. The oil seal must be replaced with a new one whenever removed. Lubricate the piston and seal with a medium grade of Hi-Temperature Silicone grease or brake fluid before assembly.

Be certain the piston seal is seated in the caliper groove.

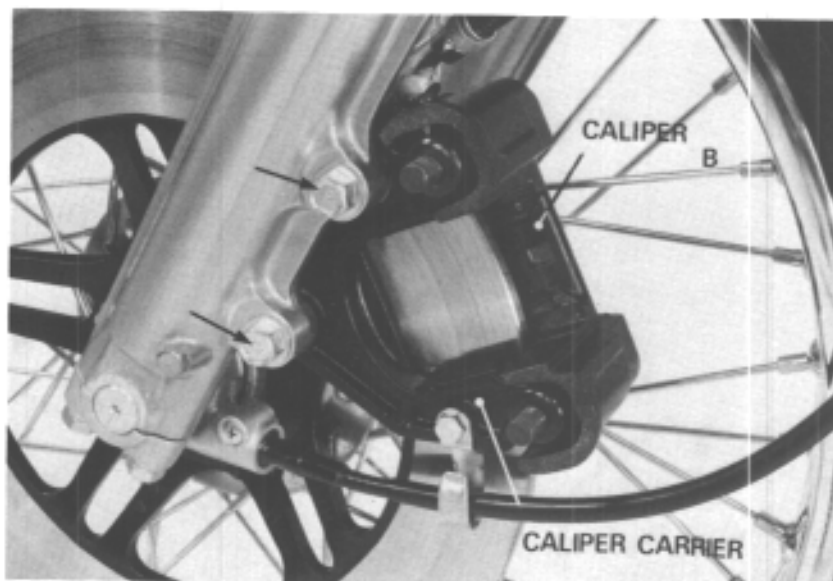
Place the piston in the caliper with the boot lip facing out. Install the boot on the piston.





CALIPER CARRIER/CALIPER B DISASSEMBLY

Remove the speedometer cable clamp.
Remove the carrier with caliper B by
removing the two bolts.



Remove the carrier shafts from the carrier and
caliper B while rotating them by hand. Avoid
damaging the boots.

CALIPER CARRIER/CALIPER B ASSEMBLY

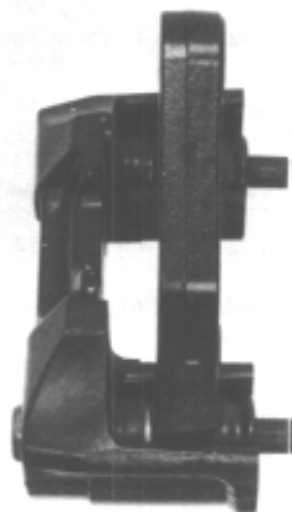
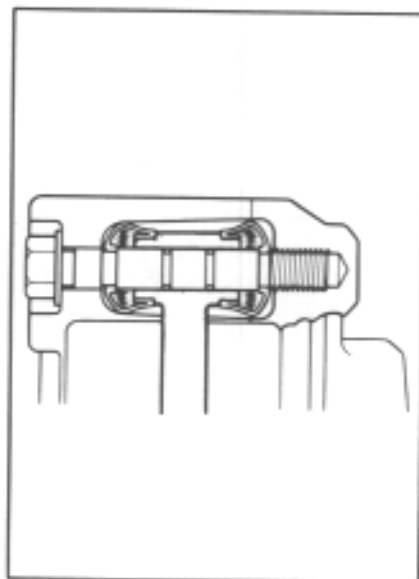
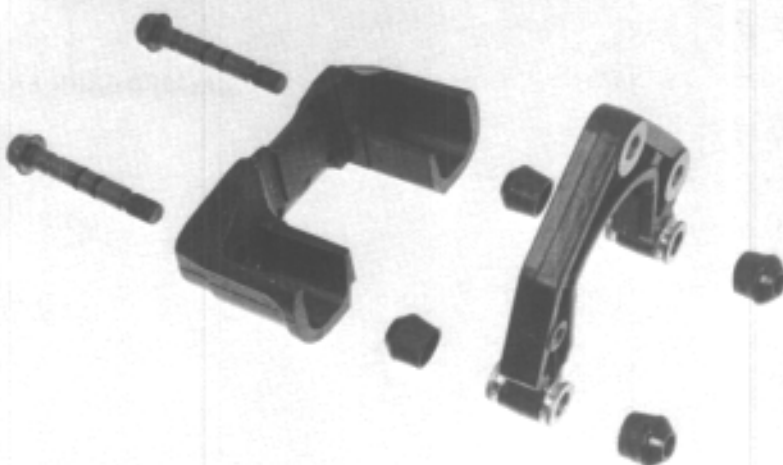
Wash all removed parts. Coat the O-rings with
silicon grease or brake fluid and install in the
shaft grooves.

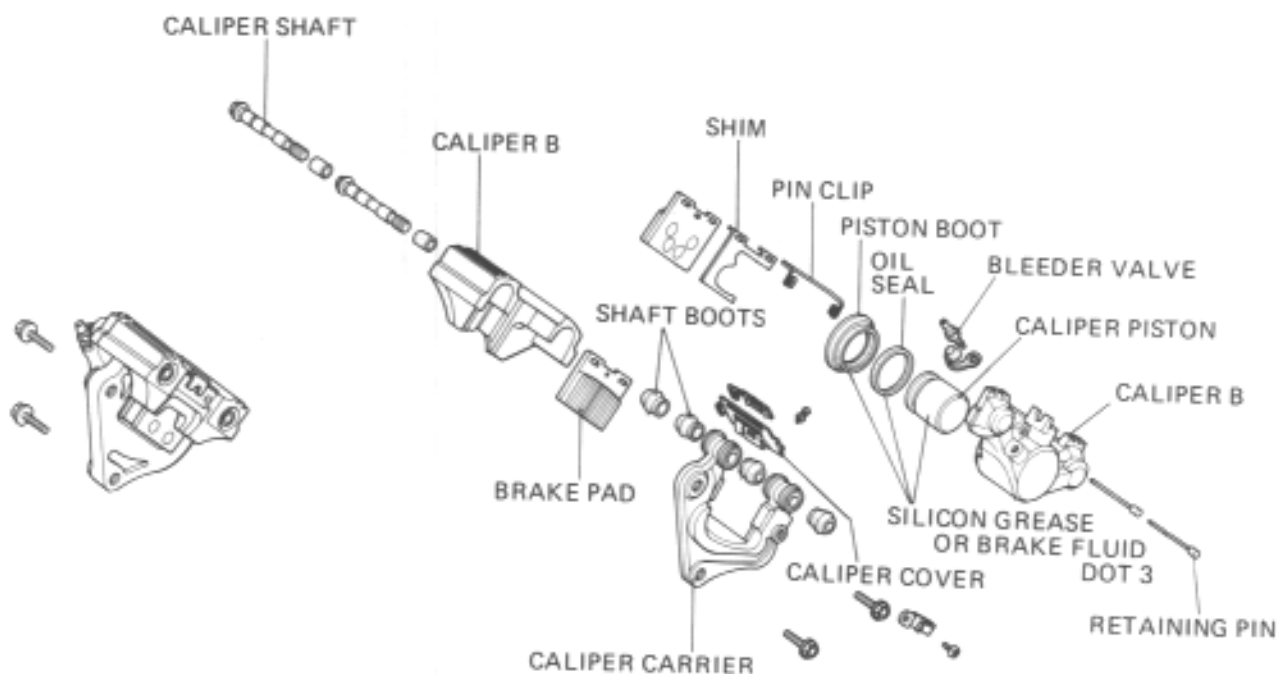
NOTE

Replace the O-rings with new ones
whenever disassembled. Replace the
boots with new ones if damaged.

Install the boots on the carrier.
Assemble the caliper B and caliper carrier
together, making sure that the boots are
seated in the caliper shaft grooves properly.
Install the carrier on the front fork.

TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)





CALIPER A INSTALLATION

Tighten the caliper shafts evenly while pushing them against caliper B.

NOTE

Tighten the shafts carefully, noting the mating surfaces of caliper A and B.

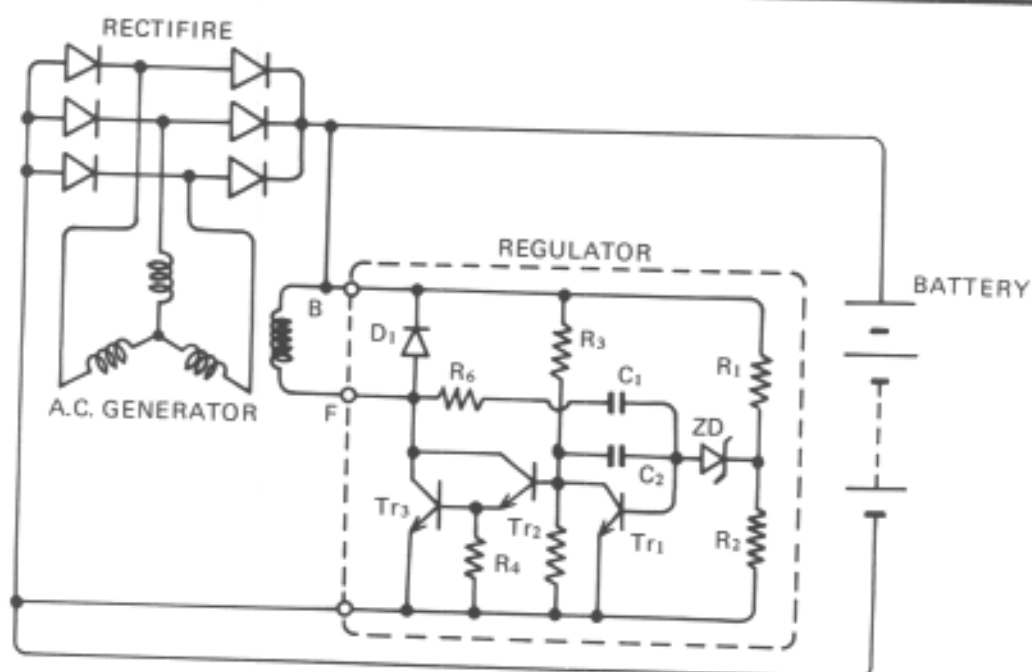
TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)

Connect the brake hose.

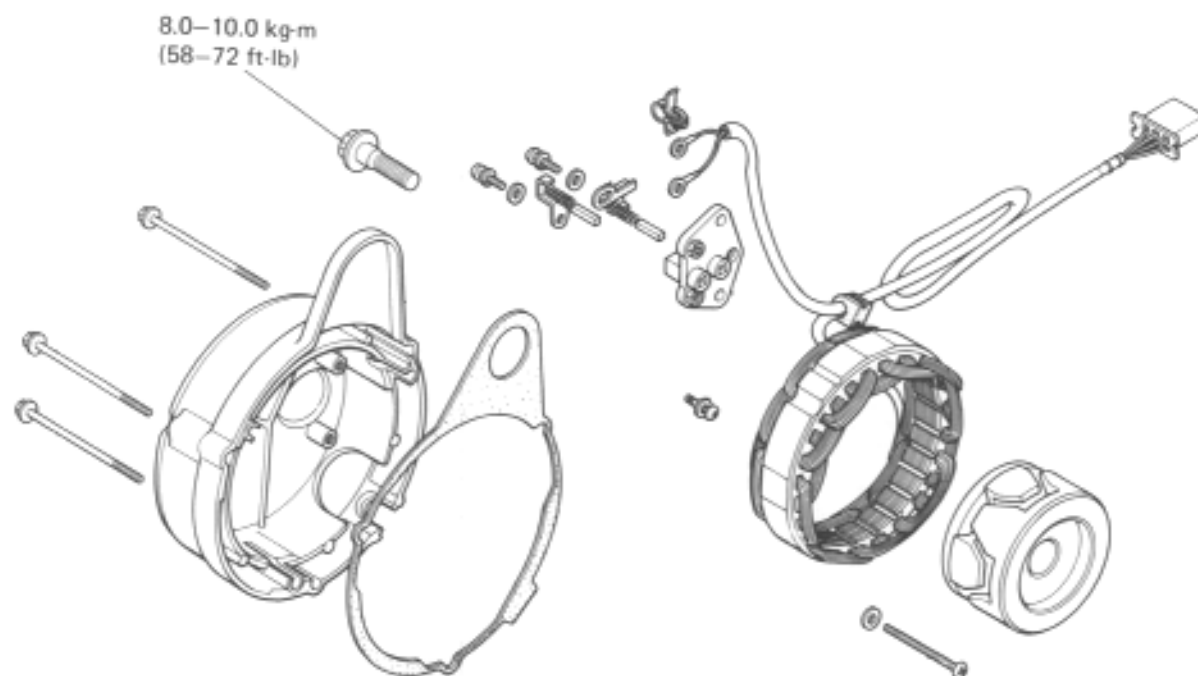
Install the caliper cover.

Fill the brake fluid reservoir and bleed the front brake system. (See page 15–3).





BATTERY/CHARGING SYSTEM





SERVICE INFORMATION	16-1
TROUBLESHOOTING	16-2
BATTERY	16-3
CHARGING SYSTEM	16-4
A. C. GENERATOR REMOVAL/ INSTALLATION	16-5
VOLTAGE REGULATOR	16-8

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- Battery fluid level should be checked regularly. Fill with distilled water when necessary.
- Quick charge a battery, only in an emergency. Slow-charging is preferred.
Remove the battery from the motorcycle for charging. If the battery must be charged on the motorcycle, disconnect the battery cables.

WARNING

Do not smoke, and keep flames away from a charging battery. The gas produced by a battery will explode if a flame or spark is brought near.

- All charging system components can be tested on the motorcycle.

SPECIAL TOOLS

Common tools

Rotor puller

07933-4250000

SPECIFICATIONS

Battery	Capacity	12 V 14 AH	
	Specific gravity	1.28/20°C (68°F)	
	Charging rate	1.4 amperes maximum	
A.C. generator	Capacity	1500 rpm	5000 rpm
		6.5A min	18A min
Voltage regulator		Transistorized non-adjustable regulator	



TROUBLESHOOTING

No power — key turned on:

1. Dead battery
 - Low fluid level
 - Low specific gravity
 - Charging system failure
2. Disconnected battery cable
3. Main fuse burned out
4. Faulty ignition switch

Low power — key turned on:

1. Weak battery
 - Low fluid level
 - Low specific gravity
 - Charging system failure
2. Loose battery connection

Low power — engine running:

1. Battery undercharged
 - Low fluid level
 - One or more dead cells
2. Charging system failure

Intermittent power:

1. Loose battery connection
2. Loose charging system connection
3. Loose starting system connection
4. Loose connection or short circuit in ignition system
5. Loose connection or short circuit in lighting system

Charging system failure:

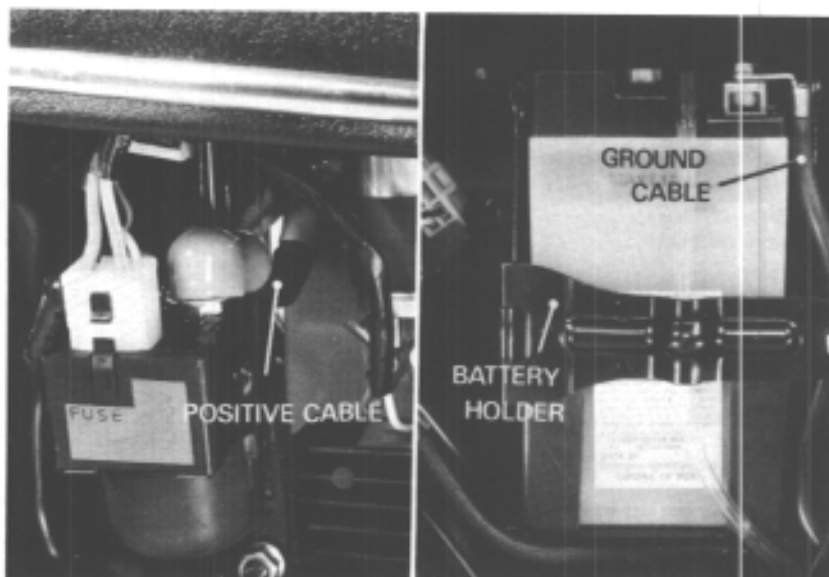
1. Loose, broken, or shorted wire or connection
2. Faulty voltage regulator
3. Faulty silicon rectifier
4. Faulty A.C. generator



BATTERY

REMOVAL

Remove the right and left side covers.
Disconnect the ground cable at the battery terminal.
Disconnect the positive cable at the starter relay switch terminal.
Remove the battery holder.



TESTING SPECIFIC GRAVITY

Test each cell with a hydrometer.

SPECIFIC GRAVITY:
(20°C, 68°F)

1.26—1.28	Fully charged
Below 1.25	Undercharged

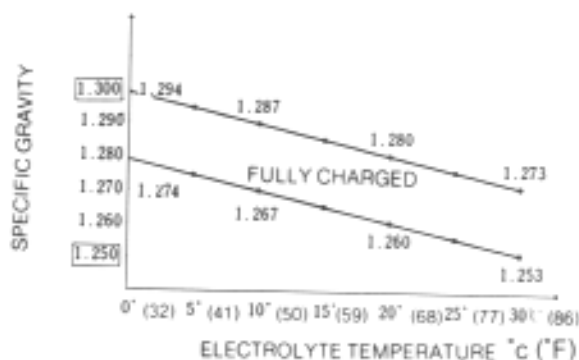
NOTE

- The battery must be recharged if the specific gravity is below 1.22.
- The specific gravity varies with the temperature as shown in the accompanying table.
- Replace the battery if sulfation is evident or if the space below the cell plates is filled with sediment.

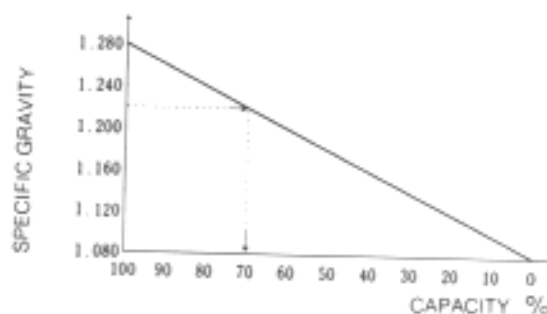
WARNING

*The battery contains sulfuric acid.
Avoid contact with skin, eyes, or clothing.
Antidote: Flush with water and get prompt medical attention.*

ELECTROLYTE TEMPERATURE VS SPECIFIC GRAVITY



SPECIFIC GRAVITY AND CAPACITY





BATTERY CHARGING

Connect the charger positive (+) cable to the battery positive (+) terminal.

Connect the charger negative (-) cable to the battery negative (-) terminal.

Charging current:

1.4 amperes max.

Charging:

Charge the battery until specific gravity is 1.26–1.28 at 20°C (68°F).

WARNING

- Before charging a battery, remove the cap from each cell.
- Keep flames and sparks away from a charging battery.
- Turn power ON/OFF at the charger, not at the battery terminals.
- Discontinue charging if the electrolyte temperature exceeds 45°C (113°F).

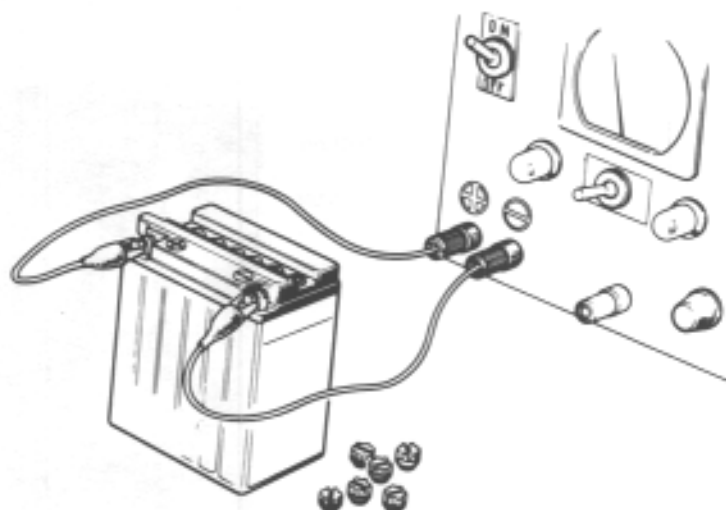
CAUTION

Quick-charging should only be done in an emergency; slow-charging is preferred.

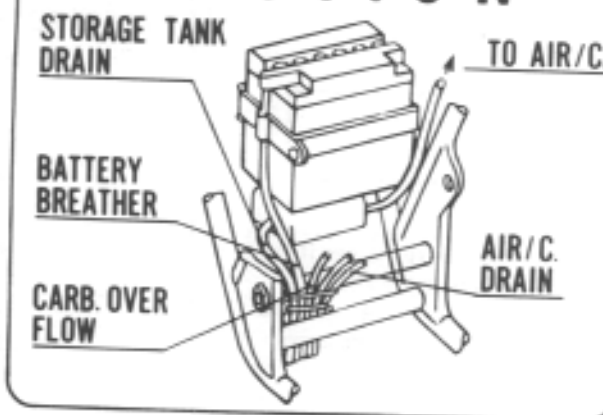
After installing the battery, coat the terminals with clean grease.

CAUTION

Route the breather tube as shown on the battery caution label.



CAUTION



CHARGING SYSTEM

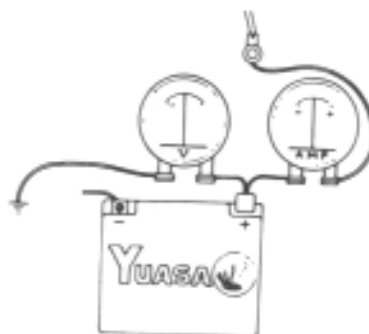
CHARGING OUTPUT TEST

Warm up the engine before taking readings.

Connect a voltmeter and an ammeter to check charging system output.

NOTE

Use a fully charged battery to check the charging system output.



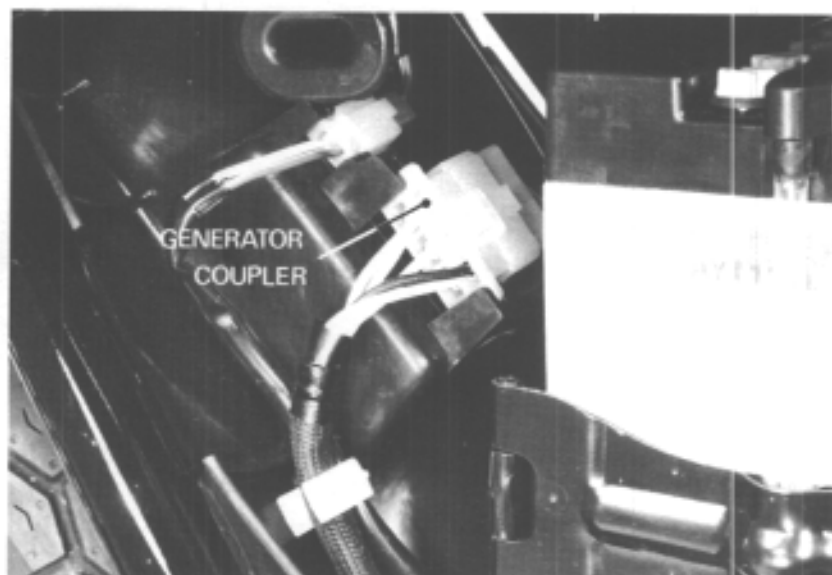
TECHNICAL DATA

MAIN SWITCH	LIGHTING SWITCH	INITIAL CHARGING	AT 5,000 RPM
ON	ON (High beam)	1,700 rpm	0 amperes minimum/14 volts



A.C. GENERATOR REMOVAL/ INSTALLATION

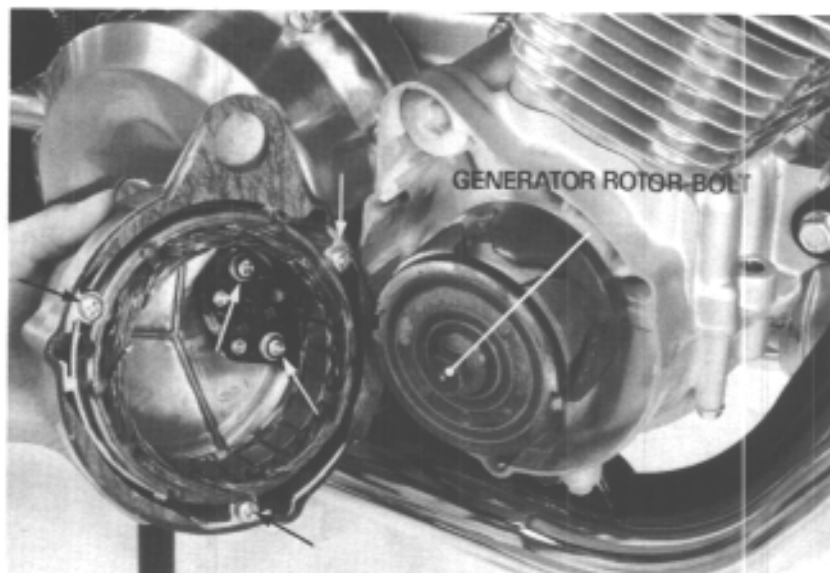
Remove the right side cover and disconnect the A. C. generator coupler.



Remove the A. C. generator cover by loosening three bolts.

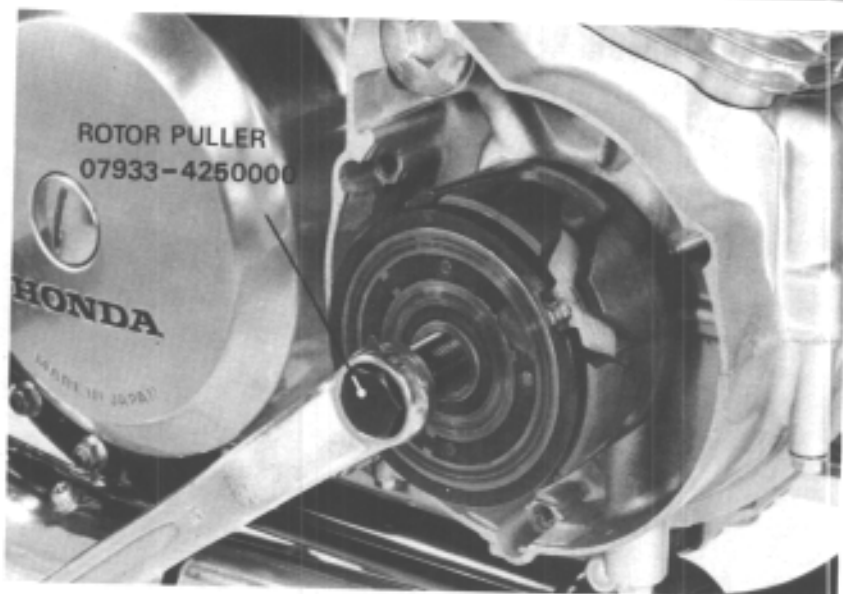


Remove the generator stator with the brush holder by loosening five screws.
Shift the transmission into gear and apply the rear brake.
Remove the generator rotor bolt.





Remove the generator rotor while applying the rear brake.



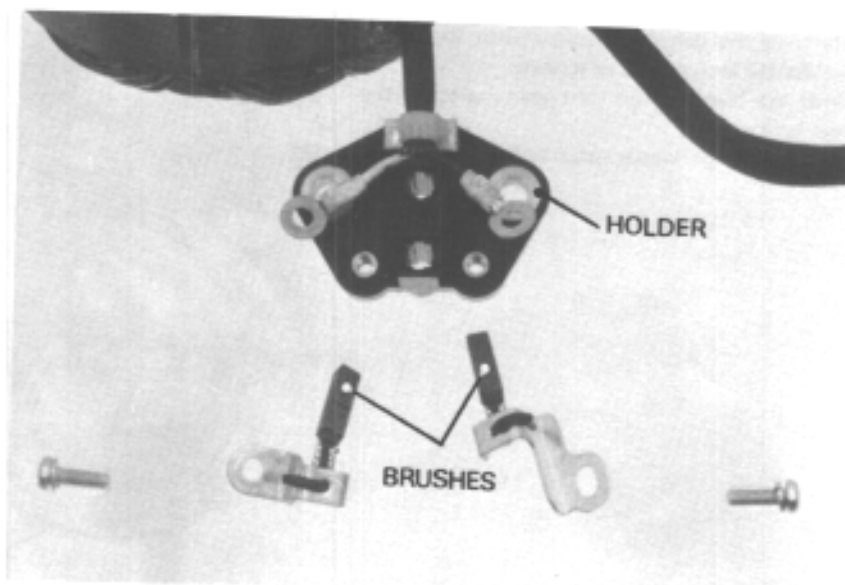
INSPECTION

Inspect the length of each brush as shown. If it shows wear to the scribed service limit line, replace the brush.

SERVICE LIMIT: Scribed line



Remove and replace the brush by removing the mounting screws.





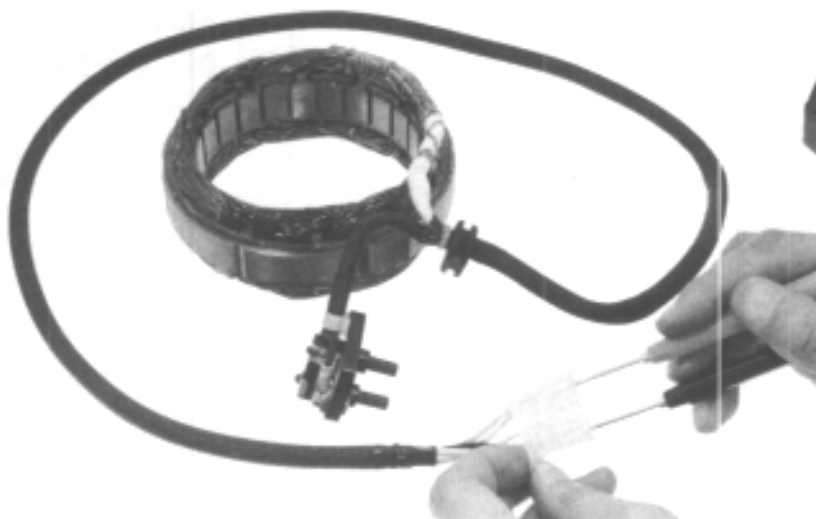
STATOR COIL CONTINUITY TEST

NOTE

It is not necessary to remove the stator to make this test.

Check the yellow leads to the A. C. generator stator for continuity with each other. Replace the stator if any yellow lead is not continuous with the others, or if any lead has continuity to ground.

SPECIFIED RESISTANCE: 0.41–0.51 Ω

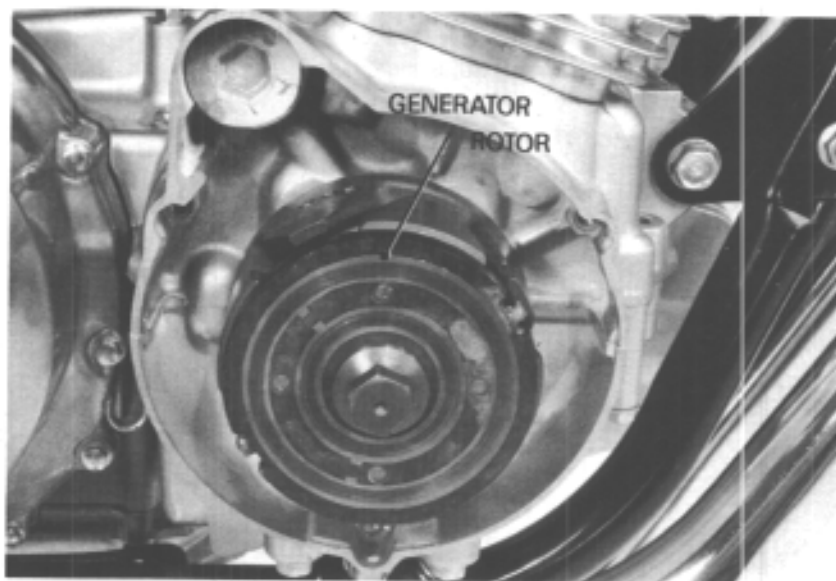


INSTALLATION

Install the generator rotor.

TORQUE: 8.0–10.0 kg-m (58–72 ft-lb)

Route the generator leads properly.





VOLTAGE REGULATOR

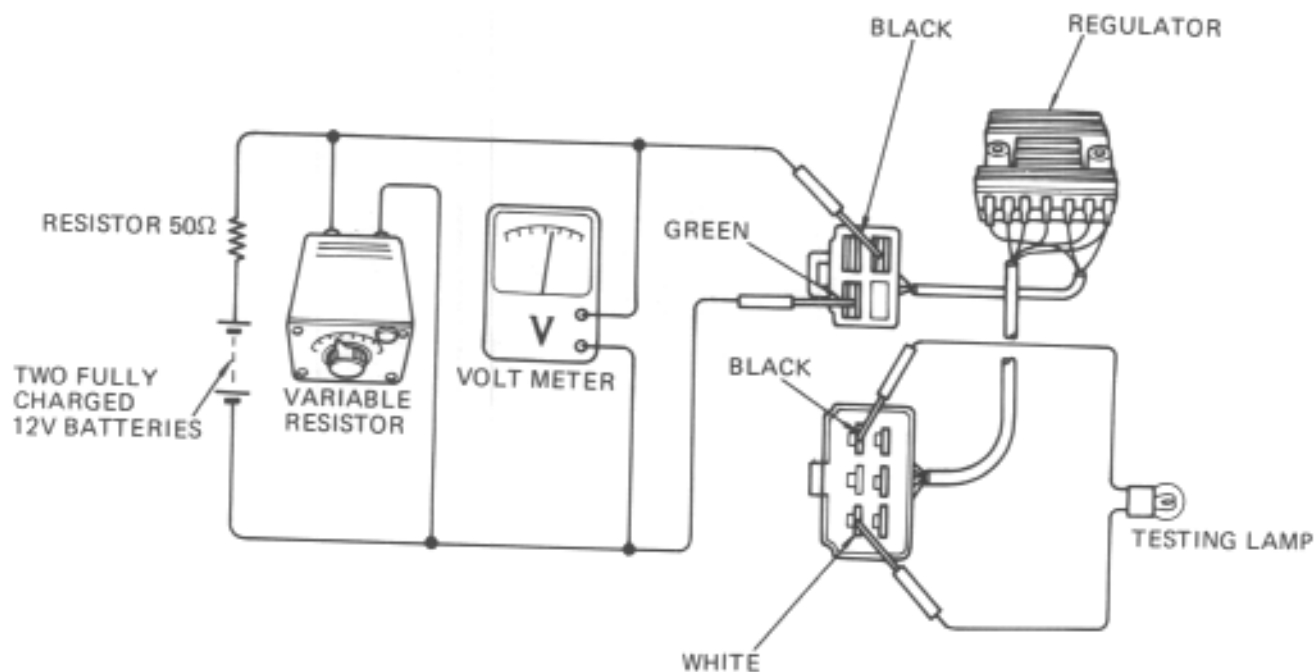
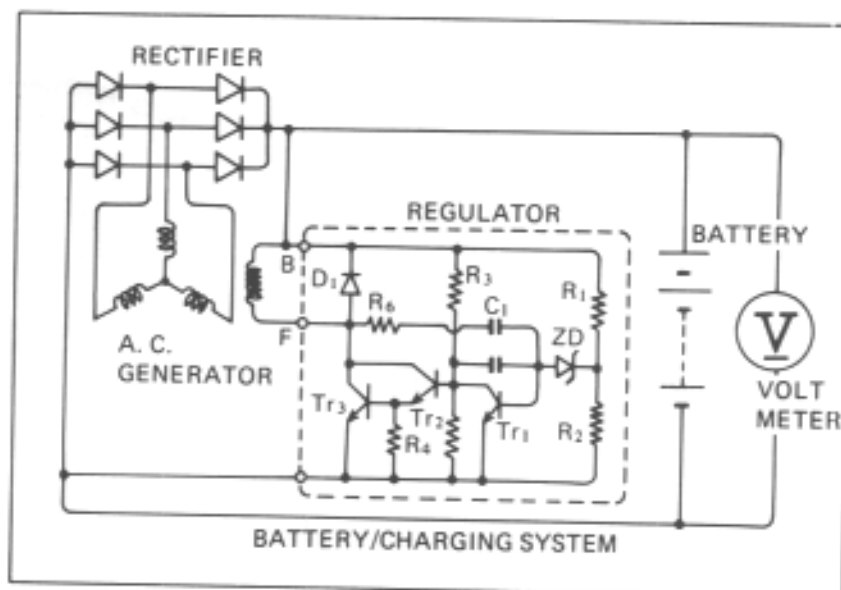
VOLTAGE REGULATOR PERFORMANCE TEST

a. Testing with a voltmeter

Connect a voltmeter across the battery.
Check regulator performance with the engine running.
Regulator must cut off the field coil current when battery voltage reaches 14–15V.

b. Testing with a variable resistor

Connect two 12V batteries in series.
Connect a variable resistor (0–100Ω) across the battery with a 50Ω resistor in between.
Test lamp must go out when voltage reaches 14–15V on the voltmeter by adjusting the variable resistor.





VOLTAGE REGULATOR/ RECTIFIER TEST

Check the resistance between the leads with an ohmmeter.

RESISTANCE IN NORMAL DIRECTION:

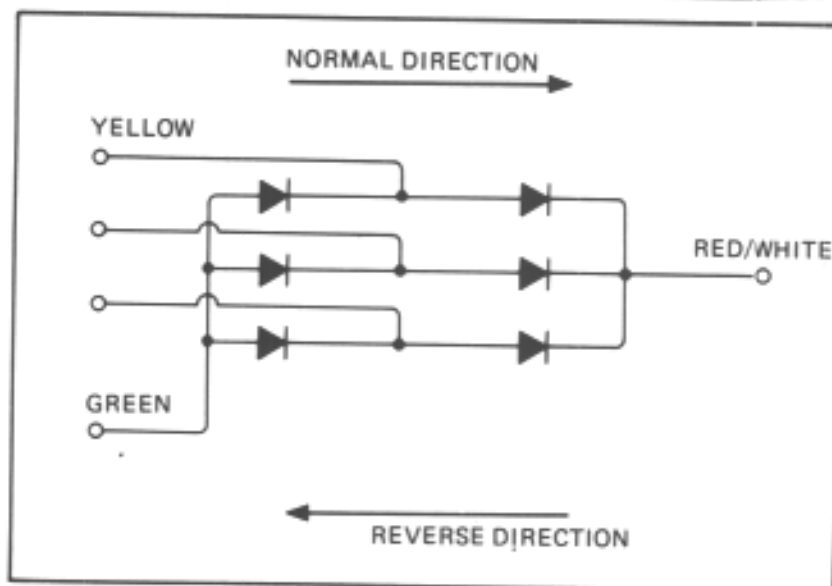
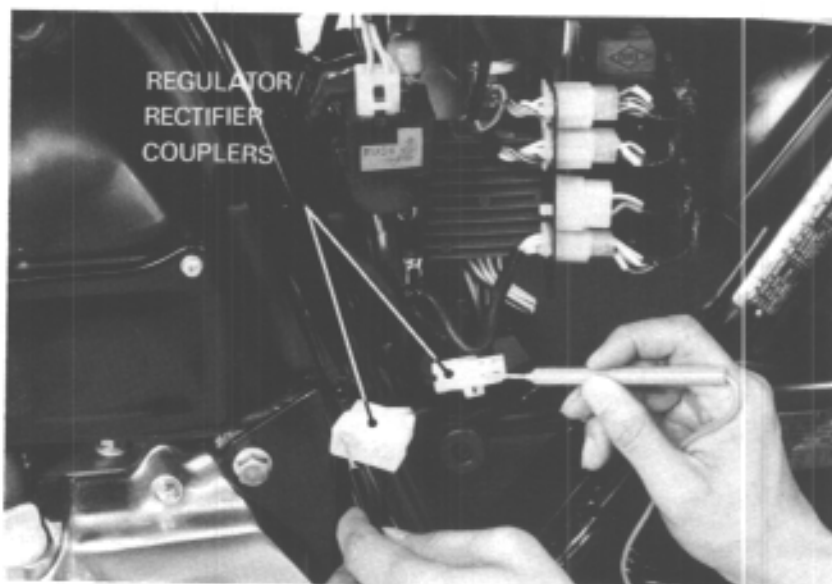
Green and any yellow: 5–40 Ω

Red/white and any yellow 5–40 Ω

RESISTANCE IN REVERSE DIRECTION:

Red/white and any yellow 2000 Ω min.

Green and any yellow 2000 Ω min.





SERVICE INFORMATION	17-1
TROUBLESHOOTING	17-2
IGNITION COIL	17-3
TRANSISTORIZED IGNITION SYSTEM (Pulser Generator, Spark Unit)	17-4
SPARK ADVANCER	17-6

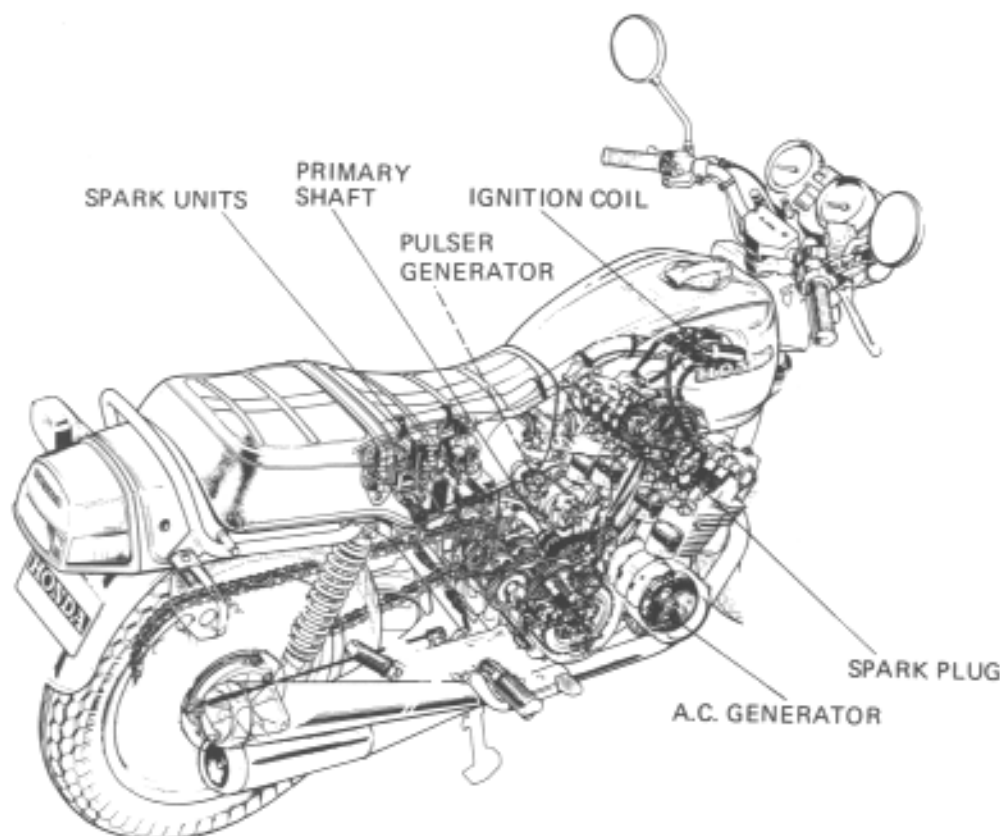
SERVICE INFORMATION

GENERAL INSTRUCTIONS

A TRANSISTORIZED IGNITION SYSTEM is used and no adjustments are to be made unless the pulser generator screws are loosened. If these screws are loosened, ignition timing for either the No. 1 or No. 4 cylinder must be adjusted. For spark plug information, see page 3-5.

SPECIFICATIONS

Spark plug U.S.A. only		For cold climate (below 5°C, 41°F)	Standard	For extended high speed riding
	ND	X22ES-U	X24ES-U	X27ES-U
	NGK	D7EA	D8EA	D9EA
Spark plug (Canada model)	ND X24ESR-U, NGK DR8ES-L			
Spark plug gap	0.6-0.7 mm (0.024-0.028 in)			
Ignition timing	At idle rpm	10° (BTDC)		
	Full advance/rpm	40° BTDC/6,000 rpm-36° BTDC/7,400 rpm		
Ignition coil	3-point spark test	6 mm (1/4 in) minimum		



TROUBLESHOOTING

NOTE

The ignition system has two sub-systems; one for the No. 1 and No. 4 cylinders and one for No. 2 and No. 3 cylinders. Determine which sub-system is faulty, then proceed to the detailed tests below.

Engine cranks but will not start

- Engine stop switch OFF.
- No spark at plugs
- Faulty transistorized spark unit
- Faulty pulser generator

No spark at plug

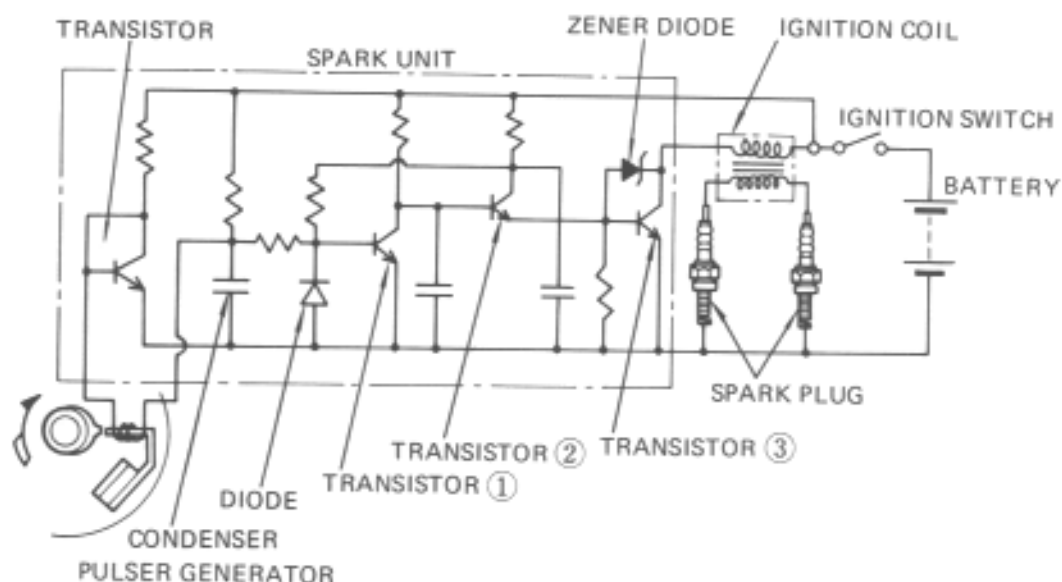
- Engine stop switch OFF
- Poorly connected, broken or shorted wires
 - Between ignition switch and engine stop switch
 - Between spark unit and engine stop switch
 - Between spark unit and ignition coil
 - Between ignition coil and plug
 - Between spark unit and pulser generator
- Faulty ignition coil
- Faulty ignition switch
- Faulty spark unit
- Faulty pulser generator

Engine starts but runs poorly

- Ignition primary circuit
 - Faulty ignition coil
 - Loose or bare wire
 - Intermittent short circuit
- Secondary circuit
 - Faulty plug
 - Faulty high tension cord

Timing advance incorrect

- Centrifugal advancer faulty



IGNITION COIL

REMOVAL

Remove the fuel tank.
Disconnect the wire leads.
Remove the coils by removing the attaching bolts.



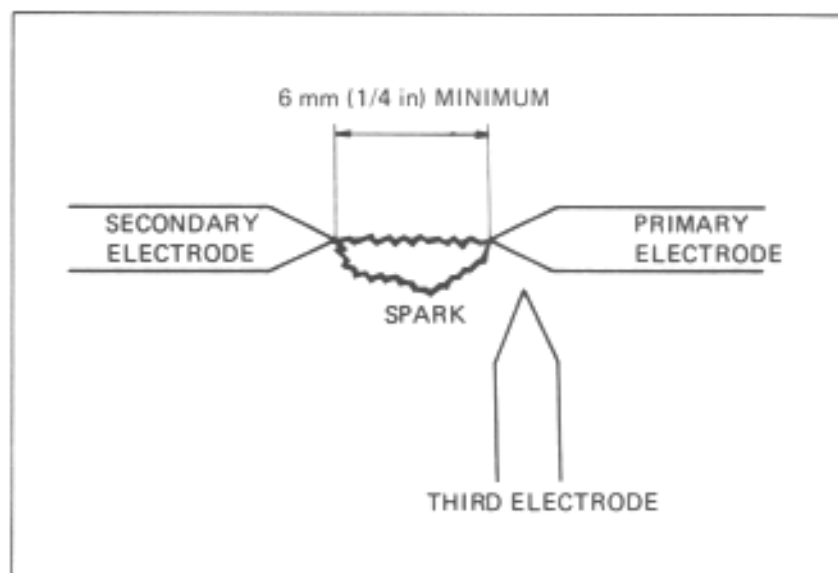
PERFORMANCE TEST

Perform the 3-point spark test with a coil tester.

SERVICE LIMIT: 6 mm (1/4 in) min.

NOTE

Follow the coil tester manufacturers instructions.



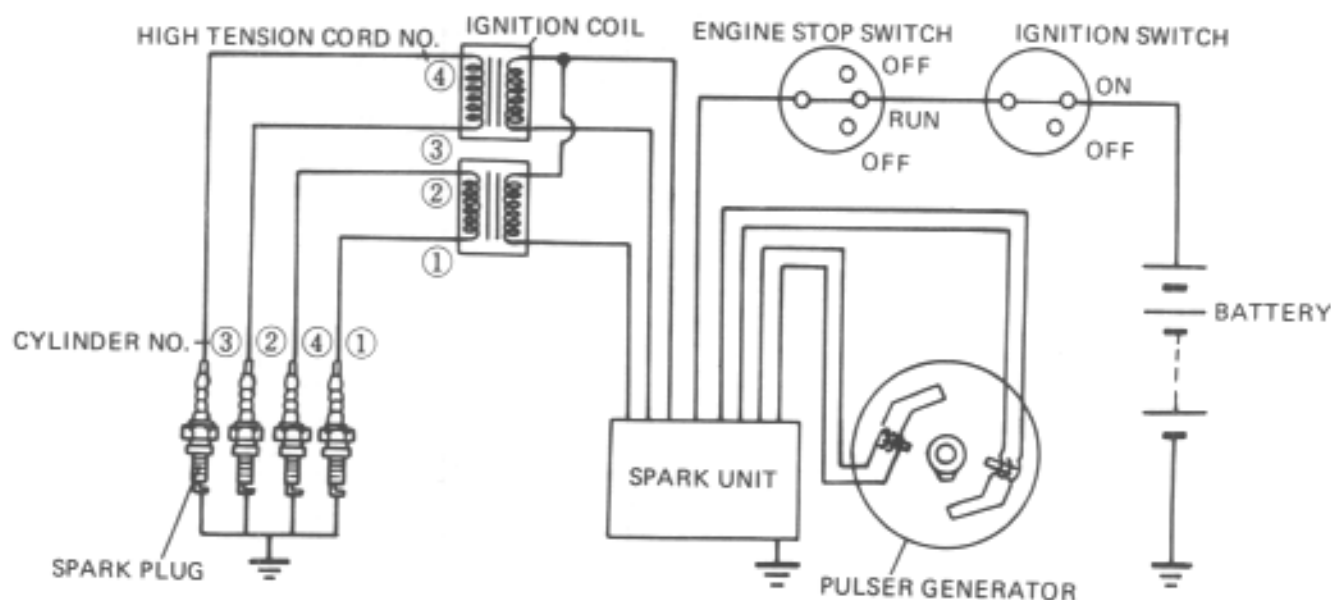
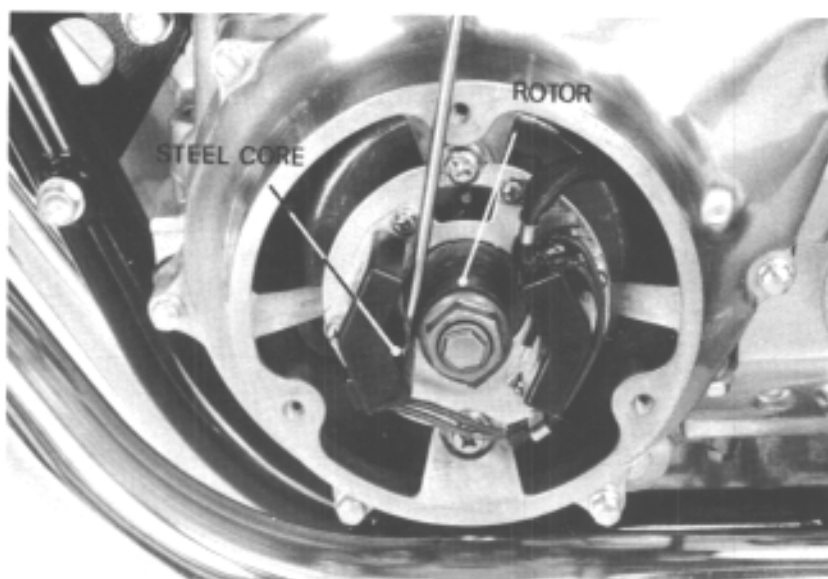


TRANSISTORIZED IGNITION SYSTEM

INSPECTION

System

Disconnect the 1 and 2 plugs.
 Hold each plug against any convenient engine ground.
 Turn the ignition switch on.
 Remove the pulser generator cover.
 Touch the end of a screwdriver to the rotor and one pulser generator steel core.
 Repeat this operation several times.
 A good spark to the plug means that the ignition system for that cylinder is in good shape.
 Repeat the above for the other pulser.



Pulser generator

Measure the coil resistance.

COIL RESISTANCE: $530 \pm 50\Omega$ (20°C , 68°F)

Between yellow leads (2, 3 cylinders)

Between blue leads (1, 4 cylinders)

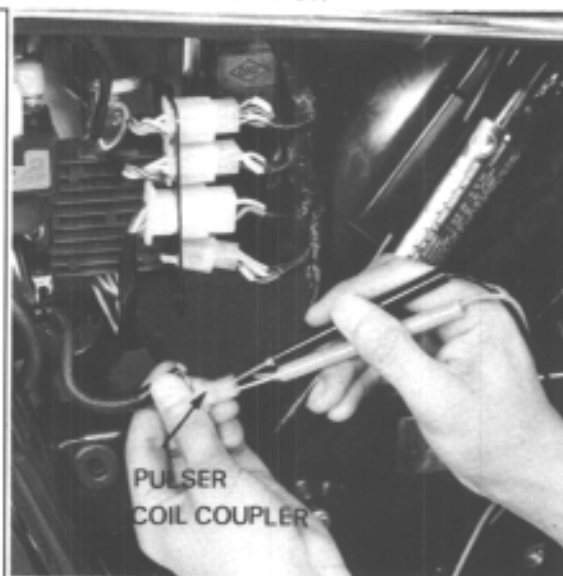
Measure the clearance between the pulser generator steel core and the rotor tooth.
 Adjust the clearance by moving the pulser generator coil.

Replace the pulser generator assembly if necessary.

CLEARANCE: 0.4–0.7 mm
 (0.016–0.027 in)

PULSER GENERATOR COIL
 ROTOR

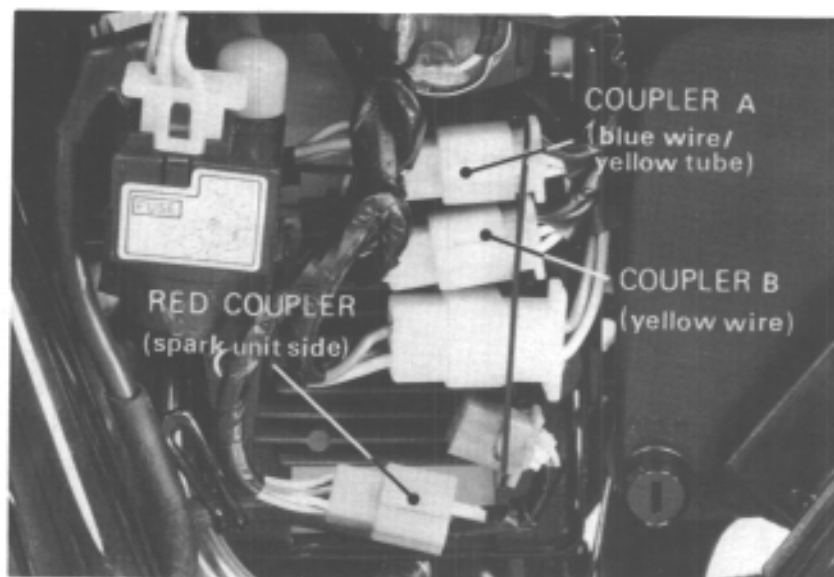
CLEARANCE:
 0.4–0.7 mm
 (0.016–0.027 in)



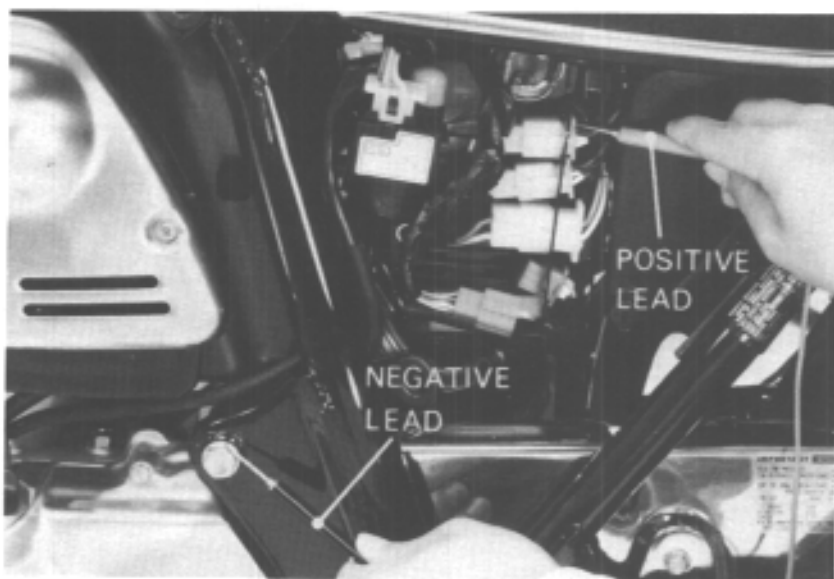


Spark unit

Disconnect the red coupler. Turn the ignition switch on. Set voltmeter to the 0–25V DC scale.



Touch the positive meter lead to the blue wire (with yellow tube) of coupler A; ground the negative lead. The meter should read 12V (battery voltage.)



With the voltmeter leads in place, use a jumper wire to ground the blue wire (with white tube) terminal on the male (spark unit) side of the red coupler. Voltage should drop to 0–2V DC.

Move the positive voltmeter lead to the yellow wire of coupler B. Voltage should be 12V DC.

Move the jumper lead from the blue wire (with white tube) to the yellow wire (with white tube) terminal of the red coupler. Voltage should drop to 0–2V DC.

Replace the spark units if they are faulty.





PULSER REPLACEMENT

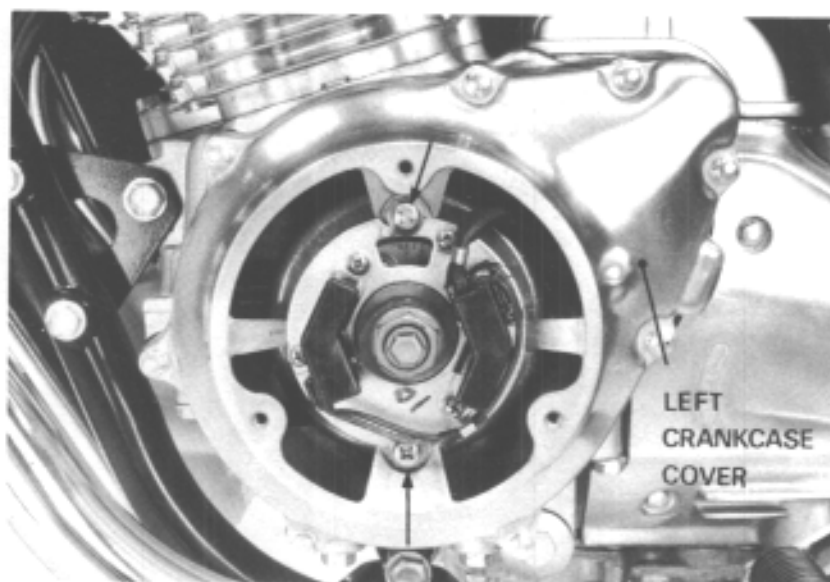
If pulser replacement is necessary, loosen the two pulser base plate screws.

Remove the left crankcase cover.

Remove the left rear crankcase cover.

Replace the pulser generator assembly.

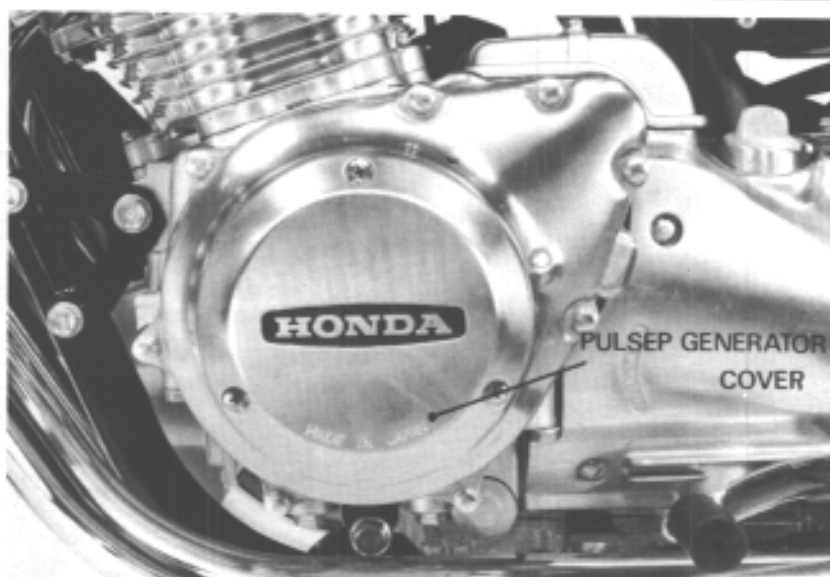
Adjust the ignition timing (Page 3-5).



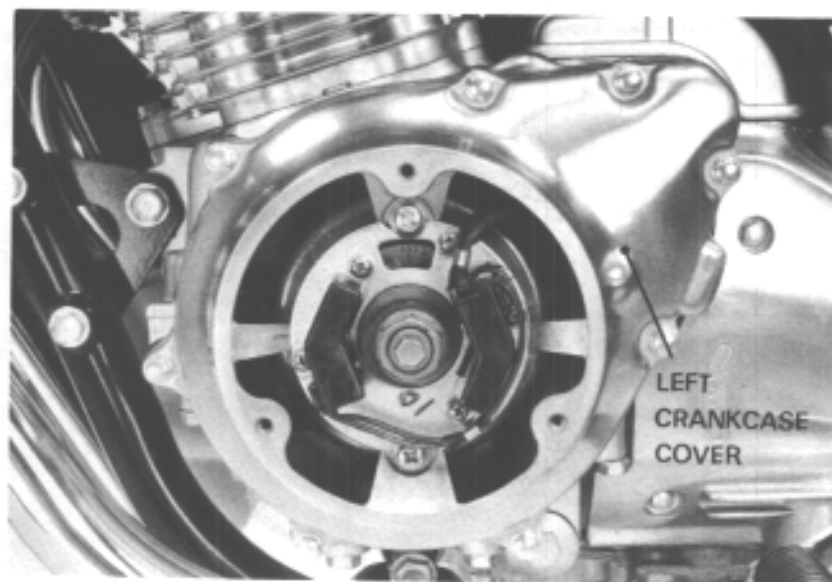
SPARK ADVANCER

For advancer function test, see Page 3-6.

Remove the pulser generator cover screws and cover.



Remove the left crankcase cover screws and cover.

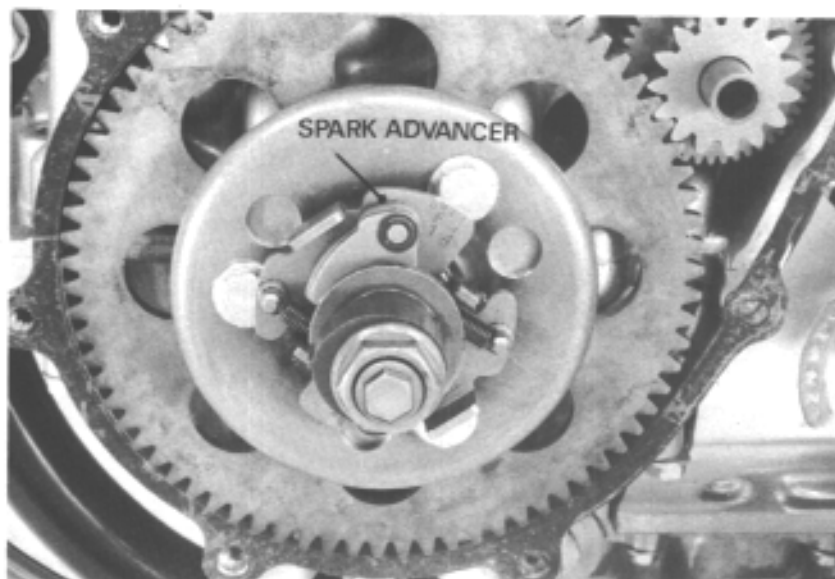




ADVANCER VISUAL INSPECTION

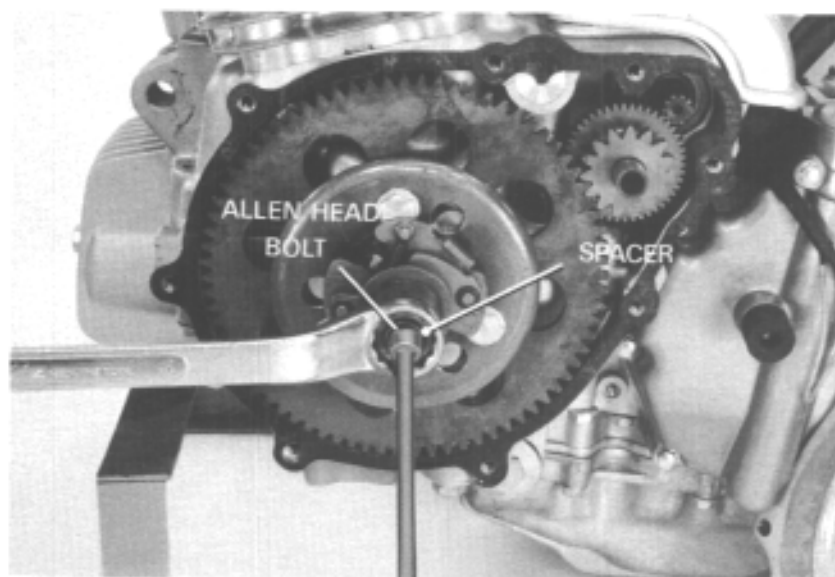
Check the mechanical advancer cam for sticking.

Lubricate the sliding surfaces, and check the spring for loss of tension and advancer pin for excessive wear if the advancer fails to return.



ADVANCER REPLACEMENT

Remove the bolt by holding the spacer.
Remove the advancer.



Install the advancer.

Align the pin on the advancer with the slot in the crankshaft.

Tighten the hex. head bolt.

TORQUE: 2.1–2.5 kg-m (15–18 ft-lb)





SERVICE INFORMATION	18-1
TROUBLESHOOTING	18-1
STARTER MOTOR	18-2
STARTER RELAY SWITCH	18-5

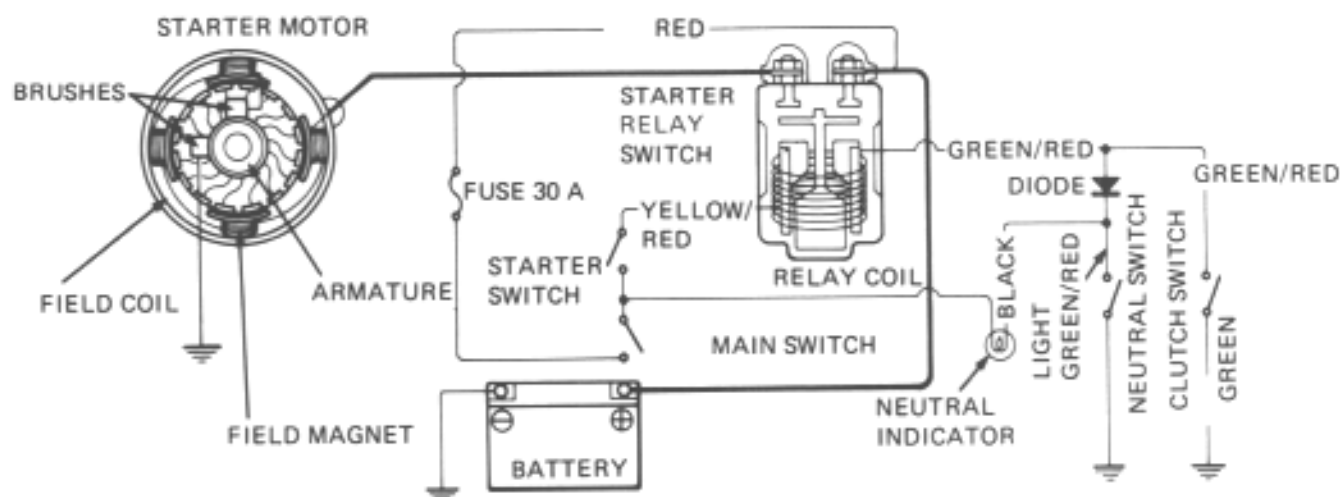
SERVICE INFORMATION

GENERAL INSTRUCTIONS

The starter motor can be removed with the engine in the frame.

SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Starter motor	Brush spring tension	560 g—680 g (19.75—23.89 oz)	560 g (19.75 oz)
	Brush length	12.0—13.0 mm (0.47—0.51 in)	7.5 mm (0.30 in)



TROUBLESHOOTING

Starter motor will not turn:

- Battery discharged
- Faulty ignition switch
- Faulty starter switch
- Faulty neutral switch
- Faulty starter relay switch
- Loosen or disconnected wire or cable
- Neutral diode open

Starter motor turns engine slowly

- Low specific gravity
- Excessive resistance in circuit
- Binding in starter motor

Starter motor turns, but engine does not turn:

- Faulty starter clutch
- Faulty starter motor gears
- Faulty starter motor or idle gear

Starter motor and engine turns, but engine does not start

- Faulty ignition system
- Engine problems



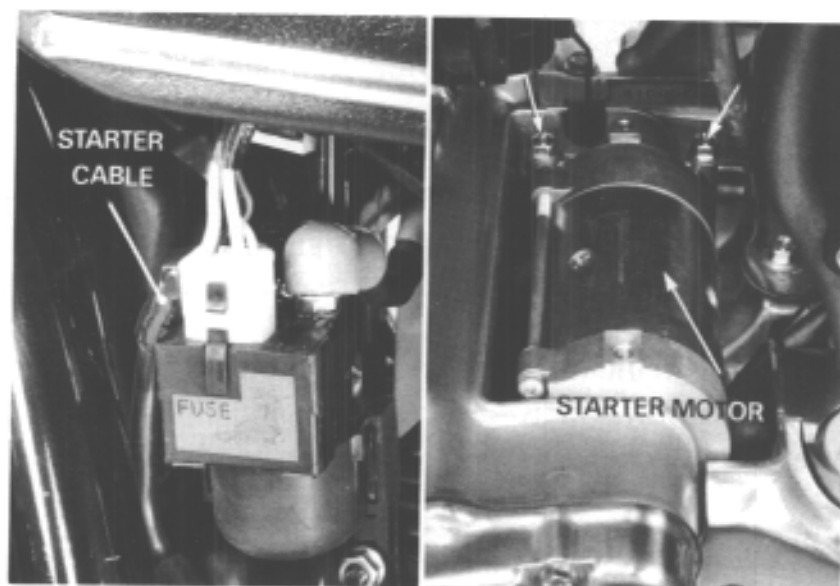
STARTER MOTOR

REMOVAL

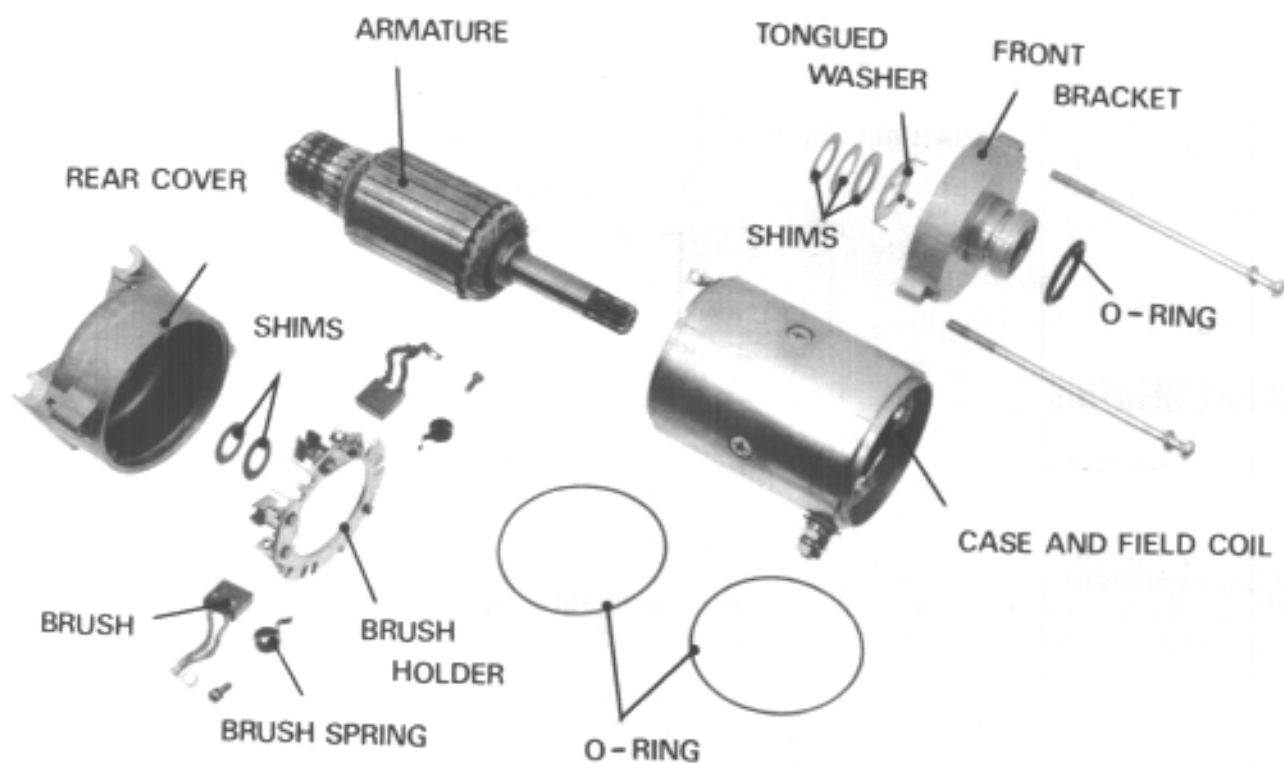
WARNING

With the ignition switch OFF, remove the negative cable at the battery before servicing the starter motor.

Remove the right side cover and disconnect the starter cable at the starter relay switch.



Remove the starter motor cover and starter motor.



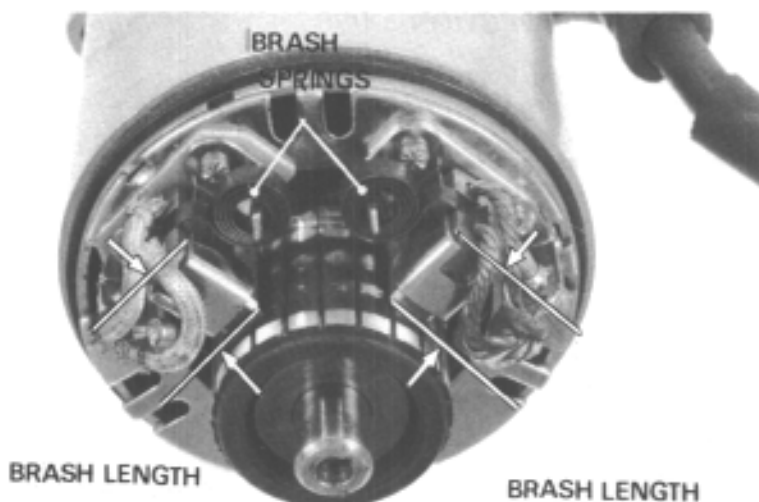


BRUSH INSPECTION

Remove the starter motor case screws.
Inspect the brushes and measure the brush length.
Measure brush spring tension with a spring scale.

SERVICE LIMITS:

Brush length: 7.5 mm (0.30 in)
Brush spring tension: 560 g (19.75 oz)



COMMUTATOR INSPECTION

Remove the starter motor case.

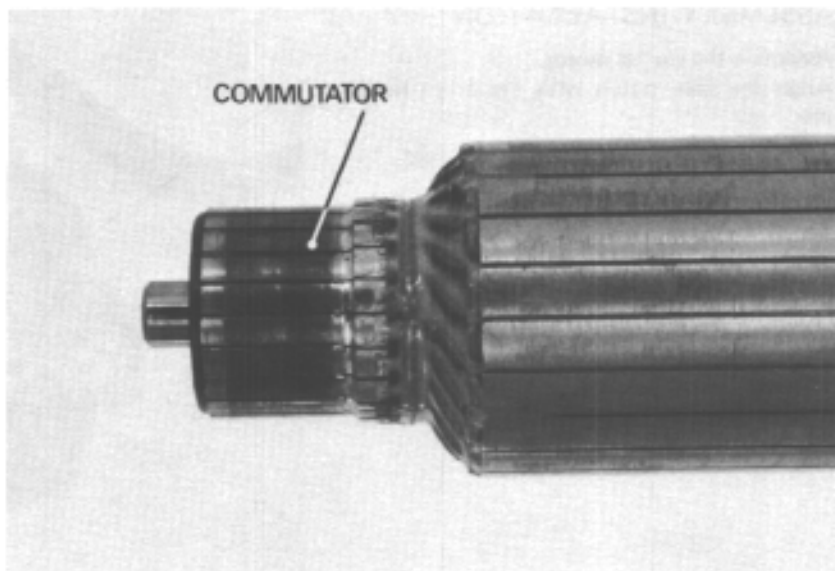
NOTE

Record the location and number of thrust washers.

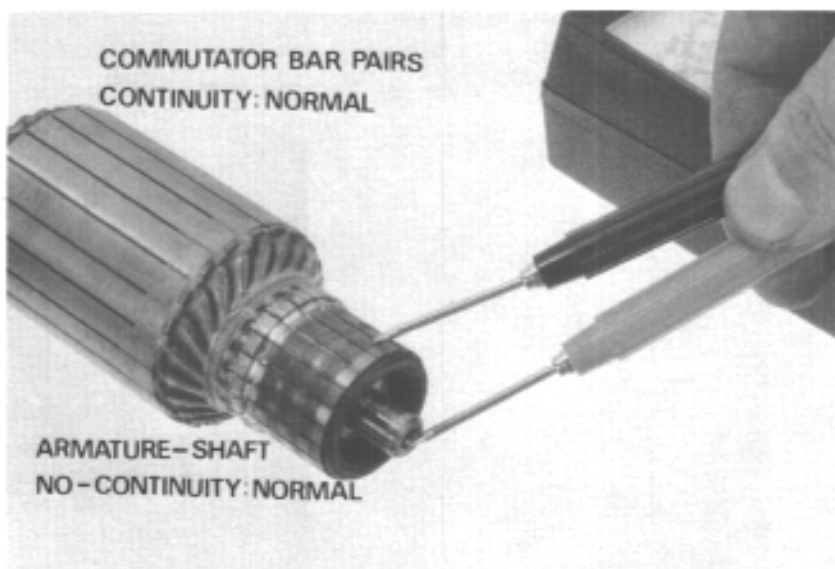
Inspect the commutator bars for discoloration.
Bars discolored in pairs indicate grounded armature coils.

NOTE

Do not use emery or sand paper on the commutator.



Check for continuity between pairs of commutator bars, and also between commutator bars and armature shaft.





FIELD COIL INSPECTION

Check for continuity from the cable terminal to the motor case and from the cable terminal to the brush wire.

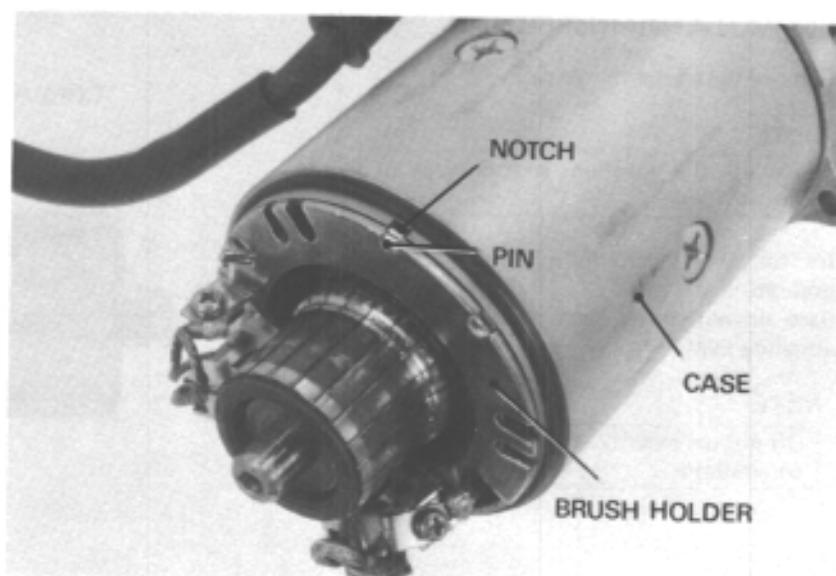
Replace the starter motor if the field coil is not continuous or if it is shorted to the motor case.



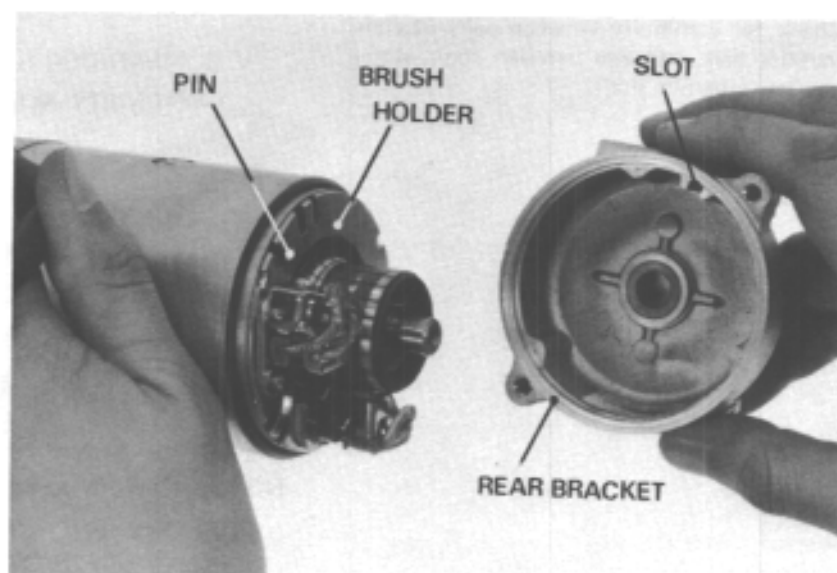
ASSEMBLY/INSTALLATION

Assemble the starter motor.

Align the case notch with the brush holder pin.



Install the rear cover aligning its slot with the brush holder pin.





STARTER RELAY SWITCH

INSPECTION

Depress the starter switch button with the ignition ON.

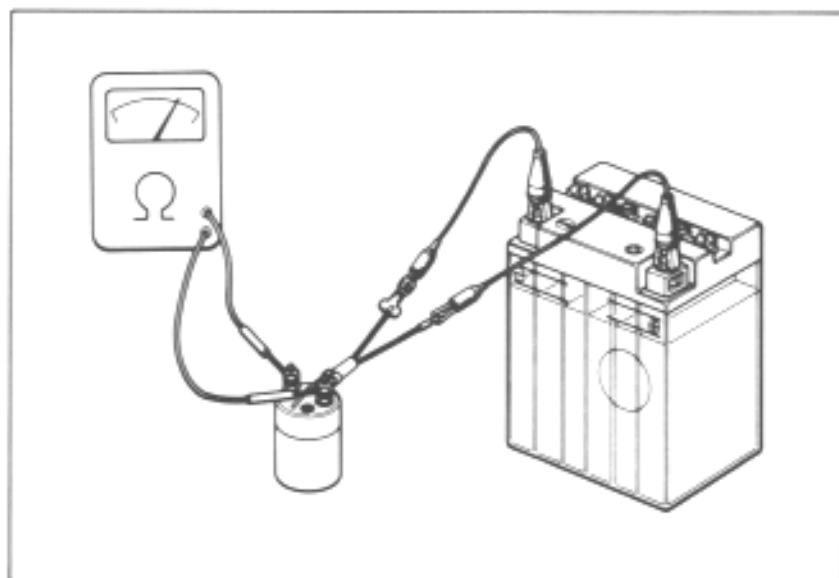
The coil is normal if the starter relay switch clicks.



Connect an ohmmeter to the starter relay switch terminals.

Connect a 12 V battery to the switch cable terminals.

The switch is normal if there is continuity.





SERVICE INFORMATION	19-1	HANDLEBAR SWITCHES	19-3
OIL PRESSURE WARNING SWITCH	19-2	IGNITION SWITCH	19-4
BRAKE SWITCHES	19-2	CLUTCH SWITCH	19-4
NEUTRAL SWITCH	19-2		

SERVICE INFORMATION

GENERAL INFORMATION

- Some wires have different colored bands around them near the connector. These are connected to other wires which correspond with the band color.
- All plastic plugs have locking tabs that must be released before disconnecting, and must be aligned when reconnecting.
- The following color codes used are indicated throughout this section and on the wiring diagram.

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

- To isolate an electrical failure, check the continuity of the electrical path through the part. A continuity check can usually be made without removing the part from the motorcycle. Simply disconnect the wires and connect a continuity tester or volt-ohmmeter to the terminals or connections.
- A continuity tester is useful when checking to find out whether or not there is an electrical connection between the two points. An ohmmeter is needed to measure the resistance of a circuit, as when there is a specific coil resistance involved, or when checking for high resistance caused by corroded connections.



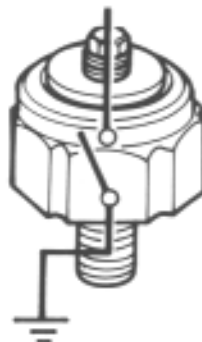
OIL PRESSURE WARNING SWITCH

Check for continuity while applying pressure to the switch.

Replace the switch if necessary.

Apply a liquid sealant to the switch threads.

CONTINUITY: BELOW 2.8 psi



NO CONTINUITY: ABOVE 2.8–5.6 psi

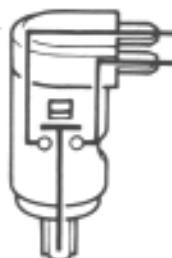
BRAKE SWITCHES

Check the rear brakelight switch for continuity with the rear brake applied.

Check the front brakelight switch for continuity with the front brake applied.

Replace the switches if necessary.

FRONT



BRAKE APPLIED: CONTINUITY
 BRAKE NOT APPLIED: NO CONTINUITY

REAR

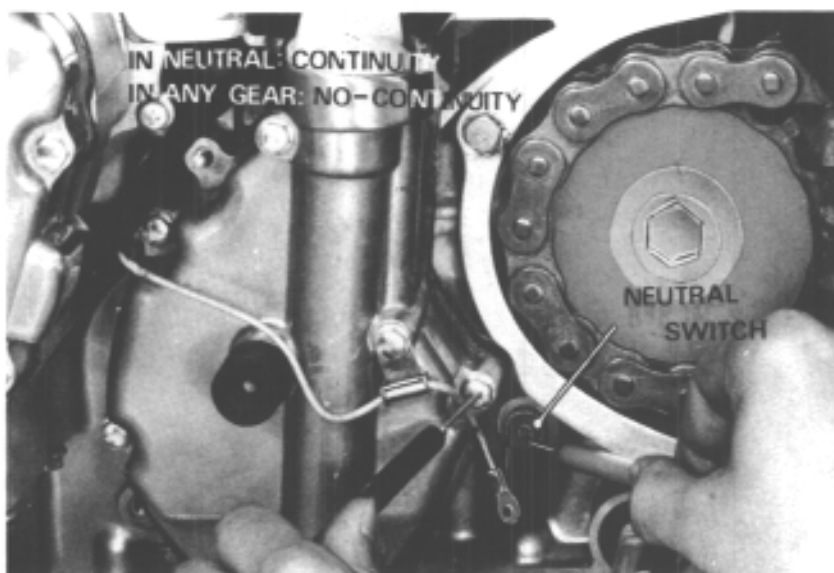


NEUTRAL SWITCH

Remove the foot pegs, gearshift pedal and left rear crankcase cover.

Check the switch for continuity between the switch terminal (wire removed) and ground with the transmission in neutral and with the transmission in any gear.

Replace the neutral switch if necessary.



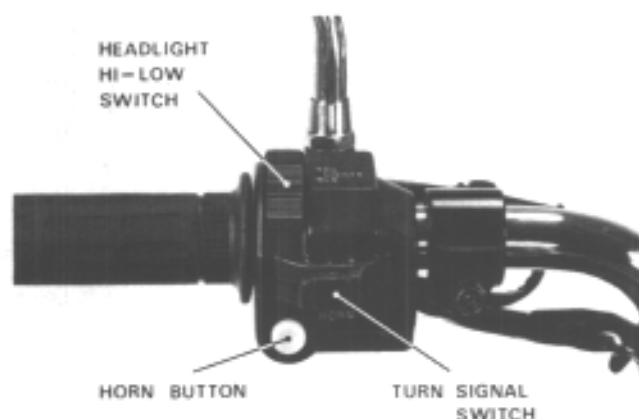


HANDLEBAR SWITCHES

The handlebar cluster switches (lights, turn signals, horn, start and stop) must be replaced as assemblies.

Continuity tests for the components of the handlebar cluster switches follow:

Continuity should exist between the color coded wires on each chart.



HEADLIGHT HI-LOW SWITCH

HI: B/W to B
MIDDLE (N): B/W to W to B
LO: B/W to W

Headlight Hi-Low Switch

	HL	Hi	Lo
Hi			
(N)			
Lo			
Code color	B/W	B	W

TURN SIGNAL SWITCH

LEFT: Gr to O, Br/W to LB/W
OFF: Br/W to O/W to LB/W
RIGHT: Gr to LB, Br/W to O/W

Turn Signal Switch

	W	L	R	P	PL	PR
LEFT						
OFF						
RIGHT						
Code color	Gr	O	LB	Br/W	O/W	LB/W

HORN BUTTON

LG to G with button depressed
No continuity with button released

Horn Button

	Ho	E
Code color	LG	G

STARTER BUTTON

Bk/R to B/W with button released
Bk to Y/R with button depressed

Starter Button

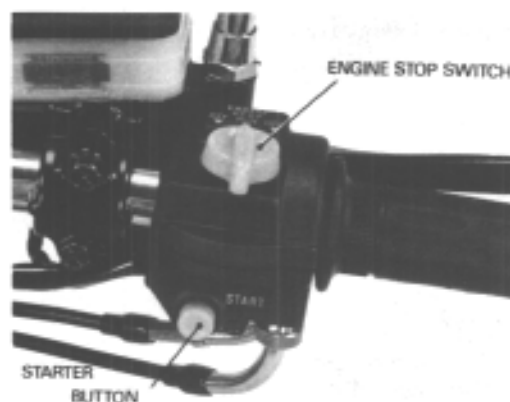
	BAT5	HL	BAT2	ST
FREE				
START				
Code color	Bk/R	B/W	Bk	Y/R

ENGINE STOP SWITCH

RUN: Bk to Bk/W
OFF: No continuity

Engine Stop Switch

	BAT2	IG
OFF		
RUN		
OFF		
Code color	Bk	Bk/W





IGNITION SWITCH

Remove the instrument cluster and disconnect the plug.
 Remove the ignition switch.

NOTE

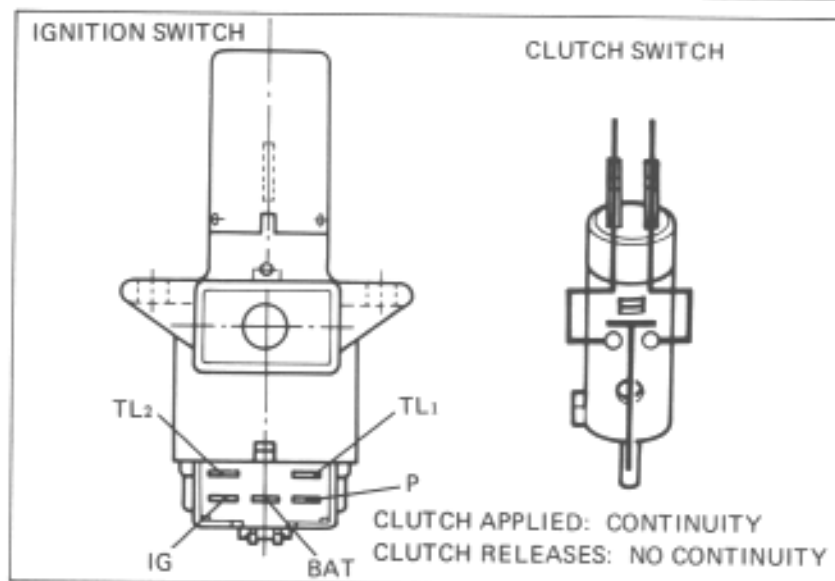
Identify the wire colors at the connector. There are no colors on the switch.

Check continuity of terminals on the ignition switch in each switch position.

SWITCH POSITION

LOCK: No continuity
OFF: No continuity
ON: BAT₁ to IG, TL₁ to TL₂
PARK: P to BAT₁

Terminal Position	P	BAT ₁	IG	TL ₁	TL ₂
P	○—○				
ON		○—○		○—○	
OFF					
LOCK					



CLUTCH SWITCH

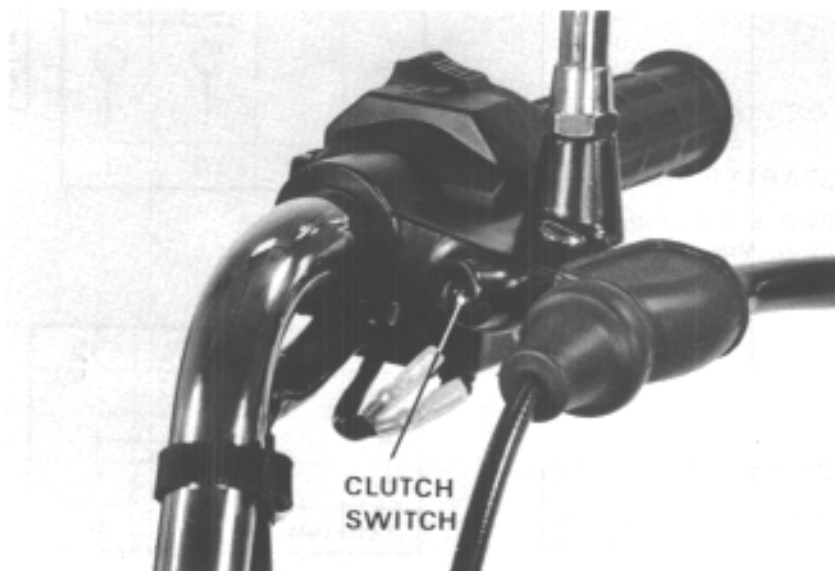
Check continuity of the clutch lever (safety) switch with the clutch released and applied.
 Replace if necessary.

REMOVAL

Unplug the wires.
 Remove the clutch lever and cable.
 Remove the switch.

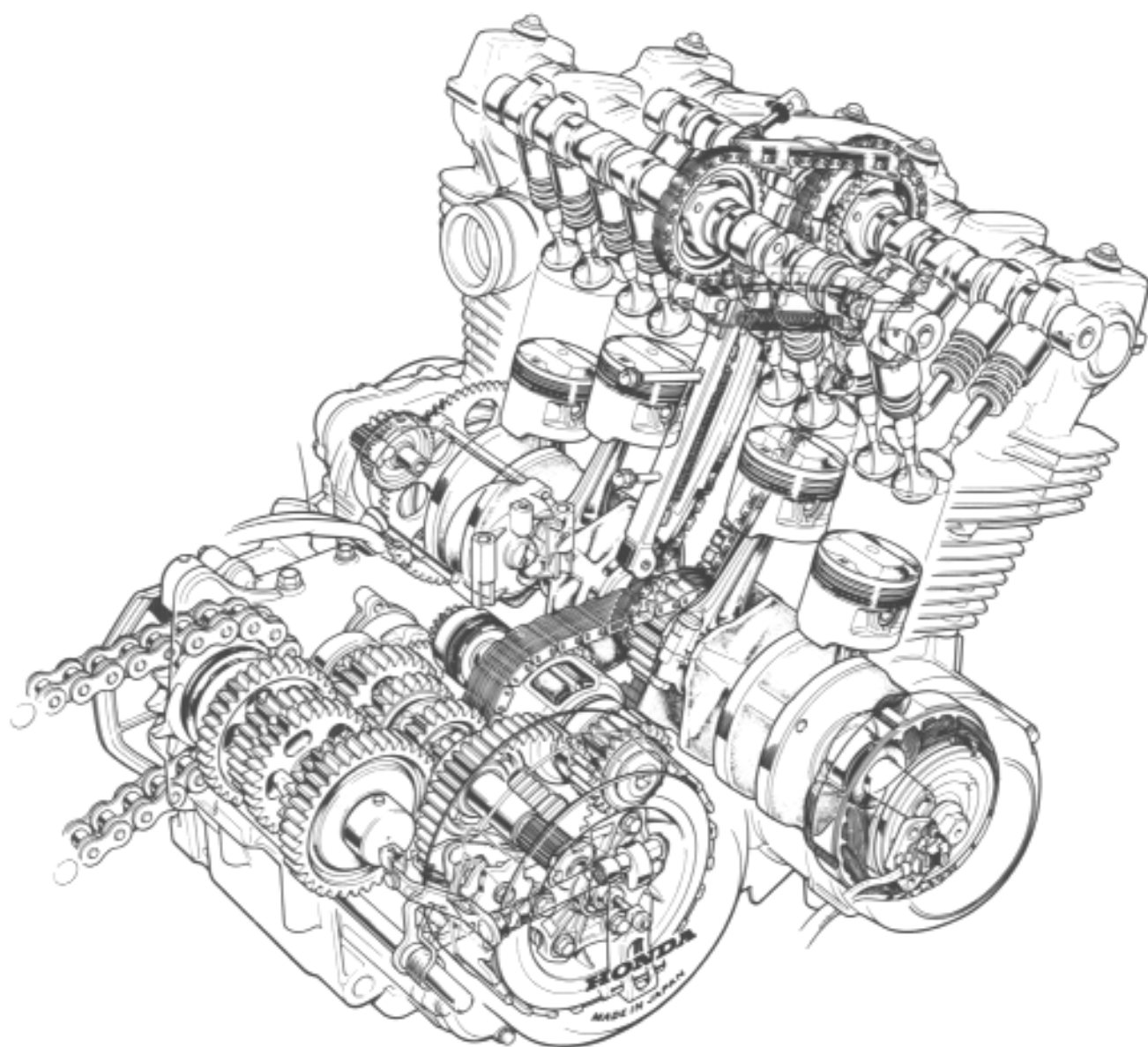
NOTE

The switch case has a small protrusion that must point toward the handlebar when installed.





ENGINE CONSTRUCTION





DUAL CAM CHAINS

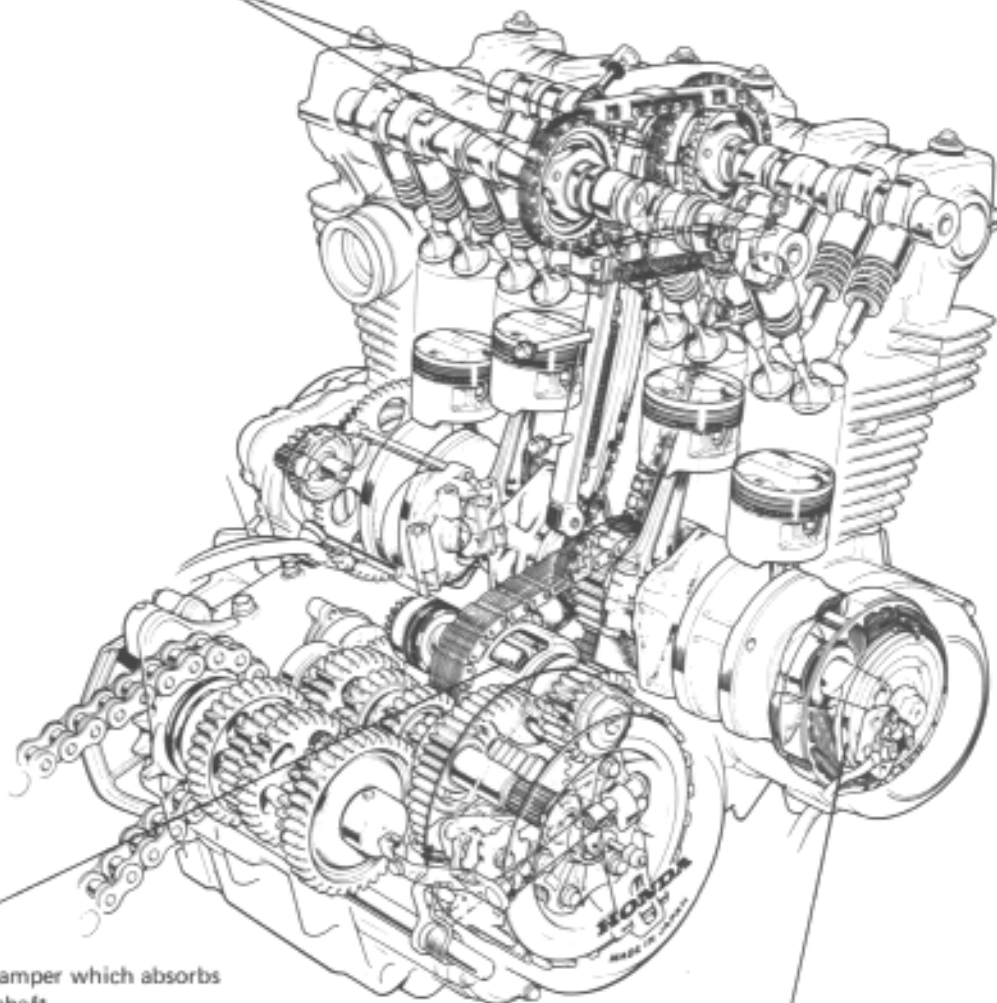
Dual cam chains drive the camshafts. Drive is transmitted from the crankshaft to the exhaust camshafts and from there to the intake camshafts. This eliminates a diagonal chain path through the rear of the engine, reducing the distance between the carburetors and cylinders.

The cam chains are the silent inverted tooth type.

Each chain has a guide. Chain tensioners are the slipper type.

16 VALVES

Each cylinder has two intake and two exhaust valves. The arrangement ensures effective breathing at high speed without valve float. Four valves instead of two allow a large overall port areas with a low reciprocating weight for each valve spring.



PRIMARY SHAFT

The primary shaft has a damper which absorbs the shock from the crankshaft.

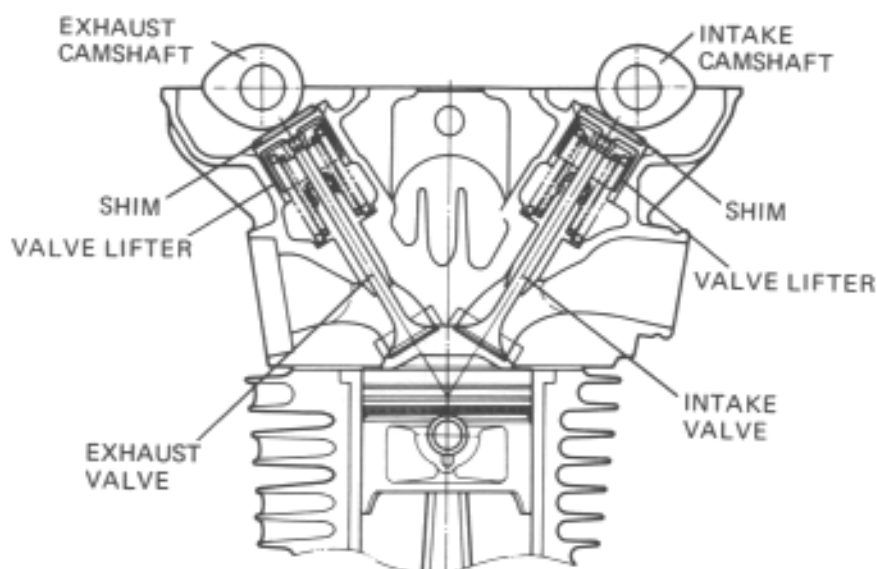
A.C. GENERATOR

The A. C. generator and ignition pulser assembly are mounted on the crankshaft. This makes the ignition system maintenance-free.



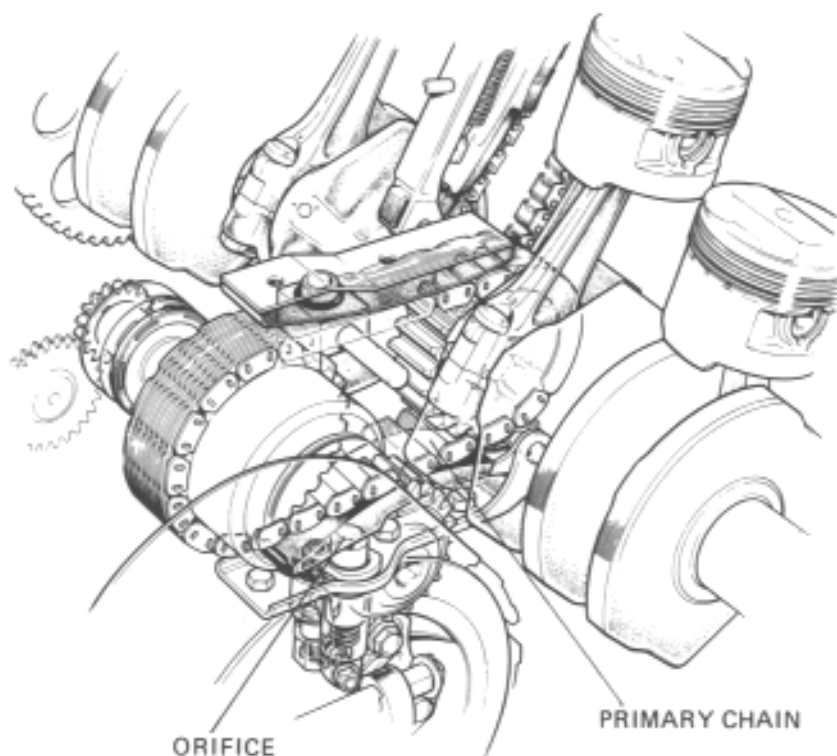
VALVE MECHANISM

The valves are operated by the cams through the valve lifters. The shims can be removed and installed easily without removing the camshafts by pushing down on the lifters with a special tool.



OIL DAMPER TYPE PRIMARY CHAIN TENSIONER

Primary chain tension is controlled by an oil dampened chain tensioner. It consists of a fluid valve using oil control orifice, a spring and a tension bar. Oil in the fluid valve compensates for cavitation, assuring positive damper action at all times.

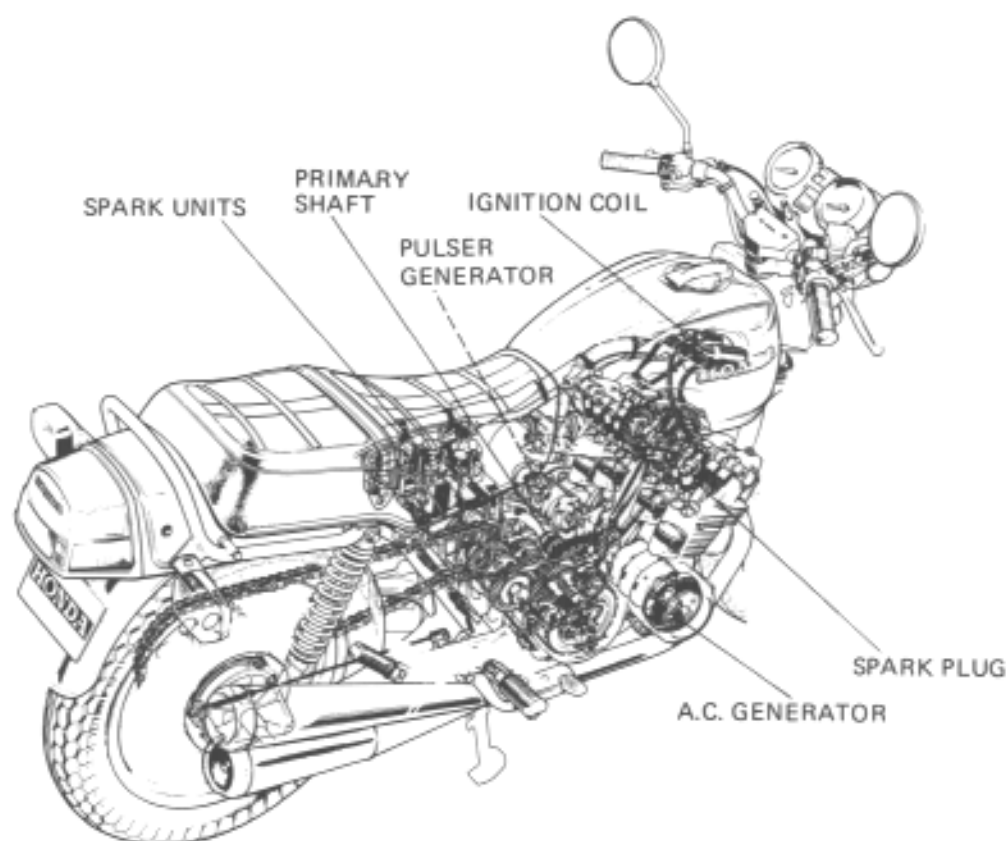




TRANSISTORIZED IGNITION

The engine uses a transistorized ignition. A pulser generator and transistorized spark unit supply current to the crank circuit. The system is free from problems that occur in mechanical breaker systems. It produces stable secondary energy and eliminates periodic adjustments and maintenance services. There are two independent systems; one for 1 & 3 and one for 2 & 4 cylinders. The generator rotor is connected to the crankshaft so they turn as a unit as the shaft rotates. Two generating coils are spaced evenly on the base plate, 180 degrees apart.

When the rotor turns, pulses are generated as it passes over the coils. Adjusting timing for 1 & 3 cylinders automatically adjust the other cylinders.





ENGINE DOES NOT START OR IS HARD TO START

1. Check fuel flow to carburetor

REACHING CARBURETOR



2. Perform spark test

GOOD SPARK



3. TEST CYLINDER COMPRESSION

COMPRESSION NORMAL



4. Start by following normal procedure

ENGINE DOES NOT FIRE



5. Remove and inspect spark plug

NOT REACHING CARBURETOR



POSSIBLE CAUSE

- (1) Fuel tank empty
- (2) Clogged fuel tube or fuel filter
- (3) Sticking float valve
- (4) Clogged fuel tank cap breather hole

WEAK OR NO SPARK



- (1) Faulty spark plugs
- (2) Fouled spark plugs
- (3) Faulty spark unit
- (4) Broken or shorted high tension wires
- (5) Faulty A.C. generator
- (6) Broken or shorted ignition coil
- (7) Faulty ignition switch
- (8) Faulty pulser generator

LOW COMPRESSION



- (1) Low battery charge
- (2) Improper valve clearance
- (3) Valve stuck open
- (4) Worn cylinder and piston rings
- (5) Damaged cylinder head gasket
- (6) Seized valve
- (7) Improper valve timing

ENGINE FIRES BUT STOPS



- (1) Improper choke operation
- (2) Carburetor incorrectly adjusted
- (3) Manifold leaking
- (4) Improper ignition timing (Spark unit or pulser generator)
- (5) Incorrect fast idle
- (6) Fuel contaminated

WET PLUG



- (1) Carburetor flooded
- (2) Choke closed
- (3) Throttle valve open
- (4) Air cleaner dirty


ENGINE LACKS POWER

1. Raise wheels off ground and spin by hand
 WHEEL SPINS FREELY
 ↓
2. Check tire pressure
 PRESSURE NORMAL
 ↓
3. Accelerate rapidly from low to second
 ENGINE SPEED LOWERED WHEN CLUTCH IS RELEASED
 ↓
4. Accelerate lightly
 ENGINE SPEED INCREASES
 ↓
5. Check ignition timing
 CORRECT
 ↓
6. Check valve clearance
 CORRECT
 ↓
7. Test cylinder compression
 NORMAL
 ↓
8. Check carburetor for clogging
 NOT CLOGGED
 ↓
9. Remove spark plug
 NOT FOULED OR DISCOLORED
 ↓
10. Check oil level and condition
 CORRECT
 ↓
11. Remove cylinder head cover and inspect lubrication
 VALVE TRAIN LUBRICATED PROPERLY
 ↓
12. Check for engine overheating
 NOT OVERHEATING
 ↓
13. Accelerate or run at high speed
 ENGINE DOES NOT KNOCK

POSSIBLE CAUSE

- WHEELS DO NOT SPIN FREELY → (1) Brake dragging
 (2) Worn or damaged wheel bearing
 (3) Wheel bearing needs lubrication
 (4) Drive chain too tight
- PRESSURE LOW → (1) Punctured tire
 (2) Faulty tire valve
- ENGINE SPEED CHANGED WHEN CLUTCH IS RELEASED → (1) Clutch slipping
 (2) Worn clutch disc/plate
 (3) Warped clutch disc/plate
- ENGINE SPEED NOT INCREASED → (1) Carburetor choke closed
 (2) Clogged air cleaner
 (3) Restricted fuel flow
 (4) Clogged fuel tank breather tube
 (5) Clogged muffler
- INCORRECT → (1) Faulty spark unit
 (2) Faulty pulser generator
 (3) Faulty ignition advancer
- INCORRECT → (1) Improper valve adjustment
 (2) Worn valve seat
- TOO LOW → (1) Valve stuck open
 (2) Worn cylinder and piston rings
 (3) Leaking head gasket
 (4) Improper valve timing
- CLOGGED → (1) Carburetor not serviced frequently enough
- FOULED OR DISCOLORED → (1) Plugs not serviced frequently enough
 (2) Spark plug with incorrect heat range
- INCORRECT → (1) Oil level too high
 (2) Oil level too low
 (3) Contaminated oil
- VALVE TRAIN NOT LUBRICATED PROPERLY → (1) Clogged oil passage
 (2) Clogged oil control orifice
- OVERHEATING → (1) Excessive carbon build-up in combustion chamber
 (2) Use of poor quality fuel
 (3) Clutch slipping
- ENGINE KNOCKS → (1) Worn piston and cylinder
 (2) Wrong type of fuel
 (3) Excessive carbon build-up in combustion chamber
 (4) Ignition timing too advanced (Faulty spark unit or advancer)



POOR PERFORMANCE AT LOW AND IDLE SPEEDS

1. Check ignition timing and valve clearance	INCORRECT	POSSIBLE CAUSE (1) Improper valve clearance (2) Improper ignition timing (Faulty spark unit or spark advancer)
CORRECT ↓		
2. Check carburetor pilot screw adjustment	INCORRECT	See Fuel System Section
CORRECT ↓		
3. Check for leaking manifold	LEAKING	(1) Deteriorated insulator O-ring (2) Loose carburetor
NO LEAK ↓		
4. Perform spark test	WEAK OR INTERMITTENT SPARK	(1) Faulty, carbon or wet fouled spark plug (2) Faulty spark unit (3) A.C. generator faulty (4) Faulty ignition coil (5) Faulty spark advancer
GOOD SPARK		

POOR PERFORMANCE AT HIGH SPEED

1. Check ignition timing and valve clearance	INCORRECT	(1) Improper valve clearance (2) Faulty spark unit (3) Faulty pulser generator (4) Faulty spark advancer
CORRECT ↓		
2. Disconnect fuel tube at carburetor	FUEL FLOW RESTRICTED	(1) Lack of fuel in tank (2) Clogged fuel line (3) Clogged fuel tank breather hole (4) Clogged fuel cock
FUEL FLOWS FREELY ↓		
3. Remove carburetor and check for clogged jet	CLOGGED	(1) Clean
NO CLOG ↓		
4. Check valve timing	INCORRECT	(1) Cam sprocket not installed properly
CORRECT ↓		
5. Check valve spring tension	WEAK	(1) Faulty spring
NOT WEAKENED		

POOR HANDLING ————— Check tire pressure

1. If steering is heavy	(1) Steering top thread nut too tight (2) Damaged steering head bearings
2. If either wheel is wobbling	(2) Excessive wheel bearing play (2) Distorted rim (3) Improperly installed wheel hub (4) Swing arm pivot bushing excessively worn (5) Distorted frame (6) Improper drive chain tension or adjustment
3. If the motorcycle pulls to one side	(1) Improperly adjusted shock absorber (2) Front and rear wheels not aligned (3) Bent front fork (4) Bent swing arm



INTRODUCTION

This Honda Shop Manual Addendum contains information for the '79 CB750K LTD - CB750F.

Refer to the base Shop Manual for service procedures and data not included in this addendum.

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SERVICE PUBLICATIONS OFFICE

TABLE OF CONTENTS

1. GENERAL INFORMATION	22- 2
SPECIFICATIONS	22- 2
TORQUE VALUES	22- 6
WIRING DIAGRAMS	22- 7
CABLE & HARNESS ROUTING	22- 9
MAINTENANCE SCHEDULE	22-11
2. LUBRICATION	22-13
SERVICE INFORMATION	22-13
OIL PUMP	22-13
3. INSPECTION AND ADJUSTMENT	22-14
BRAKE FLUID	22-14
REAR BRAKE PEDAL HEIGHT	22-14
WHEELS	22-15
4. FUEL SYSTEM	22-16
SERVICE INFORMATION	22-16
PILOT SCREW ADJUSTMENT	22-16
5. FRONT WHEEL/SUSPENSION	22-19
SERVICE INFORMATION	22-19
FRONT WHEEL	22-20
6. REAR WHEEL/SUSPENSION	22-27
SERVICE INFORMATION	22-27
REAR WHEEL	22-28
7. CB750F HYDRAULIC BRAKE	22-35
SERVICE INFORMATION	22-35
TROUBLESHOOTING	22-36
BRAKE FLUID REPLACEMENT/ AIR BLEEDING	22-37
BRAKE PAD/DISC	22-39
FRONT BRAKE MASTER CYLINDER ...	22-42
FRONT BRAKE CALIPER	22-45
REAR BRAKE MASTER CYLINDER ...	22-48
REAR BRAKE CALIPER	22-51
BRAKE PEDAL SHAFT	22-53



1. GENERAL INFORMATION

CB750K LTD SPECIFICATIONS

ITEM		
DIMENSIONS	Overall length	2,290 mm (90.2 in)
	Overall width	880 mm (34.6 in)
	Overall height	1,160 mm (45.7 in)
	Wheelbase	1,520 mm (59.8 in)
	Seat height	785 mm (30.9 in)
	Foot peg height	345 mm (13.6 in)
	Ground clearance	145 mm (5.7 in)
	Dry weight	234 kg (516 lb)
FRAME	Type	Double cradle
	Front suspension, travel	Telescopic fork 160 mm (6.3 in)
	Rear suspension, travel	Swing arm 112 mm (4.4 in)
	Front tire size	3.50H19 (4PR)
	Rear tire size	4.50H17 (4PR)
	Up to 90 kg Front	2.0 kg/cm ² (28 psi)
	Cold tire (200 lbs) load Rear	2.0 kg/cm ² (28 psi)
	pressures Up to vehicle Front	2.0 kg/cm ² (28 psi)
	capacity load Rear	2.8 kg/cm ² (40 psi)
	Front brake, lining swept area	Disc brake, 306 cm ² (47.43 sq in)
	Rear brake, lining swept area	Internal expanding shoes, 218 cm ² (33.79 sq in)
	Fuel capacity	20.0 liters (5.3 US gal)
	Fuel reserve capacity	5.0 liters (1.3 US gal)
	Caster angle	27°30'
	Trail	121 mm (4.76 in)
	Front fork oil capacity	172.5—177.5 cc (5.8—6.0 ozs) 155 cc (5.2 ozs) at draining
ENGINE	Type	Air cooled 4-stroke
	Cylinder arrangement	Vertical parallel four
	Bore and stroke	62.0 x 62.0 mm (2.44 x 2.44 in)
	Displacement	749 cc (45.7 cu in)
	Compression ratio	9.0 : 1
	Valve train	Chain driven DOHC 4 valve
	Maximum horsepower	72 BHP/9,000 rpm
	Maximum torque	6.3 kg-m (45.6 ft-lb)/7,000 rpm
	Oil capacity	4.5 liters (4.7 US qt)
	Lubrication system	Wet sump
	Air filtration	Paper
	Cylinder compression	12.0 ± 1.0 kg/cm ² (170 ± 14 psi)
	Intake valve Opens	5° (BTDC) at 1 mm lift, 50° (BTDC) at 0 lift
	Closes	35° (ABDC) at 1 mm lift, 101° (ABDC) at 0 lift
	Exhaust valve Opens	35° (BBDC) at 1 mm lift, 87° (BBDC) at 0 lift
	Closes	5° (ATDC) at 1 mm lift, 72° (ATDC) at 0 lift
	Valve clearance	IN: } 0.08 mm (0.003 in) +0.05 mm (+0.002 in) EX: } -0.02 mm (-0.001 in)
	Engine weight	88.5 kg (195 lb)
	Idle speed	1,000 ± 100 rpm



ITEM																				
CARBURETION	Carburetor type Identification number Pilot screw Float level	VB type, 30 mm (1.18 in) venturi bore VB42A Refer to Page 22-16. 15.5 mm (0.61 in)																		
DRIVE TRAIN	Clutch Transmission Primary reduction Gear ratio I Gear ratio II Gear ratio III Gear ratio IV Gear ratio V Final reduction Gear shift pattern Drive chain	Wet, multi-plate 5-speed constant-mesh 2.382 2.533 1.789 1.391 1.160 0.964 2.533 (15/38) Left foot operated return system 1-N-2-3-4-5 RK630SO or DID630V, 90 links																		
ELECTRICAL	Ignition Ignition timing "F-I" mark Full advance Starting system Generator Battery capacity Spark plug	Transistorized 10° BTDC at 1,000 rpm 40° BTDC/6,000 rpm—36° BTDC/7,400 rpm Starting motor only Three phase A.C. generator 260 w/5,000 rpm 12V—14AH () : Canada model <table><tr><th colspan="2">For cold climate below 5°C (41°F)</th><th colspan="2">Standard</th><th colspan="2">For extended high speed riding</th></tr><tr><th>ND</th><th>NGK</th><th>ND</th><th>NGK</th><th>ND</th><th>NGK</th></tr><tr><td>X22ES-U (X22ESR -U)</td><td>D7EA (D7ESR -U)</td><td>X24ES-U (X24ESR -U)</td><td>D8EA (D8ESR -L)</td><td>X27ES-U (X27ESR -U)</td><td>D9EA (D8ESR -U)</td></tr></table>	For cold climate below 5°C (41°F)		Standard		For extended high speed riding		ND	NGK	ND	NGK	ND	NGK	X22ES-U (X22ESR -U)	D7EA (D7ESR -U)	X24ES-U (X24ESR -U)	D8EA (D8ESR -L)	X27ES-U (X27ESR -U)	D9EA (D8ESR -U)
For cold climate below 5°C (41°F)		Standard		For extended high speed riding																
ND	NGK	ND	NGK	ND	NGK															
X22ES-U (X22ESR -U)	D7EA (D7ESR -U)	X24ES-U (X24ESR -U)	D8EA (D8ESR -L)	X27ES-U (X27ESR -U)	D9EA (D8ESR -U)															
	Spark plug gap Firing order Fuse	0.6—0.7 mm (0.024—0.028 in) 1—2—4—3 10A x 4, 30A x 1																		
LIGHTS	Headlight (high/low beam) Tail/stoplight Front turn signal/running light Rear turn signal light Speedometer light Tachometer light Neutral indicator light Turn signal indicator light High beam indicator light	65/50W sealed beam 3/32 cp SAE NO. 1157 32/ 8 cp SAE NO. 1034 32 cp SAE NO. 1073 2 cp SAE NO. 57 2 cp SAE NO. 57 2 cp SAE NO. 57 2 cp SAE NO. 57 2 cp SAE NO. 57																		



CB750F

SPECIFICATIONS

ITEM		
DIMENSIONS	Overall length	2,195 mm (86.4 in)
	Overall width	865 mm (34.1 in)
	Overall height	1,140 mm (44.9 in)
	Wheelbase	1,520 mm (59.8 in)
	Seat height	810 mm (31.9 in)
	Foot peg height	350 mm (13.8 in)
	Ground clearance	140 mm (5.5 in)
	Dry weight	230 kg (507 lb)
FRAME	Type	Double cradle
	Front suspension, travel	Telescopic fork 160 mm (6.3 in)
	Rear suspension, travel	Swing arm 110 mm (4.3 in)
	Front tire size	3.25H19 (4PR)
	Rear tire size	4.00H18 (4PR)
	Up to 90 kg Front	2.0 kg/cm ² (28 psi)
	Cold tire (200 lbs) load Rear	2.25 kg/cm ² (32 psi)
	pressures Up to vehicle Front	2.0 kg/cm ² (28 psi)
	capacity load Rear	2.8 kg/cm ² (40 psi)
	Front brake, lining swept area	Double disc brake 300 cm ² x 2 (46.5 x 2 sq in)
	Rear brake, lining swept area	Single disc brake 328 cm ² (50.8 sq in)
	Fuel capacity	20.0 liters (5.3 US gal)
	Fuel reserve capacity	4.5 liters (1.2 US gal)
	Caster angle	27°30'
	Trail	115 mm (4.5 in)
	Front fork oil capacity	172.5–177.5 cc (5.8–6.0 ozs) 155 cc (5.2 ozs) at draining
ENGINE	Type	Air cooled 4-stroke
	Cylinder arrangement	Vertical parallel four
	Bore and stroke	62.0 x 62.0 mm (2.44 x 2.44 in)
	Displacement	749 cc (45.7 cu in)
	Compression ratio	9.0 : 1
	Valve train	Chain driven DOHC 4 valve
	Maximum horsepower	75 BHP/9,000 rpm
	Maximum torque	6.2 kg-m (44.8 ft-lb)/8,000 rpm
	Oil capacity	4.5 liters (4.7 US qt)
	Lubrication system	Wet sump
	Air filtration	Paper
	Cylinder compression	12.0 ± 1.0 kg/cm ² (170 ± 14 psi)
	Intake valve Opens	5° (BTDC) at 1 mm lift, 50° (BTDC) at 0 lift
	Closes	35° (ABDC) at 1 mm lift, 101° (ABDC) at 0 lift
	Exhaust valve Opens	35° (BBDC) at 1 mm lift, 87° (BBDC) at 0 lift
	Closes	5° (ATDC) at 1 mm lift, 72° (ATDC) at 0 lift
	Valve clearance	IN: } 0.08 mm (0.003 in) +0.05 mm (+0.002 in) EX: } -0.02 mm (-0.001 in)
	Engine weight	88.5 kg (195 lb)
	Idle speed	1,000 ± 100 rpm



ITEM																				
CARBURETION	Carburetor type	VB type, 30 mm (1.18 in) venturi bore																		
	Identification number	VB42B																		
	Pilot screw	Refer to Page 22-16.																		
	Float level	15.5 mm (0.61 in)																		
DRIVE TRAIN	Clutch	Wet, multi-plate																		
	Transmission	5-speed constant-mesh																		
	Primary reduction	2.381																		
	Gear ratio I	2.533																		
	Gear ratio II	1.789																		
	Gear ratio III	1.391																		
	Gear ratio IV	1.160																		
	Gear ratio V	0.964																		
	Final reduction	2.533 (15.38)																		
	Gear shift pattern	Left foot operated return system 1-N-2-3-4-5																		
Drive chain	RK630SO or DID630V, 90 links																			
ELECTRICAL	Ignition	Transistorized																		
	Ignition timing "F-I" mark	10° BTDC at 1,000 rpm																		
	Full advance	40° BTDC/6,000 rpm 36° BTDC/7,400 rpm																		
	Starting system	Starting motor only																		
	Generator	Three phase A.C. generator 260 w/5,000 rpm																		
	Battery capacity	12V-14AH																		
	Spark plug	() : Canada model																		
		<table><tr><th colspan="2">For cold climate below 5°C (41°F)</th><th colspan="2">Standard</th><th colspan="2">For extended high speed riding</th></tr><tr><th>ND</th><th>NGK</th><th>ND</th><th>NGK</th><th>ND</th><th>NGK</th></tr><tr><td>X22ES-U (X22ESR -U)</td><td>D7EA (D7ES) (D7ES)</td><td>X24ES-U (X24ESR -U)</td><td>D8EA (D8ES -L)</td><td>X27ES-U (X27ESR -U)</td><td>D9EA (D9ES) (D9ES)</td></tr></table>	For cold climate below 5°C (41°F)		Standard		For extended high speed riding		ND	NGK	ND	NGK	ND	NGK	X22ES-U (X22ESR -U)	D7EA (D7ES) (D7ES)	X24ES-U (X24ESR -U)	D8EA (D8ES -L)	X27ES-U (X27ESR -U)	D9EA (D9ES) (D9ES)
	For cold climate below 5°C (41°F)		Standard		For extended high speed riding															
	ND	NGK	ND	NGK	ND	NGK														
X22ES-U (X22ESR -U)	D7EA (D7ES) (D7ES)	X24ES-U (X24ESR -U)	D8EA (D8ES -L)	X27ES-U (X27ESR -U)	D9EA (D9ES) (D9ES)															
Spark plug gap	0.6-0.7 mm (0.024-0.028 in)																			
Firing order	1-2-4-3																			
Fuse	10A x 4, 30A x 1																			
LIGHTS	Headlight (high/low beam)	65/50W sealed beam																		
	Tail/stoplight	3/32 cp SAE NO. 1157																		
	Front turn signal/running light	32/8 cp SAE NO. 1034																		
	Rear turn signal light	32 cp SAE NO. 1073																		
	Speedometer light	2 cp SAE NO. 57																		
	Tachometer light	2 cp SAE NO. 57																		
	Neutral indicator light	2 cp SAE NO. 57																		
	Turn signal indicator light	2 cp SAE NO. 57																		
	High beam indicator light	2 cp SAE NO. 57																		



CB750F **TORQUE VALUES**

• CHASSIS

Item	Q'ty	Thread Dia mm	Torque kg-m (ft-lb)	Remarks
Steering stem nut	1	24	8.0-12.0 (58-87)	
Handlebar bolts	4	8	1.8-2.5 (13-18)	
Front fork top bridge	2	7	0.9-1.3 (7- 9)	
Front fork cap bolt	2		2.0-3.0 (14-22)	
Steering stem	2	10	3.0-4.0 (22-29)	
Front axle holder	4	8	1.8-2.5 (13-18)	
Front axle nut	1	12	5.5-6.5 (40-47)	
Front brake disc	5	8	2.7-3.3 (20-24)	UBS
Brake hose bolt	7	10	2.5-3.5 (18-25)	
Front brake caliper carrier	4	10	3.0-4.0 (22-29)	
Front brake caliper	4	8	1.5-2.0 (11-14)	
Rear axle	1	18	8.0-10.0 (58-72)	
Rear brake disc	5	8	2.7-3.3 (20-24)	
Rear brake caliper	2	8	1.5-2.0 (11-14)	
Rear brake master cylinder	2	10	3.0-4.0 (22-29)	
Final driven sprocket	5	12	8.0-10.0 (58-72)	UBS
Swing arm pivot bolt	1	14	5.5-7.0 (40-51)	
Rear brake rod	2	8	1.8-2.5 (13-18)	
Rear shock absorber				
Upper	1	10	2.0-3.0 (14-22)	
Lower	1	10	3.0-4.0 (22-29)	
Engine hanger bolt	4	10	3.0-4.0 (22-29)	
	1	12	5.5-6.5 (40-47)	
Steering stem adjustment nut	1	26	0.8-1.2 (6- 9)	
Gearshift pedal	1	6	0.8-1.2 (6- 9)	

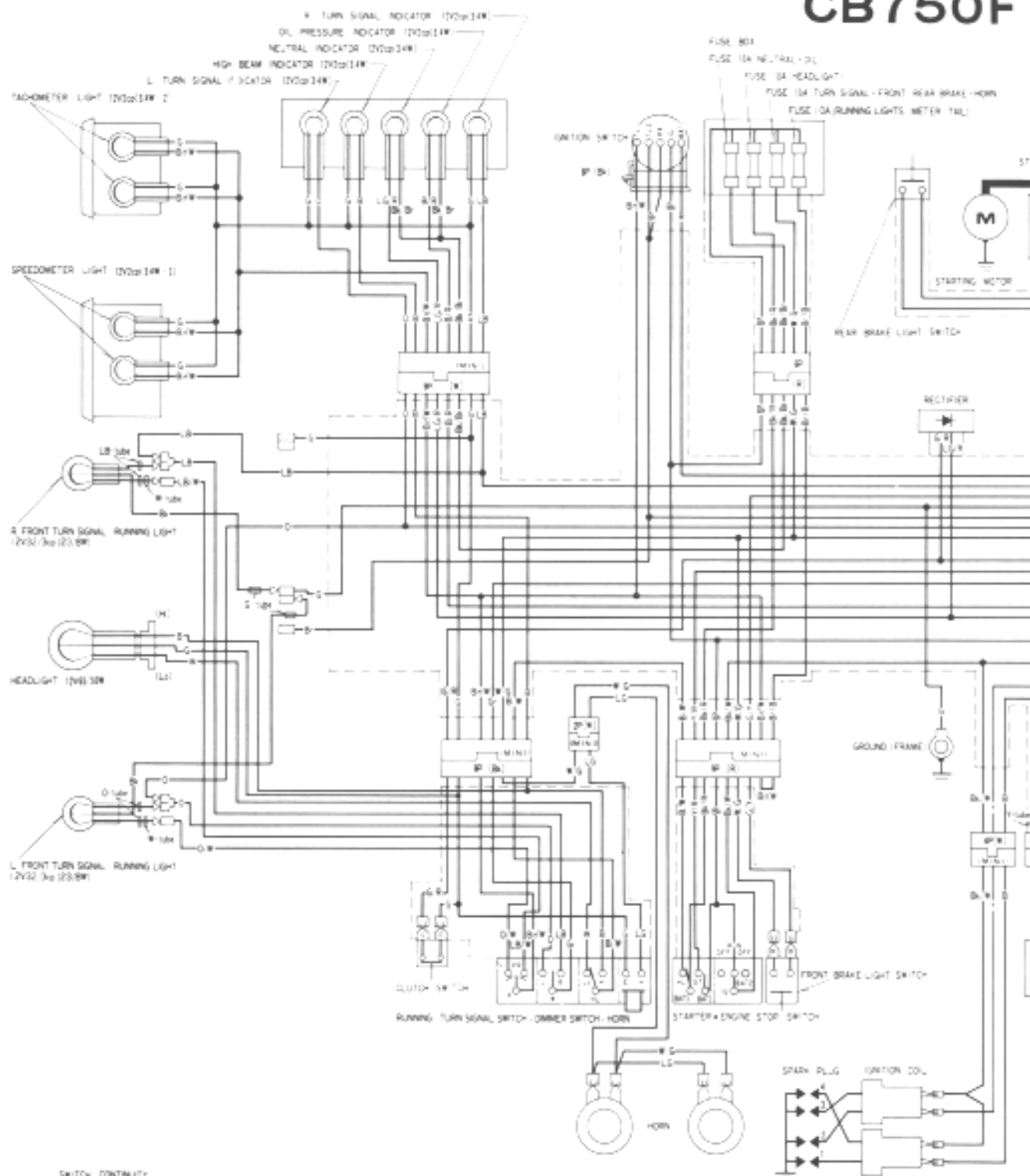


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CB750F

22. '79 CB750K LTD - CB750F ADDENDUM

WIRING DIAGRAMS

CB750F



SWITCH CONTINUITY

IGNITION SWITCH

	BAT	IG	TL1	TL2	P
OFF					
ON					
P					

STARTER SWITCH

	BAT1	HL	BAT2	ST
PRESS				
PUSH				

ENGINE STOP SWITCH

	BAT1	IG
OFF		
RUN		
OFF		

TURN SIGNAL SWITCH

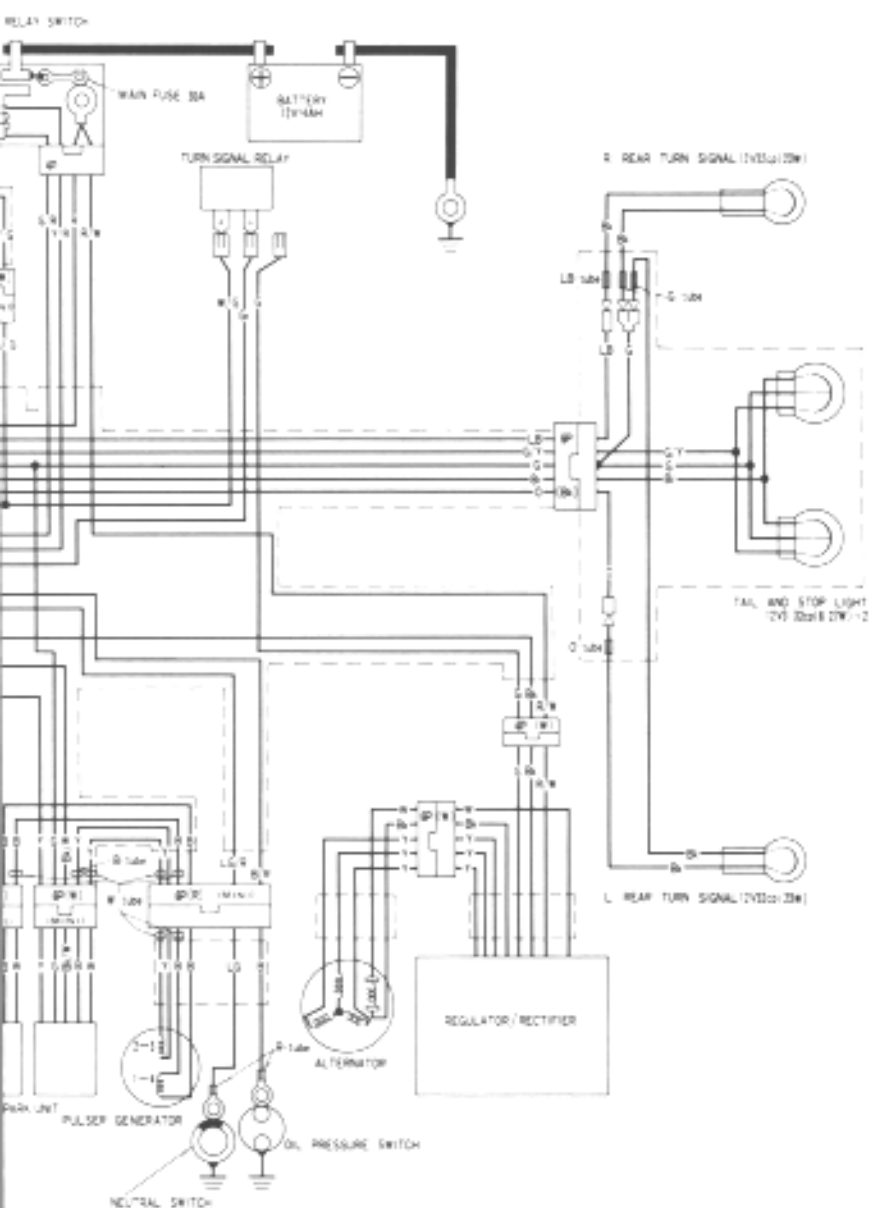
	R	R	L	P	HL	PL
R						
L						

DIMMER SWITCH

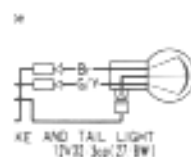
	HL	LL	H
LA			
N			
H			

HORN SWITCH

	HO	E
PRESS		
PUSH		



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



Y	Yellow
B	Blue
Gr	Grey
LB	Light Blue
O	Orange
P	Pink

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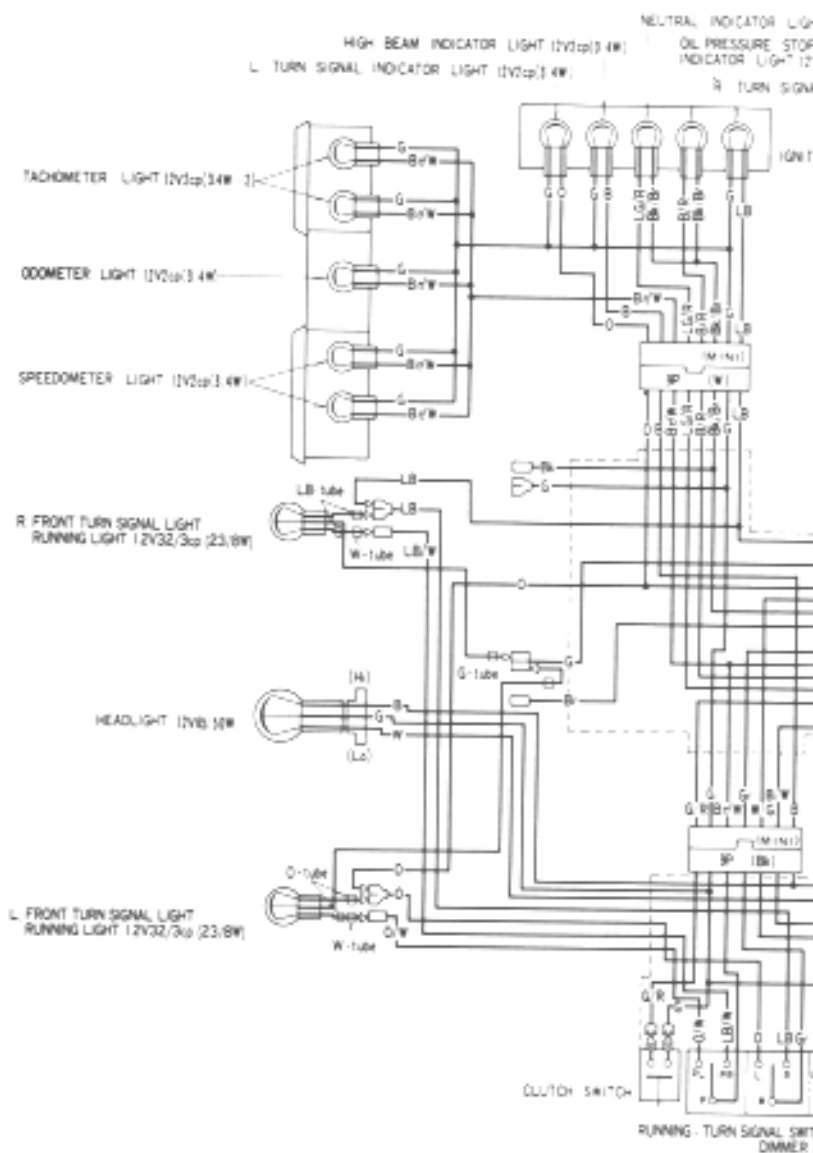
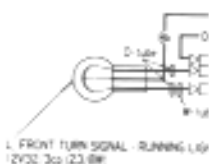
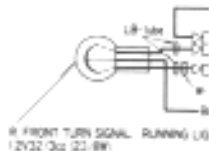
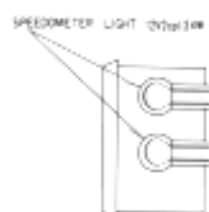
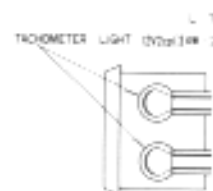
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CB750F

264

WIRING DIAGRAMS



SWITCH CONTINUITY

TURN SIGNAL SWITCH

	W	R	L	P	PR	PL
R						
N						
L						

DIMMER SWITCH

	HL	Lc	H
Lc			
HL			
H			

HORN SWITCH

	HO	E
FREE		
PUSH		

IGNITION SWITCH

	BAT1	IG	TL1	TL2	PR
OFF					
ON					
P					

STARTER SWITCH

	BAT1	HL	BAT1	ST
FREE				
PUSH				

ENGINE STOP SWITCH

	BAT2	IG
OFF		
RUN		
OFF		

SWITCH CONTINUITY

IGNITION SWITCH

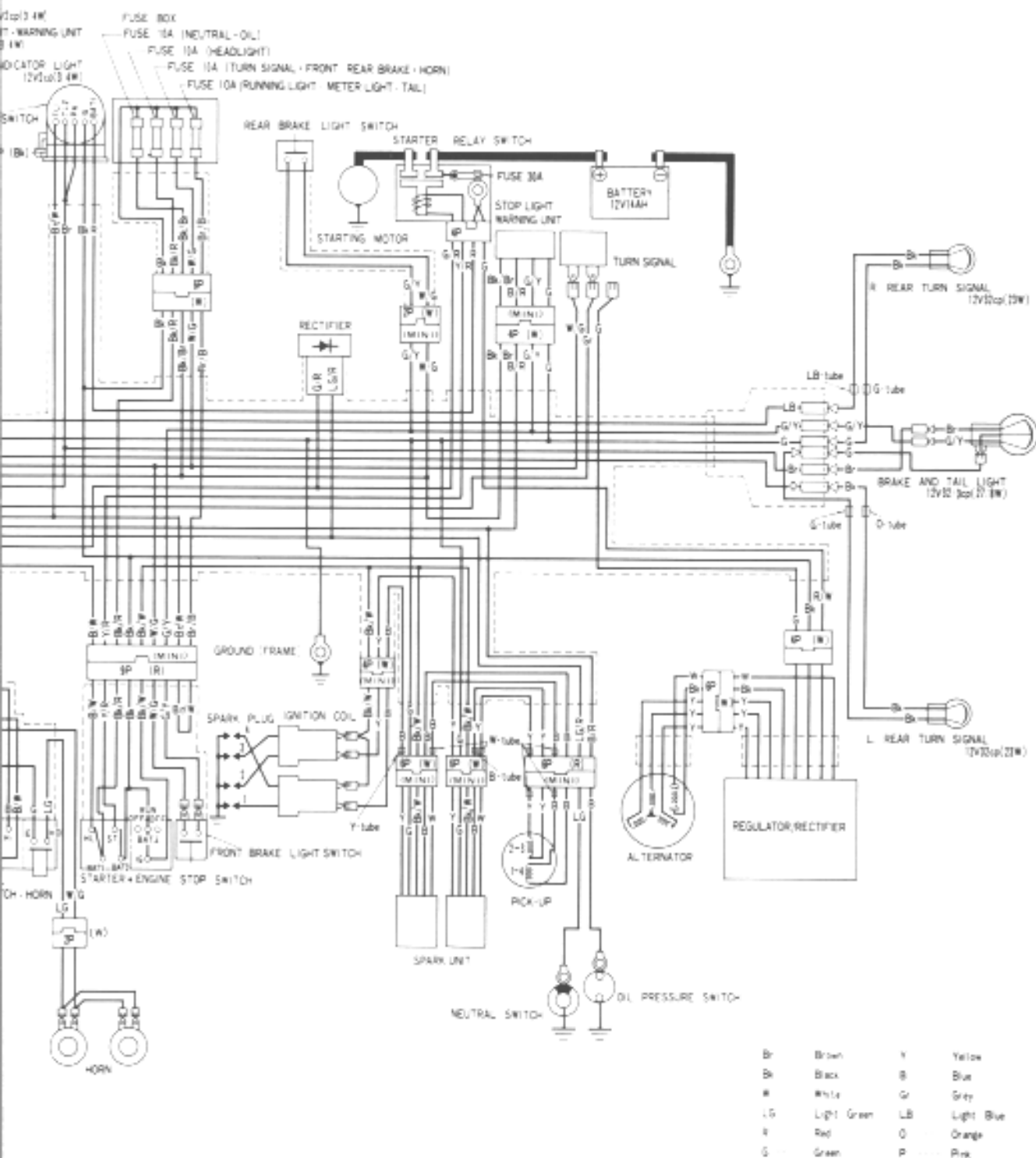
	BAT1	IG	TL1	TL2
OFF				
ON				
P				



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CB750K LTD.
CB750F

'79 CB750K LTD - CB750F ADDENDUM

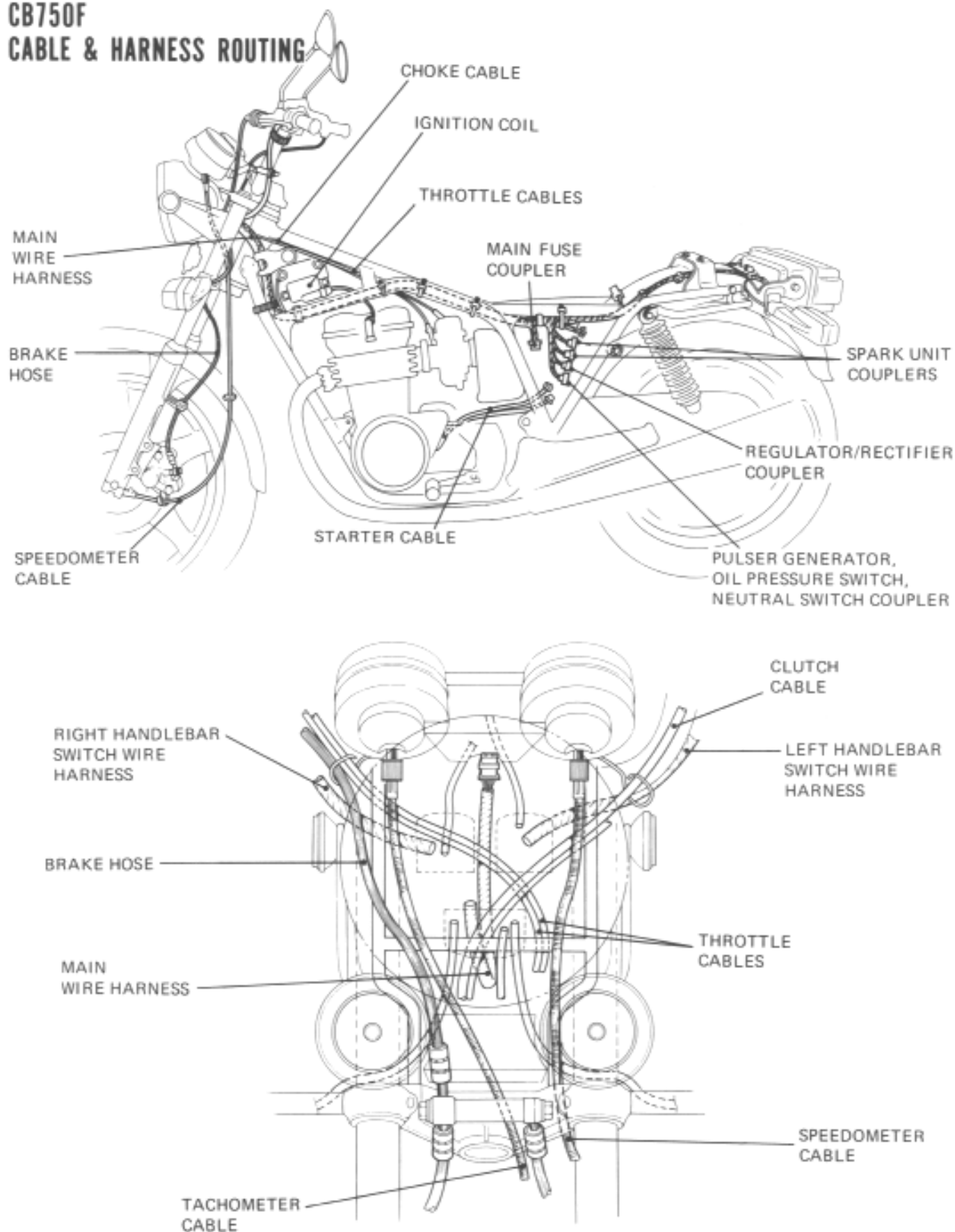
CB750 LTD

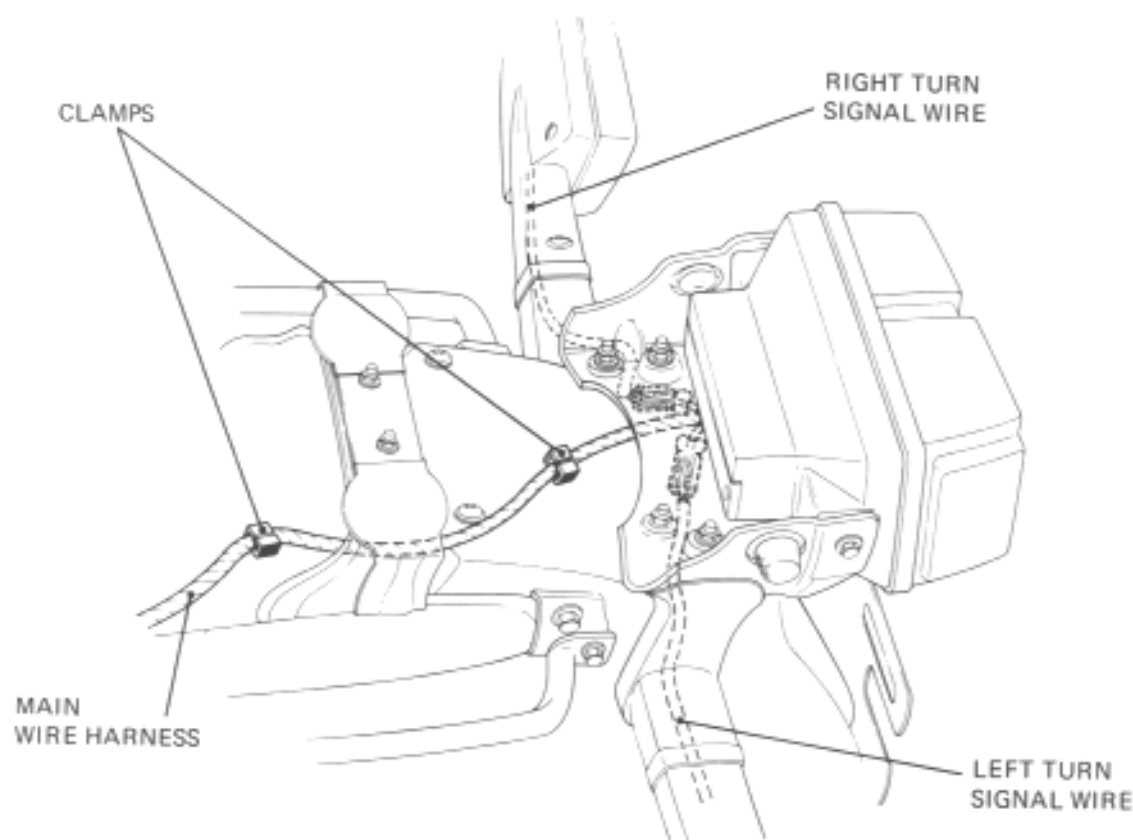
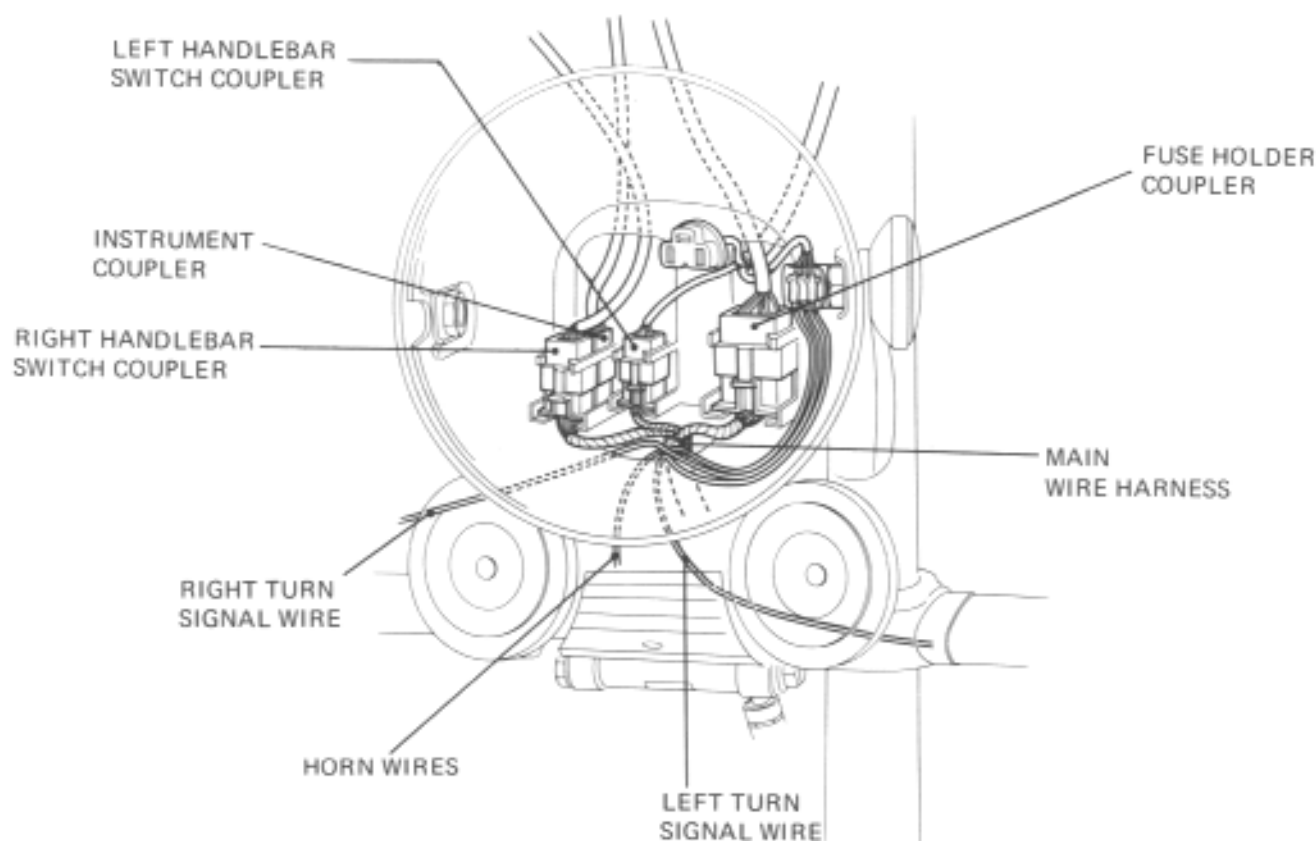


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CB750F CABLE & HARNESS ROUTING







CB750K LTD MAINTENANCE SCHEDULE

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

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

C: CLEAN

R: REPLACE

A: ADJUST

L: LUBRICATE

FREQUENCY		WHICHEVER COMES FIRST ↓	ODOMETER READING (NOTE 3)						
			600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	Refer to
EMISSION RELATED ITEMS	ENGINE OIL	YEAR	R	R	R	R	R	R	Page 2- 2
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	Page 2- 2
	CRANKCASE BREATHER	NOTE 1		C	C	C	C	C	Page 3- 2
	AIR CLEANER	NOTE 2		C	R	C	R	C	Page 3- 2
	* FUEL LINES			I	I	I	I	I	Page 3- 3
	SPARK PLUGS			I	R	I	R	I	Page 3- 4
	* VALVE CLEARANCE		I	I	I	I	I	I	Page 3- 7
	* CAM CHAIN TENSION		A	A	A	A	A	A	Page 3-11
	* THROTTLE OPERATION		I	I	I	I	I	I	Page 3-12
	* CARBURETOR CHOKE			I	I	I	I	I	Page 3-12
	* CARBURETOR SYNCHRONIZE		I	I	I	I	I	I	Page 3-13
	* CARBURETOR IDLE SPEED		I	I	I	I	I	I	Page 3-15
NON-EMISSION RELATED ITEMS	DRIVE CHAIN		I, L EVERY 300 mi (500 km)						Page 3-16
	BATTERY	MONTH	I	I	I	I	I	I	Page 3-17
	BRAKE FLUID (FRONT)	MONTH I 2 YEARS R	I	I	I	*R	I	I	Page 3-17
	BRAKE PAD/SHOE WEAR			I	I	I	I	I	Page 3-18
	BRAKE SYSTEM		I	I	I	I	I	I	Page 3-18
	* BRAKE LIGHT SWITCH		I	I	I	I	I	I	Page 3-19
	* HEADLIGHT AIM		I	I	I	I	I	I	Page 3-19
	CLUTCH FREE PLAY		I	I	I	I	I	I	Page 3-20
	SIDE STAND			I	I	I	I	I	Page 3-21
	* SUSPENSION		I	I	I	I	I	I	Page 3-22
	* NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	Page 3-23
	** WHEELS		I	I	I	I	I	I	Page 22-27
	** STEERING HEAD BEARING		I		I		I		Page 3-23

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

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

NOTES: 1. SERVICE MORE FREQUENTLY WHEN RIDING IN RAIN OR AT FULL THROTTLE. (U.S.A. ONLY)

2. SERVICE MORE FREQUENTLY WHEN RIDING IN DUSTY AREAS.

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



CB750F

MAINTENANCE SCHEDULE

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

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

C: CLEAN

R: REPLACE

A: ADJUST

L: LUBRICATE

FREQUENCY		WHICHEVER COMES FIRST ↓	ODOMETER READING (NOTE 3)						
			600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	Refer to
EMISSION RELATED ITEMS	ITEM	EVERY							
	ENGINE OIL	YEAR	R	R	R	R	R	R	Page 2-2
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	Page 2-2
	CRANKCASE BREATHER	NOTE 1		C	C	C	C	C	Page 3-2
	AIR CLEANER	NOTE 2		C	R	C	R	C	Page 3-2
	* FUEL LINES			I	I	I	I	I	Page 3-3
	SPARK PLUGS			I	R	I	R	I	Page 3-4
	* VALVE CLEARANCE		I	I	I	I	I	I	Page 3-7
	* CAM CHAIN TENSION		A	A	A	A	A	A	Page 3-11
	* THROTTLE OPERATION		I	I	I	I	I	I	Page 3-12
	* CARBURETOR CHOKE			I	I	I	I	I	Page 3-12
	* CARBURETOR SYNCHRONIZE		I	I	I	I	I	I	Page 3-13
	* CARBURETOR IDLE SPEED		I	I	I	I	I	I	Page 3-15
NON-EMISSION RELATED ITEMS	DRIVE CHAIN		I, L EVERY 300 mi (500 km)						Page 3-16
	* BATTERY	MONTH	I	I	I	I	I	I	Page 3-17
	BRAKE FLUID	MONTH I 2 YEARS R	I	I	I	*R	I	I	Page 22-14
	BRAKE PAD WEAR			I	I	I	I	I	Page 3-18
	BRAKE SYSTEM		I	I	I	I	I	I	Page 3-18
	* BRAKE LIGHT SWITCH		I	I	I	I	I	I	Page 3-19
	* HEADLIGHT AIM		I	I	I	I	I	I	Page 3-19
	CLUTCH FREE PLAY		I	I	I	I	I	I	Page 3-20
	SIDE STAND			I	I	I	I	I	Page 3-21
	* SUSPENSION		I	I	I	I	I	I	Page 3-22
	* NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	Page 3-23
	** WHEELS		I	I	I	I	I	I	Page 22-27
	** STEERING HEAD BEARING		I		I		I		Page 3-23

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

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

NOTES: 1. SERVICE MORE FREQUENTLY WHEN RIDING IN RAIN OR AT FULL THROTTLE. (U.S.A. ONLY)

2. SERVICE MORE FREQUENTLY WHEN RIDING IN DUSTY AREAS.

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



2. LUBRICATION

SERVICE INFORMATION

GENERAL INSTRUCTION

• This section contains oil pump service information for the CB750F only.

TORQUE VALUES

Swing arm pivot bolt:	5.5—7.0 kg-m (40—51 ft-lb)
Engine hanger bolt:	5.5—6.5 kg-m (40—47 ft-lb)

OIL PUMP

OIL PUMP REMOVAL

NOTE

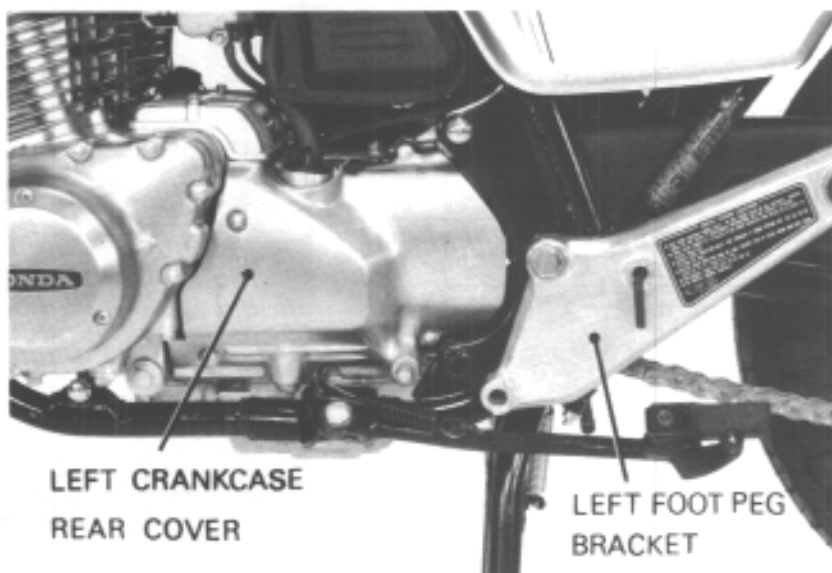
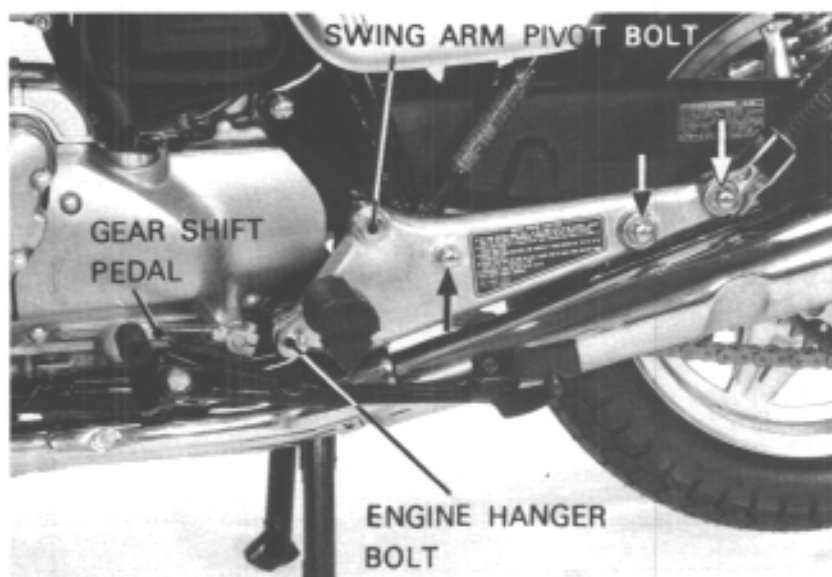
The oil pump can be removed with the engine mounted in the frame.

Remove the engine hanger lower bolt and foot pegs.
Remove the left muffler.
Remove the left foot peg bracket bolts.
Loosen the swing arm pivot bolt.
Remove the left rear foot peg.
Swing the bracket up to allow access to the left crankcase rear cover.

Remove the gearshift pedal.
Remove the left crankcase rear cover.
Remove the oil pump cover.
Remove the oil pump.

OIL PUMP INSTALLATION

The installation sequence is the reverse order of removal.





3. INSPECTION AND ADJUSTMENT

BRAKE FLUID

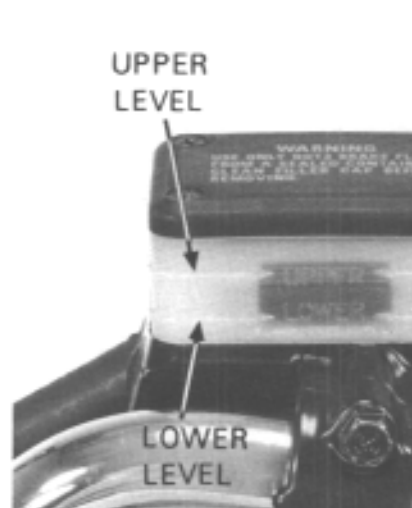
Check that the front and rear (CB750F) brake fluid reservoirs are filled to the upper level mark.

If the level nears the lower level mark, fill the reservoir with DOT-3 BRAKE FLUID to the upper level mark.

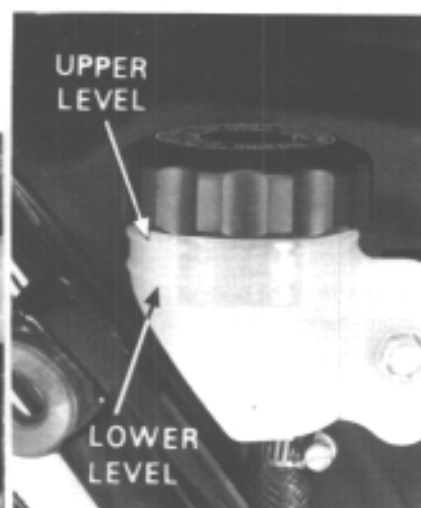
Check the entire system for leaks, if the fluid level is low.

CAUTION

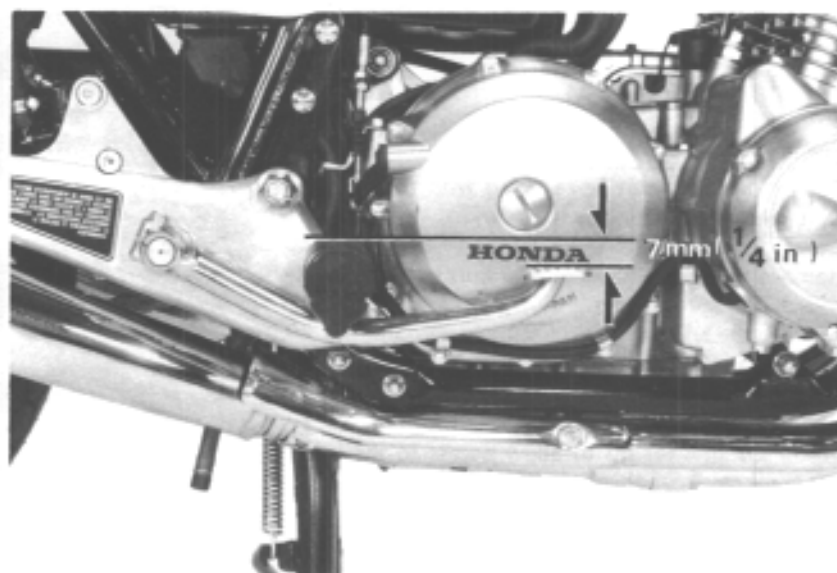
- Do not mix different types of fluid as they are not compatible.
- Do not remove the cap until the handlebar has been turned full right so that the reservoir is level.
- Avoid operating the brake lever with the cap removed. Brake fluid will squirt out if the lever is pulled.



CB750K LTD AND CB750F
FRONT RESERVOIR



CB750F REAR
RESERVOIR



CB750F REAR BRAKE PEDAL HEIGHT

Adjust the pedal height so that the distance between the pedal and upper face of the footpeg is 7 mm (1/4 in).

CAUTION

Improper brake pedal height adjustment can cause brake drag.

Adjust as follows:

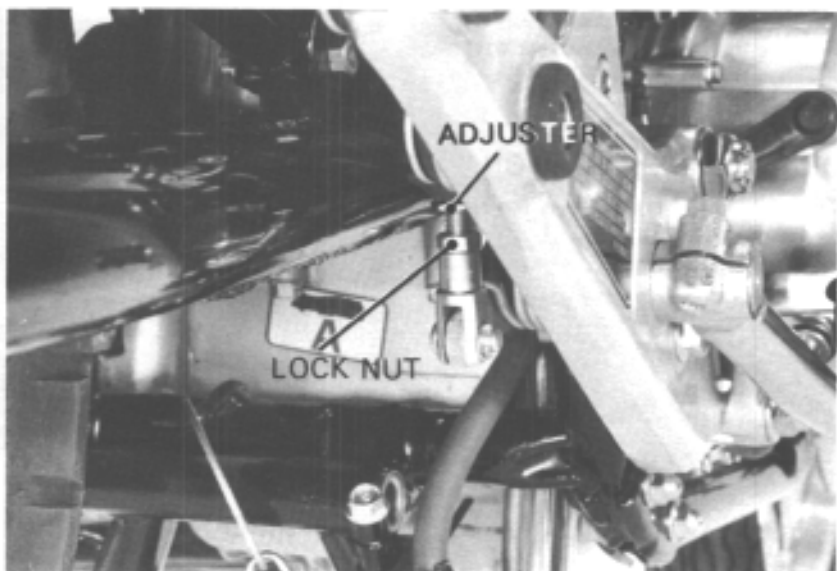
Loosen the lock nut.

Turn the adjuster until the correct pedal height is obtained.

Tighten the lock nut securely.

NOTE

After adjusting pedal height, adjust the brakelight switch.





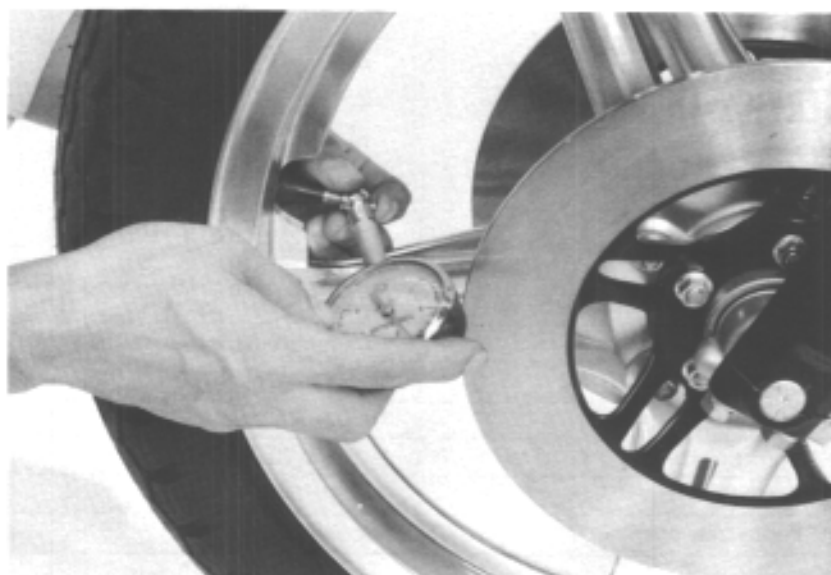
WHEELS

TIRE PRESSURE

NOTE

Tire pressure should be checked when tires are **COLD**.

Check the tires for cuts, imbedded nails, or other sharp objects.



Recommended tire pressures and sizes:

			CB750K LTD	CB750F
Cold tire pressure	Up to 90 kg (200 lb) load	Front	2.0 kg/cm ² (28 psi)	2.0 kg/cm ² (28 psi)
		Rear	2.0 kg/cm ² (28 psi)	2.25 kg/cm ² (32 psi)
	Up to vehicle capacity load	Front	2.0 kg/cm ² (28 psi)	2.0 kg/cm ² (28 psi)
		Rear	2.8 kg/cm ² (40 psi)	2.8 kg/cm ² (40 psi)
Vehicle capacity load limit			163 kg (360 lb)	163 kg (360 lb)
Tire size		Front	3.50H19—4PR	3.25H19—4PR
		Rear	4.50H17—4PR	4.00H18—4PR
Tire brand		Front	GOLD SEAL F11 (DUNLOP) MaG. MOPUS-S703 (BRIDGESTONE)	TUBELESS F11 (DUNLOP) S703 (BRIDGESTONE)
		Rear	GOLD SEAL K87 MARK II (DUNLOP) SUPER SPEED 21R2 (BRIDGESTONE)	TUBELESS K127 (DUNLOP) S710 (BRIDGESTONE)



4. FUEL SYSTEM

SERVICE INFORMATION

SPECIFICATIONS

	CB750K LTD	CB750F
Venturi dia.	30 mm (1.18 in)	←
Identification number	VB42A	VB42B
Float level	15.5 mm (0.61 in)	←
Main jet	Pri.: 68 2nd: 102	Pri.: 68 2nd: 98
Idle speed	1000 ± 100 rpm	←
Throttle grip free play	2–6 mm (0.08–0.24 in)	←
Fast idle	2,000 ± 500 rpm	←
Pilot screw opening	See below	←

PILOT SCREW ADJUSTMENT

IDLE DROP PROCEDURE

NOTE

- The pilot screw is factory pre-set and no adjustment is necessary unless the carburetors are overhauled.
- Use a tachometer with graduations of 50 rpm or smaller, and that will accurately indicate a 50 rpm change.

1. Turn the pilot screw clockwise until it seats lightly and back it out to the specification given.

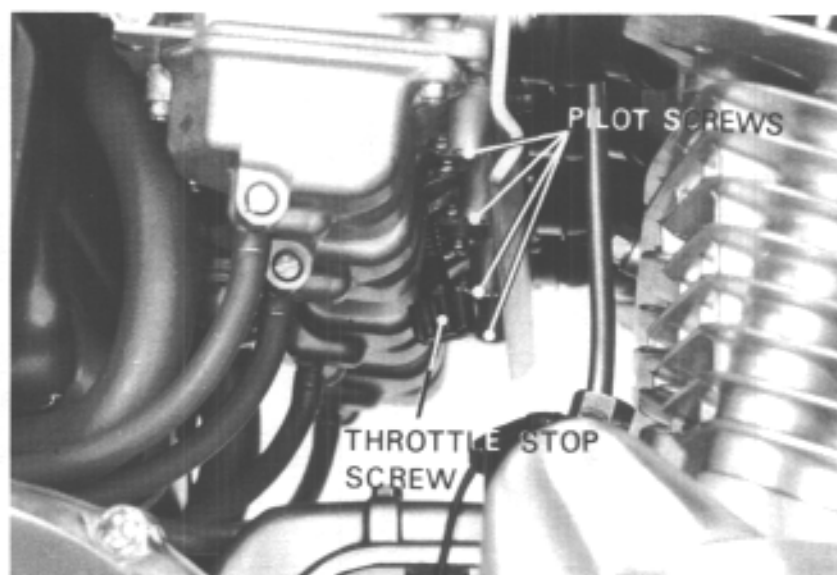
This is a preliminary setting prior to the final pilot screw adjustment.

INITIAL PILOT SCREW OPENING:

1-1/2 TURNS

CAUTION

Damage to the pilot screw seat will occur if the pilot screw is tightened against the seat.

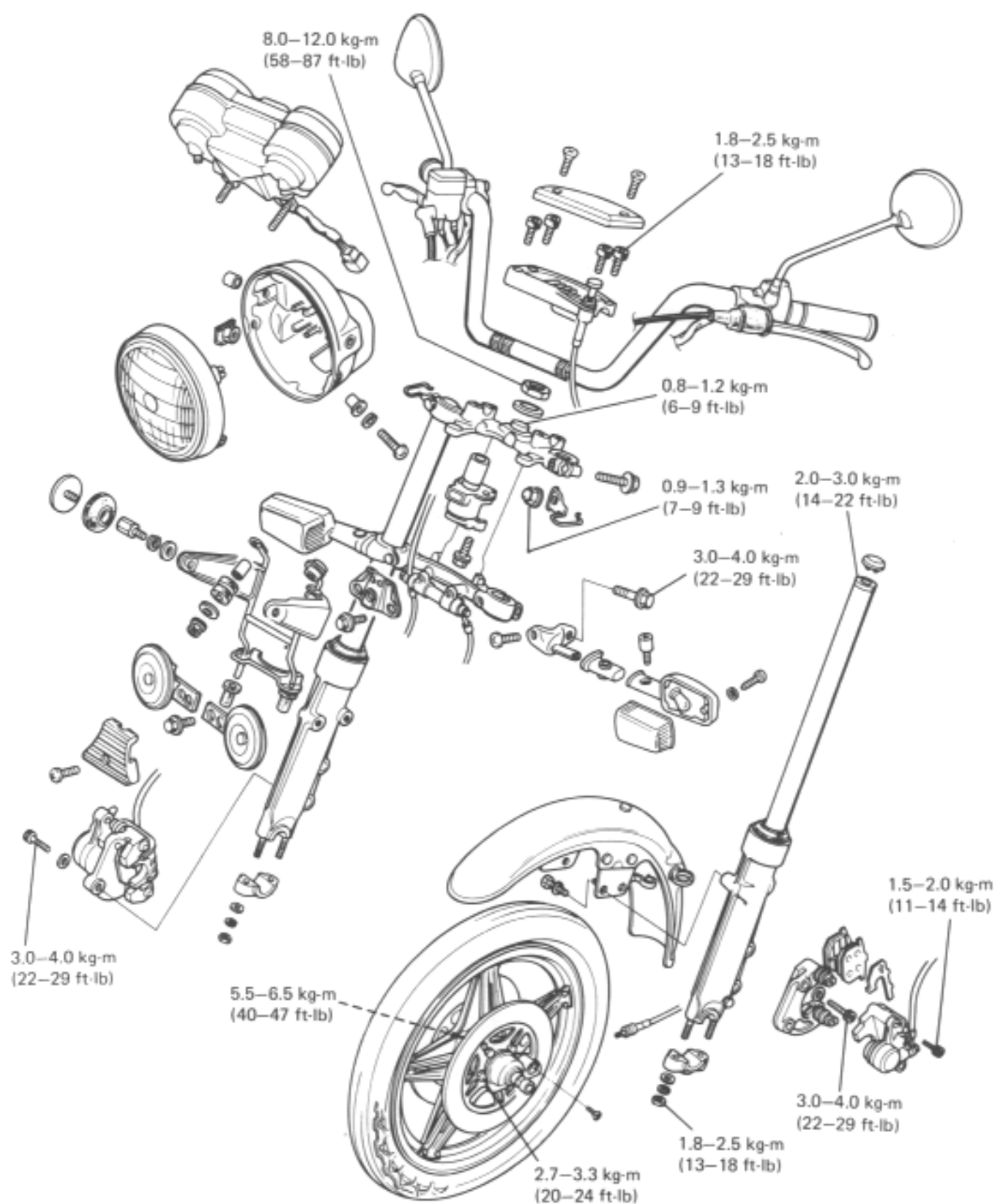


2. Warm up the engine to operating temperature. Stop and go driving for 10 minutes is sufficient.
3. Attach a tachometer.
4. Adjust the idle speed with the throttle stop screw.

IDLE SPEED: 1,000 rpm



5. Turn all four carburetor pilot screws out 1/2 turn. Check the engine idle speed. If engine idle speed has not changed by 50 rpm or more, proceed to Step 6. If engine idle speed does change by 50 rpm or more, repeat the 1/2 turn out increment for all four pilot screws until the engine speed does not change by 50 rpm or more.
6. Adjust the idle speed with the throttle stop screw.
7. Turn the No. 1 carburetor pilot screw in until engine speed decreases 50 rpm.
8. Turn the No. 1 carburetor pilot screw 3/8 turn out from the position obtained in Step 7.
9. Adjust the idle speed with the throttle stop screw.
10. Repeat Steps 6, 7 and 8 for the No. 2, 3 and 4 carburetor pilot screws.



•CB750F SHOWN



5. FRONT WHEEL/SUSPENSION

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- The front wheel uses a tubeless tire.
- For tubeless tire repairs, refer to the TUBELESS TIRE MANUAL, Part No. 6141550.
- Do not remove rivets, nuts and pins from the rim, spoke plate or hub.
- Never ride on the rim or try to bend the wheel.
- Avoid damaging the aluminum alloy rim.

SPECIAL TOOLS

Common Tools

Retainer Wrench B	07710-0010200
Retainer Wrench Body	07710-0010400
Bearing Driver Outer (42x47mm)	07746-0010300
Bearing Driver Pilot (15mm)	07746-0040300
Bearing Driver Handle (A)	07749-0010000

TORQUE VALUES

Front brake disc	2.7-3.3 kg-m (20-24 ft-lb)
Front axle nut	5.5-6.5 kg-m (40-47 ft-lb)
Front caliper bracket	3.0-4.0 kg-m (22-29 ft-lb)
Front caliper	1.5-2.0 kg-m (11-14 ft-lb)
Front axle holder nut	1.8-2.5 kg-m (13-18 ft-lb)
Front fork cap bolt	2.0-3.0 kg-m (14-22 ft-lb)
Handlebar mounting bolts	1.8-2.5 kg-m (13-18 ft-lb)
Steering stem	3.0-4.0 kg-m (22-29 ft-lb)
Fork top bridge	0.9-1.3 kg-m (7-9 ft-lb)
Head top thread	0.8-1.2 kg-m (6-9 ft-lb)
Steering stem nut	8.0-12.0 kg-m (58-87 ft-lb)

SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Axle shaft runout		—	0.2 mm (0.01 in)
Front wheel rim runout	Radial	—	2.0 mm (0.08 in)
	Axial	—	2.0 mm (0.08 in)



FRONT WHEEL

FRONT WHEEL REMOVAL

Remove the speedometer cable set screw and the speedometer cable.

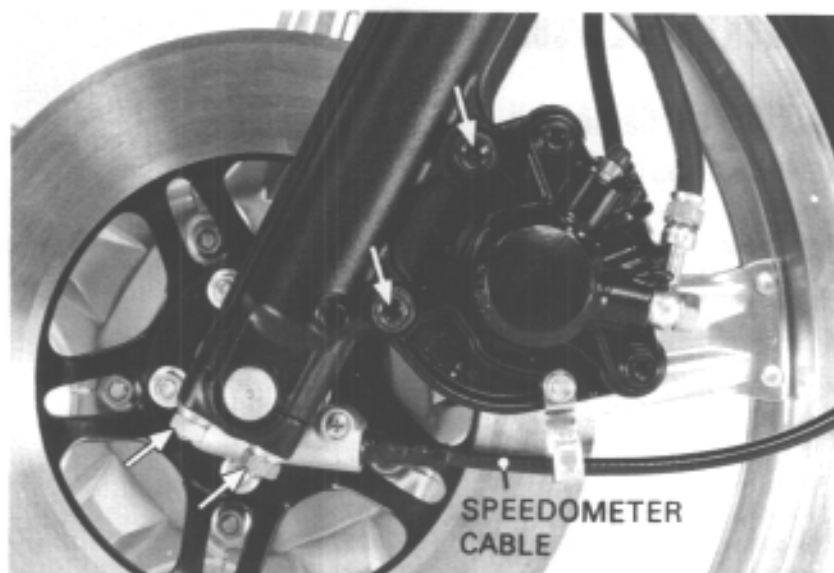
Remove the right or left side caliper assemblies by removing the allen bolts.

NOTE

Do not operate the front brake lever after removing the front wheel. To do so will cause difficulty in fitting the brake disc between the brake pads.

Remove the right and left axle holders.

Jack up the engine until the forks clear the front axle and remove the front wheel.

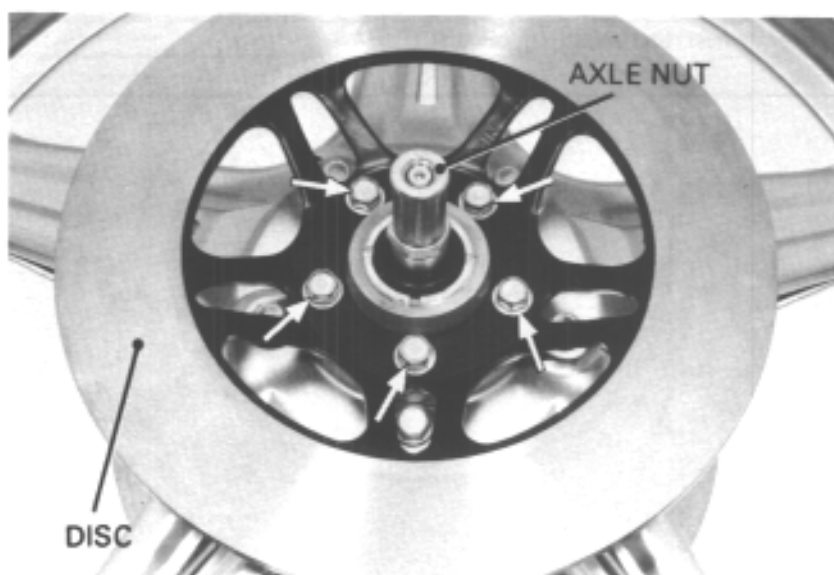


FRONT WHEEL DISASSEMBLY

Remove the axle nut, speedometer gear box, axle and collar.

Remove five bolts and discs.

Remove the dust seal.

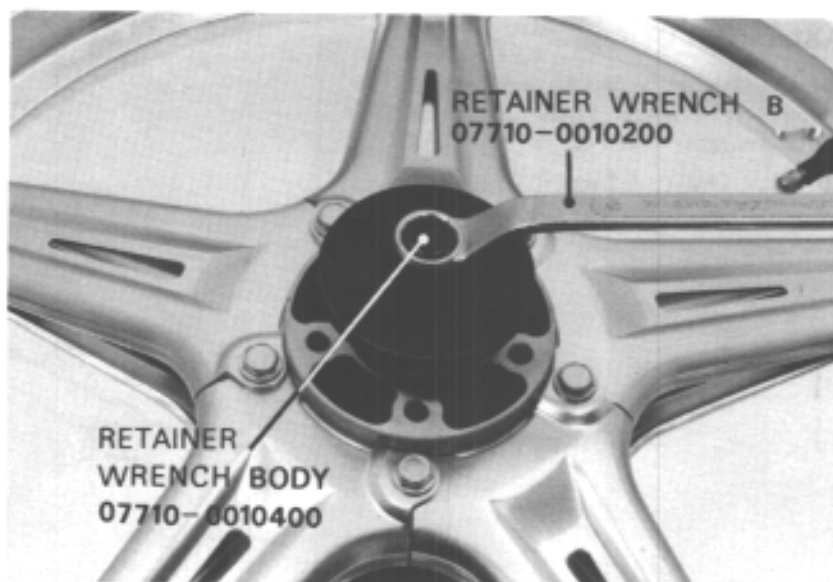




Remove the retainer.
Remove the bearings and the distance collar
from the hub.

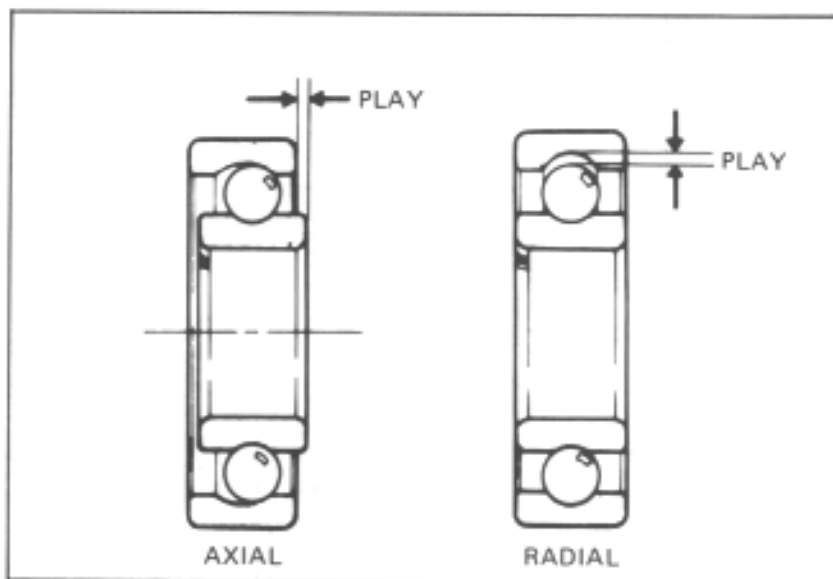
NOTE

If the bearings are removed, they should
be replaced with new ones.



**FRONT WHEEL BEARING
INSPECTION**

Check the wheel bearing play by placing the
wheel in a truing stand and spinning the wheel
by hand. Replace the bearings with new ones
if they are noisy or have excessive play.



WHEEL INSPECTION

Check the rim runout by placing the wheel in
a truing stand. Spin the wheel slowly and
read the runout using a dial indicator.

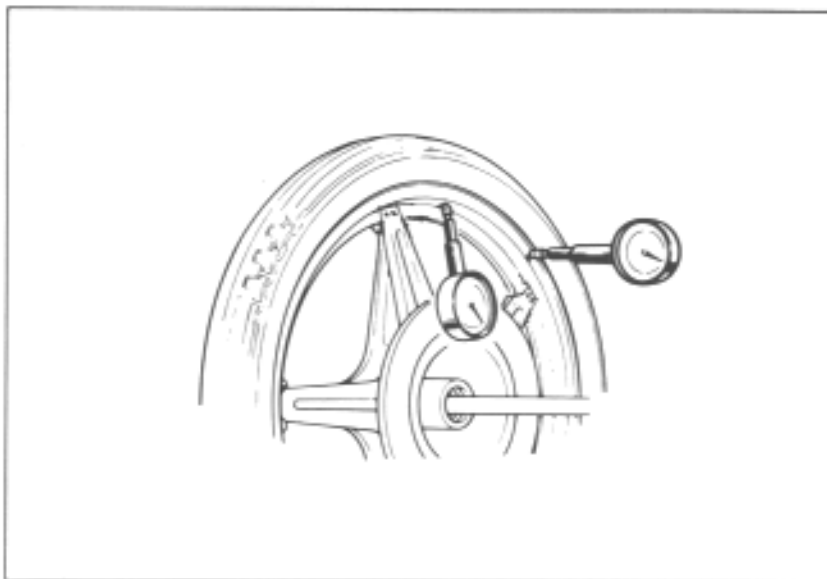
SERVICE LIMITS:

RADIAL RUNOUT: 2.0 mm (0.08 in)

AXIAL RUNOUT: 2.0 mm (0.08 in)

NOTE

The COMSTAR WHEEL cannot be re-
paired and must be replaced with a new
one if the service limits are exceeded.

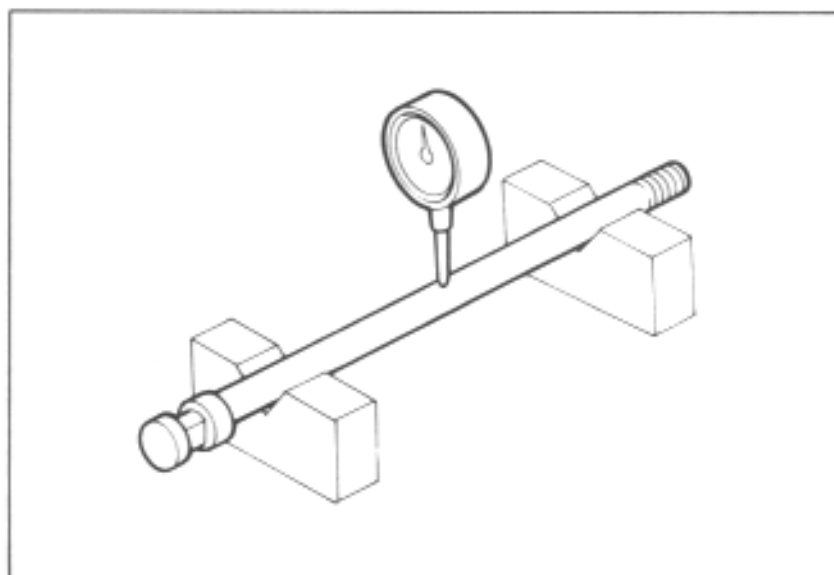




AXLE INSPECTION

Set the axle in V blocks and measure the runout. The actual runout is 1/2 of TIR (Total Indicator Reading).

SERVICE LIMIT: 0.2 mm (0.01 in)



FRONT WHEEL ASSEMBLY

5.5–6.5 kg·m
(40–47 ft·lb)

GREASE

BEARING RETAINER

WARNING

Do not get grease on the brake disc.

2.7–3.3 kg·m
(20–24 ft·lb)

GREASE

NOTE

- The COMSTAR wheel has no rim band.
- The front wheel uses a tubeless tire. For tubeless tire repair, refer to the TUBELESS TIRE MANUAL (Code No. 6141550).

*CB750F SHOWN



Pack all bearing cavities with grease.
Drive in the right bearing.
Press the distance collar into place.

NOTE

Be certain the distance collar is in position before installing the left bearing.

Drive in the left bearing.

NOTE

Drive the bearing squarely making sure that it is fully seated and that the sealed side is facing out.

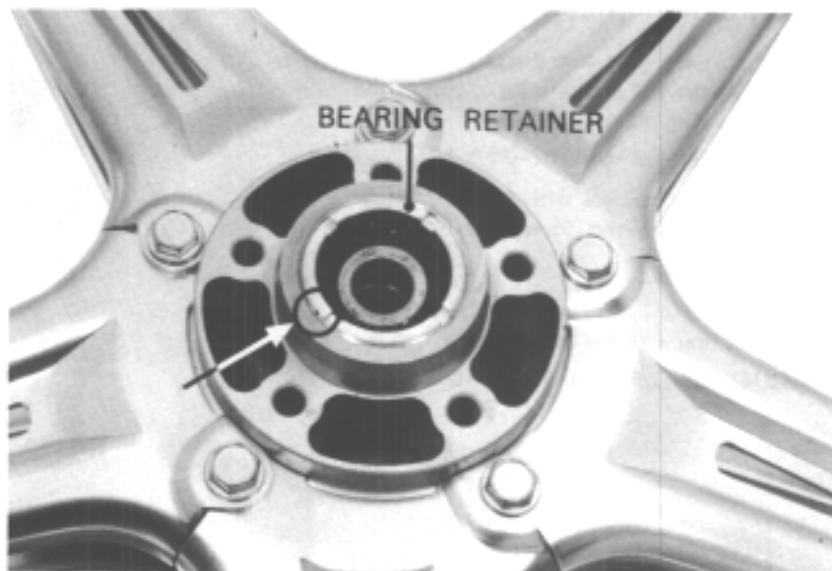


Install the bearing retainer with the tool used to remove it and peen the edge of the retainer.

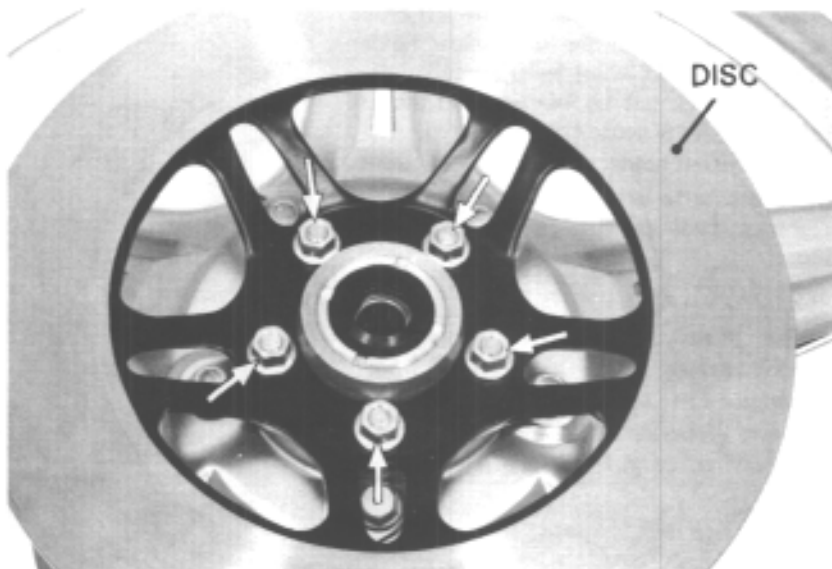
NOTE

Inspect the retainer. If the threads are damaged, it should be replaced.

Install the dust seal.



Install the left and right brake discs.
TORQUE: 2.7-3.3 kg-m (20-24 ft-lb)




NOTE

The spoke plate bolts and nuts do not require tightening since they are secured with lock pins. Do not remove the pins.

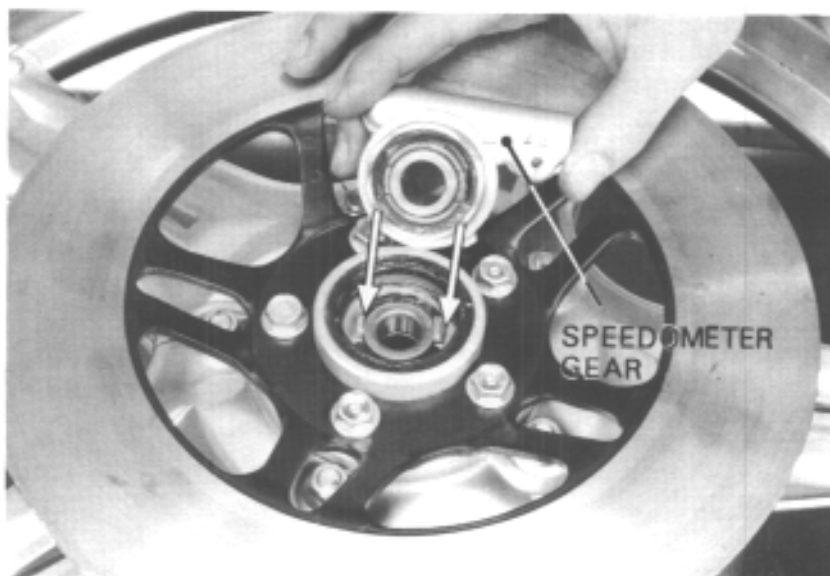
Install the speedometer gear retainer.
Lubricate the inside of the oil seal and install it.

Install the speedometer gear in the wheel hub, aligning the tangs with the slots.

Install the left side collar and axle.
Install the axle nut.

TORQUE: 5.5–6.5 kg-m (40–47 ft-lb)

Clean the brake discs with a high quality degreasing agent.


FRONT WHEEL INSTALLATION

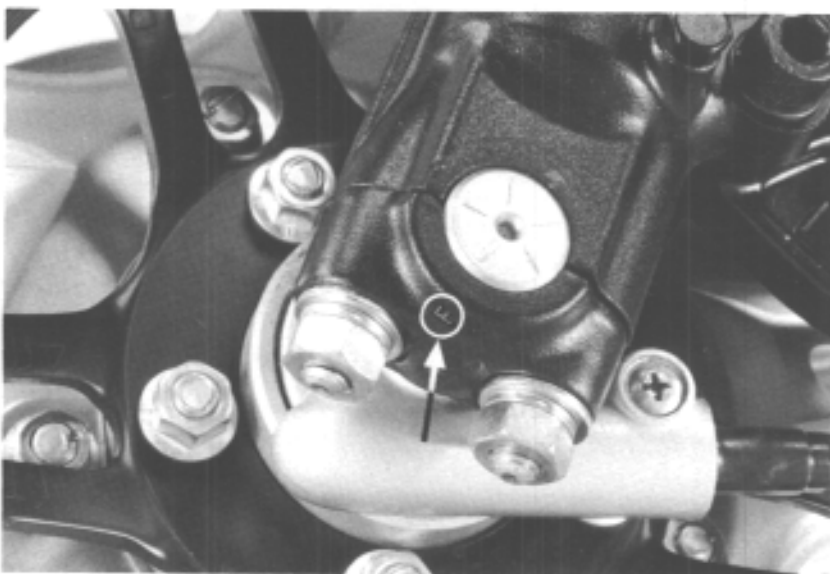
Fit the calipers over the discs, taking care not to damage the brake pads. Install the caliper mounting bolts.

TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)

Install the axle holders with the "F" arrow forward. Tighten the forward axle holder nuts lightly.

Tighten the axle holder nuts to the specified torque, starting with the forward nuts.

TORQUE: 1.8–2.5 kg-m (13–18 ft-lb)



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

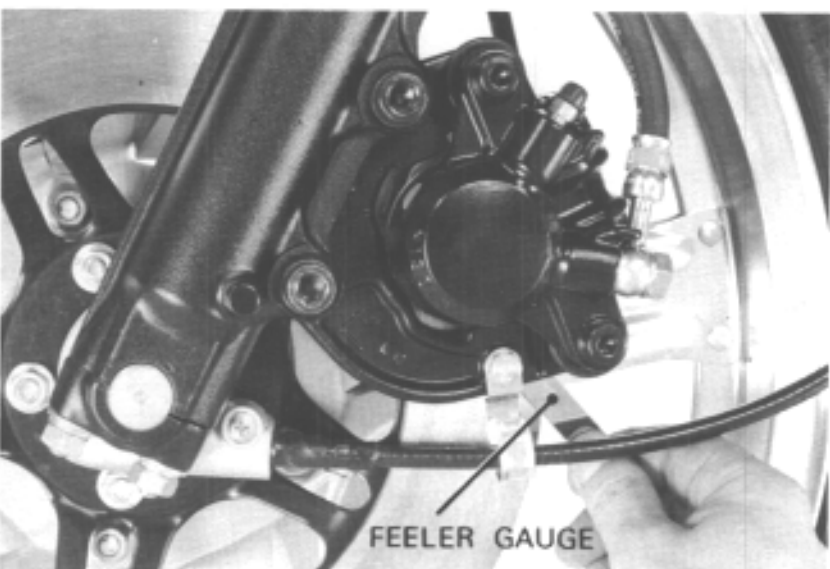
If the gauge cannot be inserted, pull the left fork out until the gauge can be inserted.

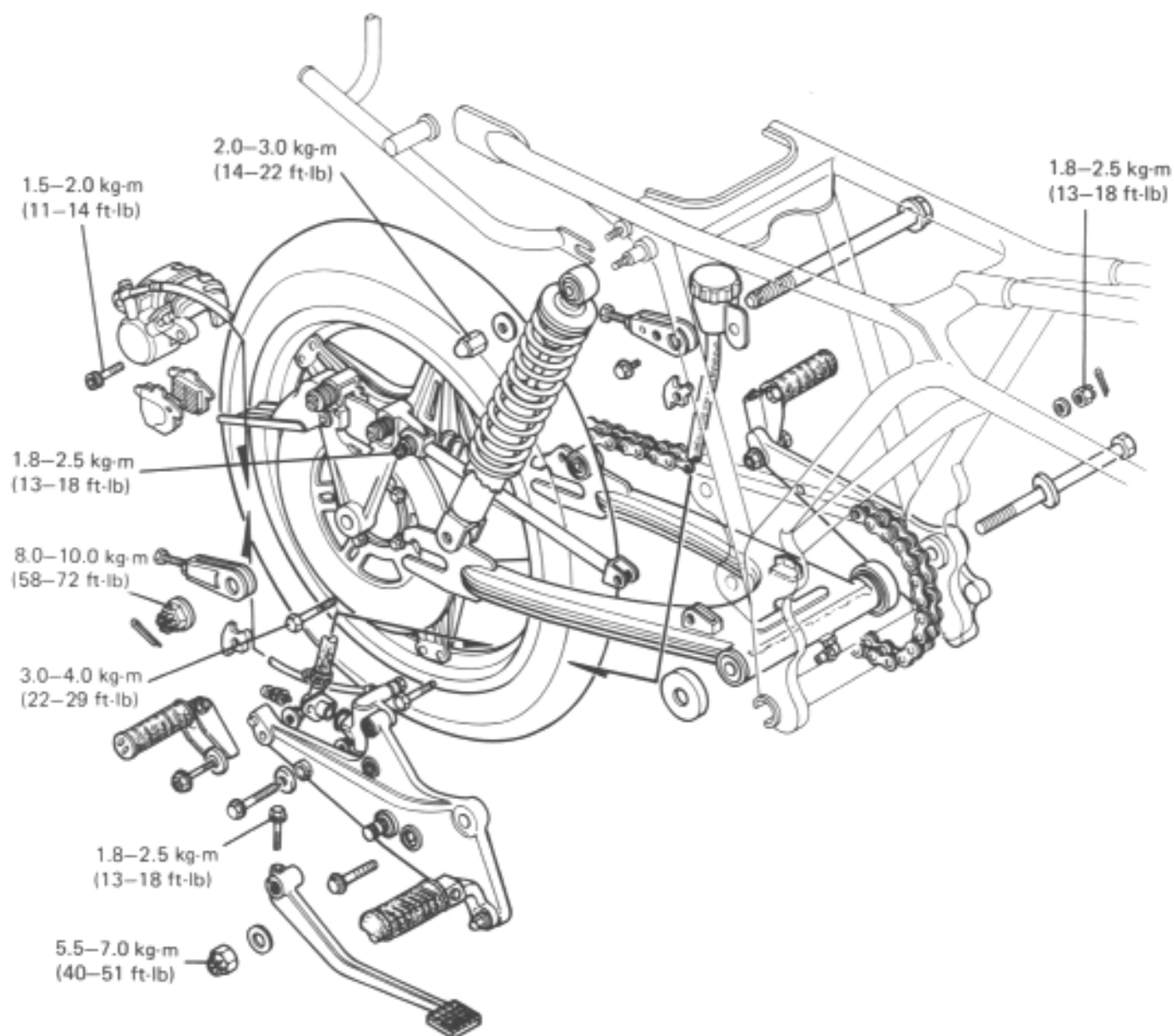
Tighten the left holder nuts.

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

CAUTION

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





*CB750F SHOWN



6. REAR WHEEL/SUSPENSION

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- The rear wheel uses a tubeless tire.
- For tubeless tire repairs, refer to the TUBELESS TIRE MANUAL, Part No. 6141550.
- Do not remove rivets, nuts and pins from the rim, spoke plate and hub.
- Never ride on the rim or try to bend the wheel.
- Avoid damaging the aluminum alloy rim.

TOOLS

Bearing Driver Handle (A)	07749-0010000
Bearing Driver Outer (62 x 68 mm)	07746-0010500
Bearing Driver Outer (52 x 55 mm)	07746-0010400
Bearing Driver Pilot (20 mm)	07746-0040500
Retainer Wrench Body	07710-0010400
Retainer Wrench A.	07710-0010100

TORQUE VALUES

Rear brake disc	2.7-3.3 kg-m	(20-24 ft-lb)
Driven sprocket	8.0-10.0 kg-m	(58-72 ft-lb)
Rear axle	8.0-10.0 kg-m	(58-72 ft-lb)
Rear shock absorber		
Upper	2.0-3.0 kg-m	(14-22 ft-lb)
Lower	3.0-4.0 kg-m	(22-29 ft-lb)
Swing arm pivot bolt	5.5-7.0 kg-m	(40-51 ft-lb)
Rear brake rod nut	1.8-2.5 kg-m	(13-18 ft-lb)
Rear brake pedal	1.8-2.5 kg-m	(13-18 ft-lb)

SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Axle runout		—	0.2 mm (0.01 in)
Rear wheel rim runout	Radial	—	2.0 mm (0.08 in)
	Axial	—	2.0 mm (0.08 in)



REAR WHEEL

REAR WHEEL REMOVAL

Place the motorcycle on its center stand. Loosen the drive chain adjuster lock nuts and bolts.

Remove the cotter pin from the rear axle and loosen the nut.

Pull the adjusters down, push the wheel forward and remove the drive chain from the driven sprocket.

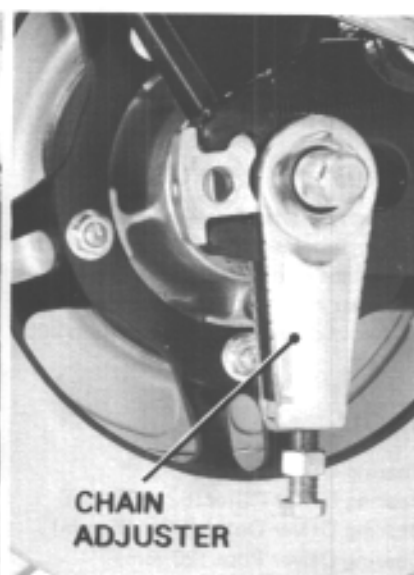
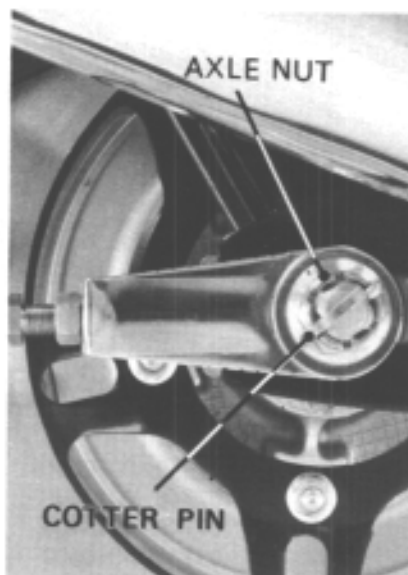
Remove the rear wheel.

Remove the rear axle.

NOTE

Do not operate the rear brake pedal after removing the rear wheel.

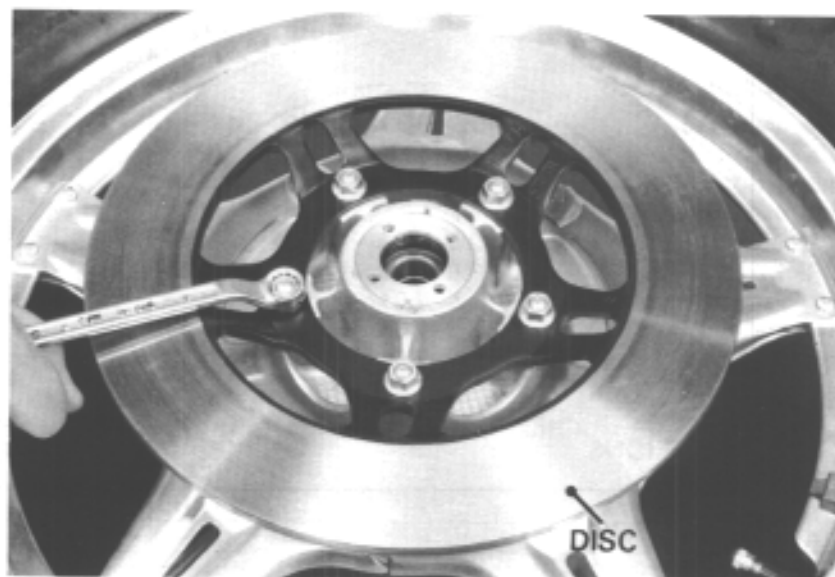
To do so will cause difficulty in refitting the brake disc between the brake pads.



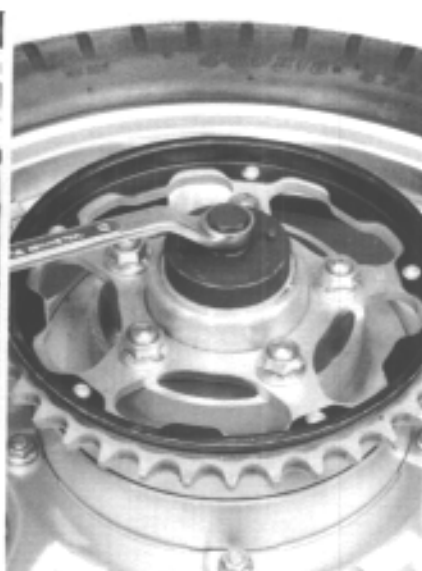
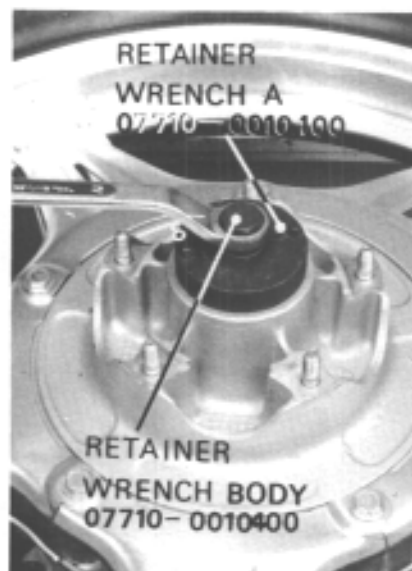
REAR WHEEL DISASSEMBLY

Remove the rear brake disc.

Loosen the driven sprocket nuts.



Remove the bearing retainer.





Remove the driven flange from the wheel hub.
Remove the driven sprocket.

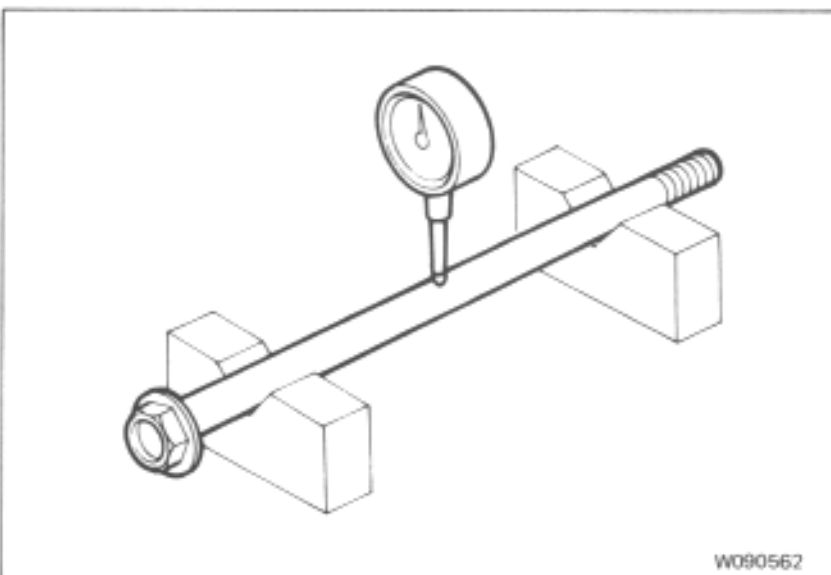


AXLE INSPECTION

Set the axle in V blocks and read the axle runout.

The actual axle runout is 1/2 of TIR (Total Indicator Reading).

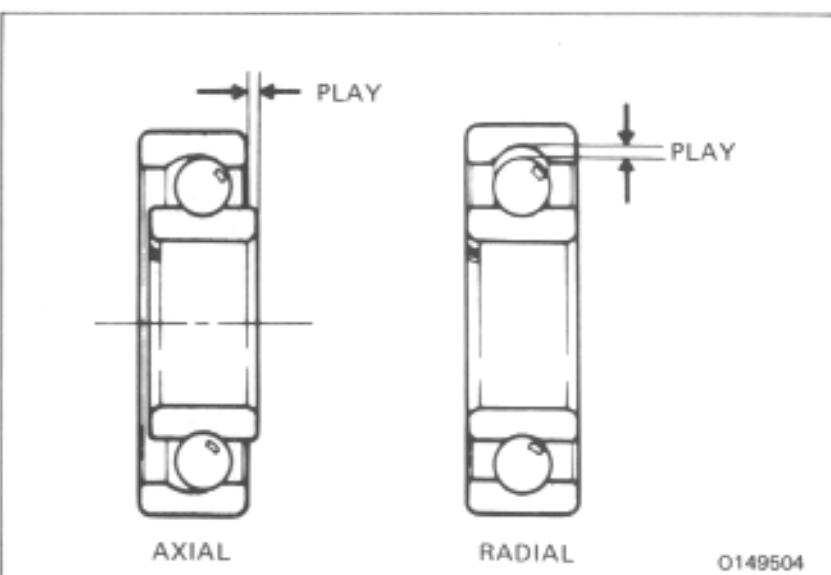
SERVICE LIMIT: 0.2 mm (0.01 in)



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REAR WHEEL BEARING PLAY INSPECTION

Check the wheel bearing play by rotating the wheel by hand. Replace the bearing with new ones if they are noisy or have excessive play.



O149504



REAR WHEEL RIM RUNOUT INSPECTION

Check the rim for runout by placing the wheel in a truing stand. Spin the wheel slowly, and read the runout using a dial indicator.

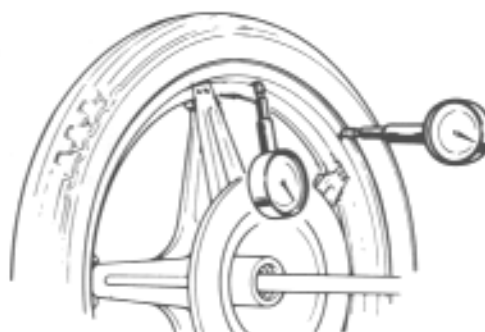
SERVICE LIMITS:

RADIAL RUNOUT: 2.0 mm (0.08 in)

AXIAL RUNOUT: 2.0 mm (0.08 in)

NOTE

The COMSTAR WHEEL cannot be serviced and must be replaced if the above limits are exceeded.



FINAL DRIVEN SPROCKET INSPECTION

Check the condition of the final driven sprocket teeth.

Replace the sprocket if worn or distorted.

NOTE

If the final driven sprocket requires replacement, inspect the drive chain and drive sprocket.



DAMPER RUBBER INSPECTION

Replace the damper rubbers if they are damaged or deteriorated.

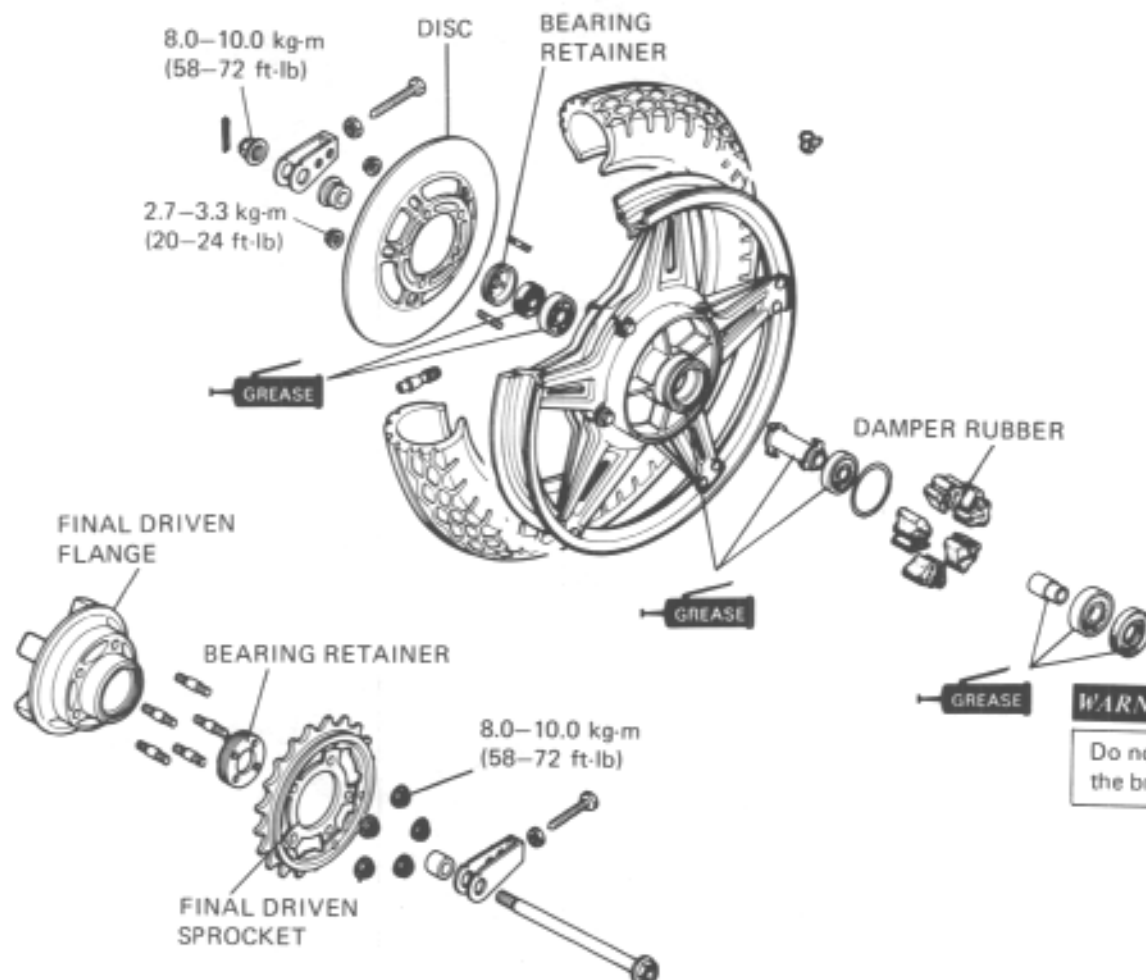




REAR WHEEL ASSEMBLY

NOTE

The rear wheel uses a tubeless tire. For tubeless tire repairs, refer to TUBELESS TIRE MANUAL.

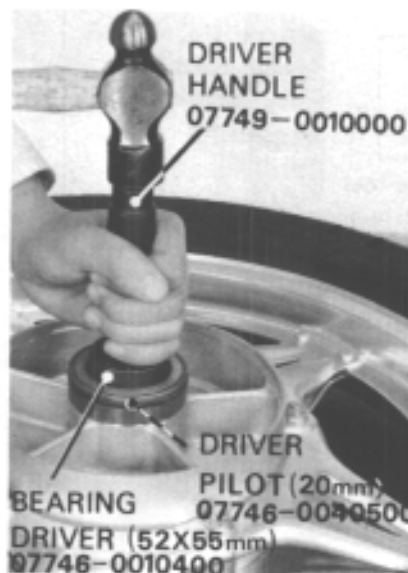


Pack all bearing cavities with grease.
Press the distance collar into place from the left side.

Drive the right ball bearing in first, then the left ball bearing.

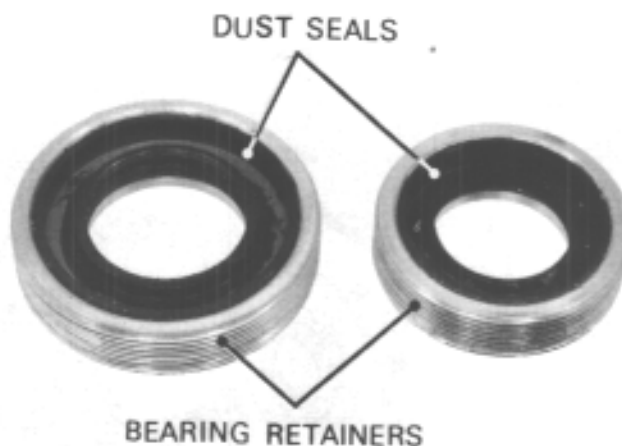
CAUTION

- Drive in the bearings squarely.
- Install the bearings with the sealed end facing out, making sure they are fully seated.

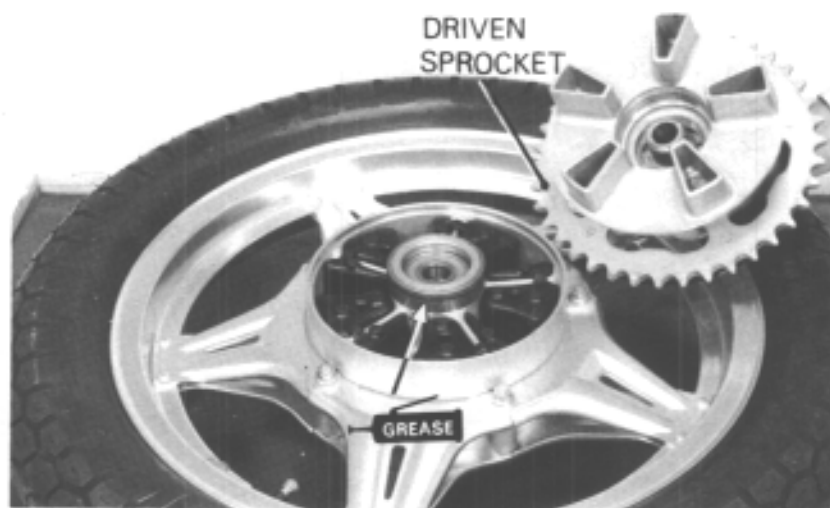




Install the dust seal into the bearing retainer using a bearing driver and driver handle.



Install the final driven sprocket.
Install the driven flange on the rear wheel hub.

**NOTE**

Check the condition of the bearing retainer.
If the threads are damaged, the retainer should be replaced.

Install the bearing retainer with the same tool that was used to remove it. Peen it to the hub.





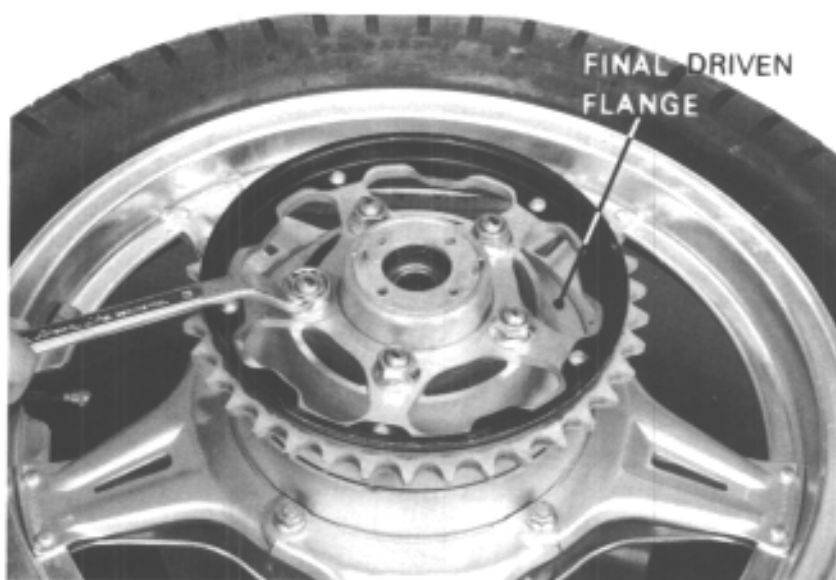
Install the rear brake disc and nuts.

TORQUE: 2.7–3.3 kg-m (20–24 ft-lb)

Clean the brake disc with a high quality degreasing agent.

Tighten the driven sprocket nuts.

TORQUE: 8.0–10.0 kg-m (58–72 ft-lb)



REAR WHEEL INSTALLATION

Install the rear wheel in the reverse order of removal.

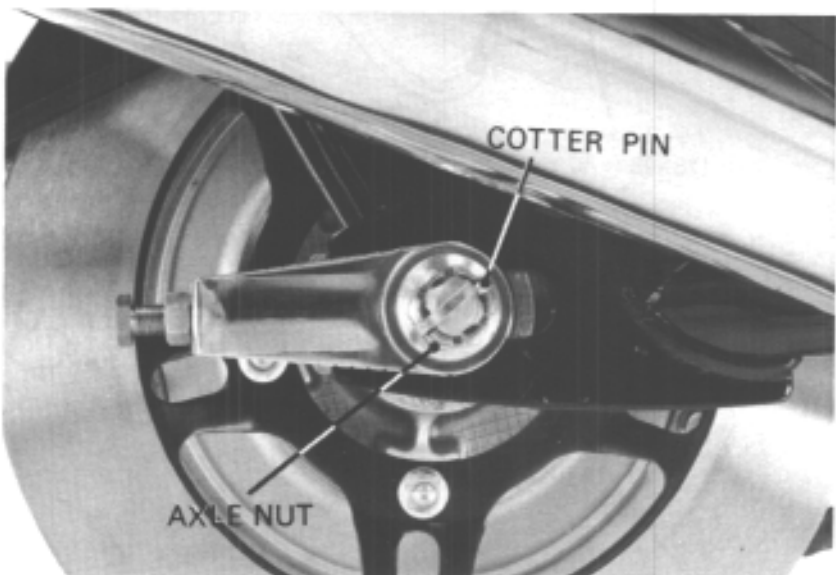
NOTE

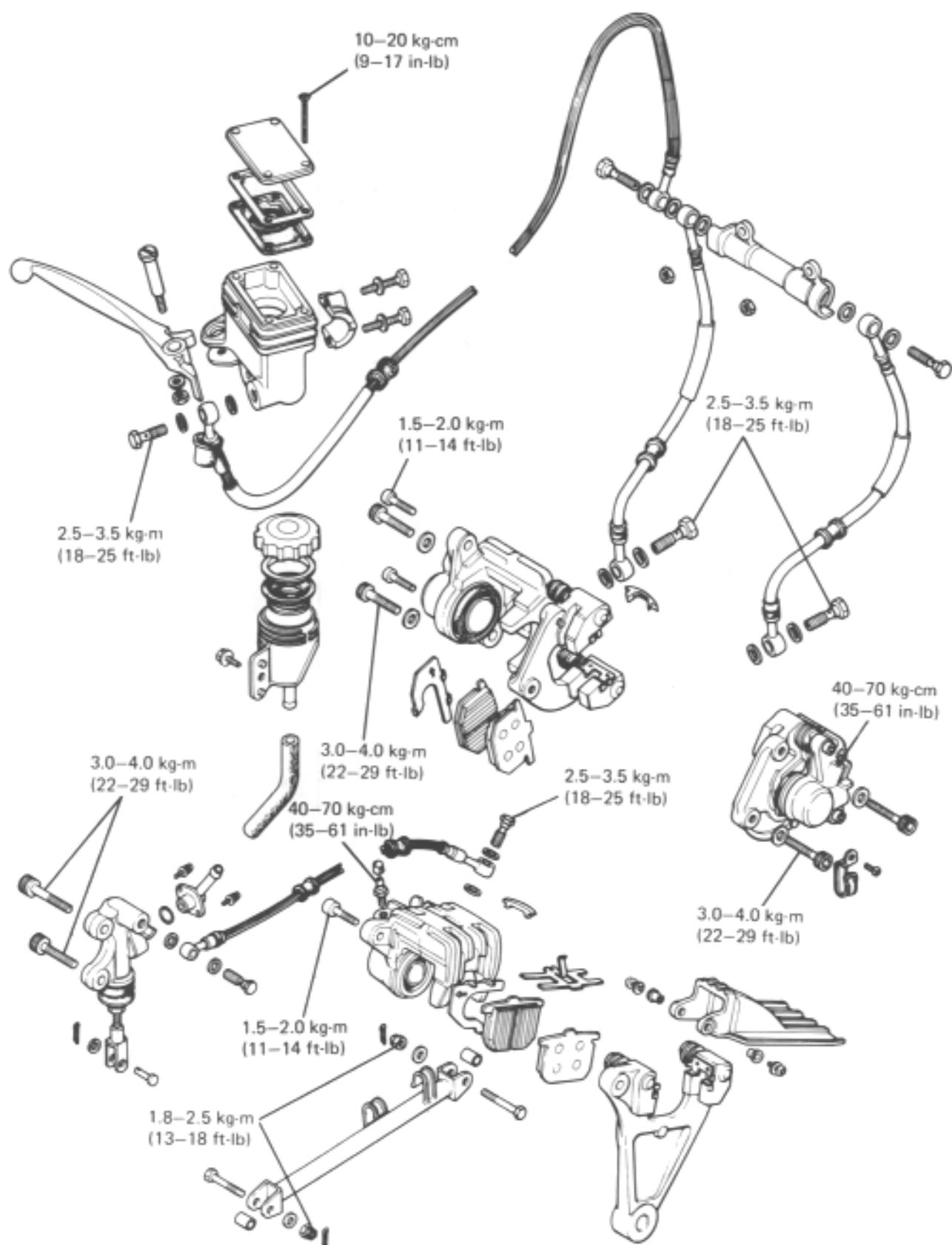
- When installing the wheel, fit the brake disc between the brake pads carefully.
- After installing the wheel, apply the brakes several times and then check if the wheel rotates freely. Recheck the wheel if the brake drags or if the wheel does not rotate freely.

Use a new cotter pin for securing the axle nut.

TORQUE: 8.0–10.0 kg-m (58–72 ft-lb)

Adjust the drive chain free play. (page 3-16).







7. CB750F HYDRAULIC BRAKE

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- This section contains service data for the CB750F model. Refer to section 15 for CB750K LTD service data.
- The front and rear brakes can be removed without disconnecting the hydraulic system.
- Once the hydraulic systems have been opened, or if the brakes feel spongy, the system must be bled.
- Do not allow foreign material to enter the system when filling the reservoirs.
- Avoid spilling brake fluid on painted surfaces or instrument lenses, as severe damage will result.
- Always check the brake operation before riding the motorcycle.

SPECIAL TOOL

Snap Ring Pliers 07914-3230001

TORQUE VALUES

Brake hose bolt	2.5-3.5 kg-m (18-25 ft-lb)
Front brake caliper bracket	3.0-4.0 kg-m (22-29 ft-lb)
Front brake caliper	1.5-2.0 kg-m (11-14 ft-lb)
Rear brake caliper	1.5-2.0 kg-m (11-14 ft-lb)
Rear master cylinder	3.0-4.0 kg-m (22-29 ft-lb)
Rear brake rod nut	1.8-2.5 kg-m (13-18 ft-lb)
Rear axle nut	8.0-10.0 kg-m (58-72 ft-lb)
Bleeder valve	40-70 kg-cm (35-61 in-lb)
Front brake reservoir cover	10-20 kg-cm (9-17 in-lb)

SPECIFICATIONS

	STANDARD	SERVICE LIMIT
Front disc thickness	4.9-5.1 mm (0.19-0.20 in)	4.0 mm (0.16 in)
Front disc runout	—	0.30 mm (0.012 in)
Front master cylinder I.D.	14.000-14.043 mm (0.5512-0.5529 in)	14.06 mm (0.554 in)
Front master piston O.D.	13.957-13.984 mm (0.5495-0.5506 in)	13.945 mm (0.5490 in)
Front caliper piston O.D.	38.098-38.148 mm (1.4999-1.5019 in)	38.09 mm (1.500 in)
Front caliper cylinder I.D.	38.180-38.230 mm (1.5031-1.5051 in)	38.24 mm (1.506 in)
Rear master cylinder I.D.	14.000-14.043 mm (0.5512-0.5529 in)	14.06 mm (0.554 in)
Rear master piston O.D.	13.957-13.984 mm (0.5495-0.5506 in)	13.945 mm (0.5490 in)
Rear caliper cylinder I.D.	38.180-38.230 mm (1.5031-1.5051 in)	38.24 mm (1.506 in)
Rear caliper piston O.D.	38.098-38.148 mm (1.4999-1.5019 in)	38.09 mm (1.500 in)
Rear disc thickness	6.9-7.1 mm (0.27-0.28 in)	6.0 mm (0.24 in)
Rear disc runout	—	0.3 mm (0.012 in)



TROUBLESHOOTING

Brake Lever/Pedal Soft or Spongy

1. Air bubbles in hydraulic system
2. Low fluid level
3. Hydraulic system leaking

Brake Lever/Pedal Too Hard

1. Sticking piston(s)
2. Clogged hydraulic system
3. Pads glazed or worn excessively

Brakes Drag

1. Hydraulic system sticking
2. Incorrect adjustment of lever or pedal
3. Sticking piston(s)

Brakes Grab or Pull to One Side

1. Pads contaminated
2. Fault in one side of front brake
3. Disc or wheel misaligned

Brakes Chatter or Squeal

1. Pads contaminated
2. Excessive disc runout
3. Caliper installed incorrectly
4. Disc or wheel misaligned



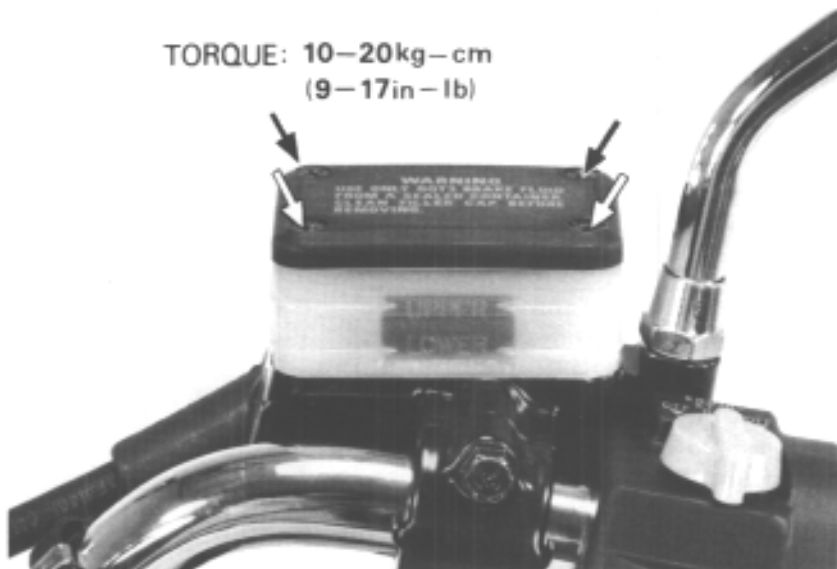
BRAKE FLUID REPLACEMENT/ AIR BLEEDING

Check the fluid level with the fluid reservoir parallel to the ground.

CAUTION

- Install the diaphragm on the reservoir when operating the brake lever/pedal. Failure to do so will allow brake fluid to squirt out of the reservoir during brake operation.
- Avoid spilling fluid on painted surfaces. Place a rag over the fuel tank whenever the system is serviced.

TORQUE: 10–20kg–cm
(9–17in–lb)

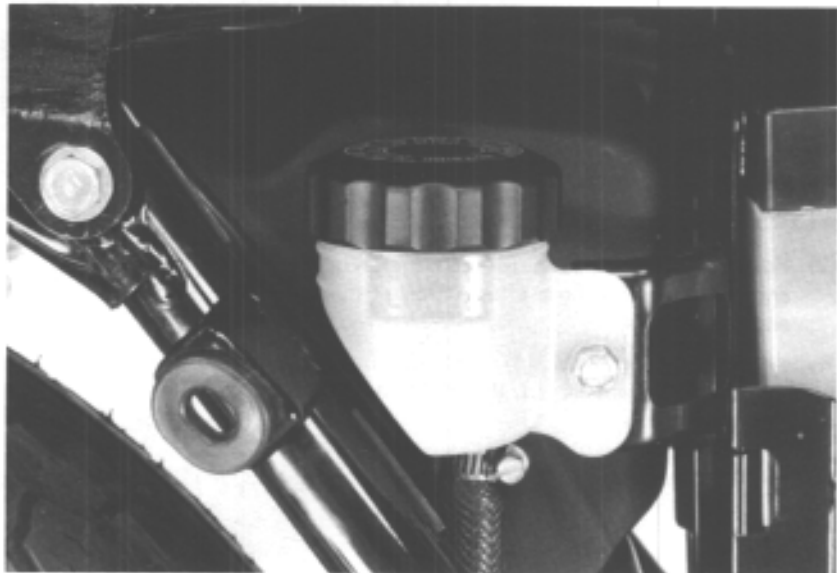


BRAKE FLUID DRAINING

Connect a bleed hose to the bleeder valve. Loosen the caliper bleeder valve and pump the brake lever (or pedal). Stop operating the lever (or pedal) when no fluid flows out of the bleeder valve.

WARNING

A contaminated brake disc or pad reduces stopping power. Discard contaminated pads and clean a contaminated disc with a high quality brake degreasing agent.

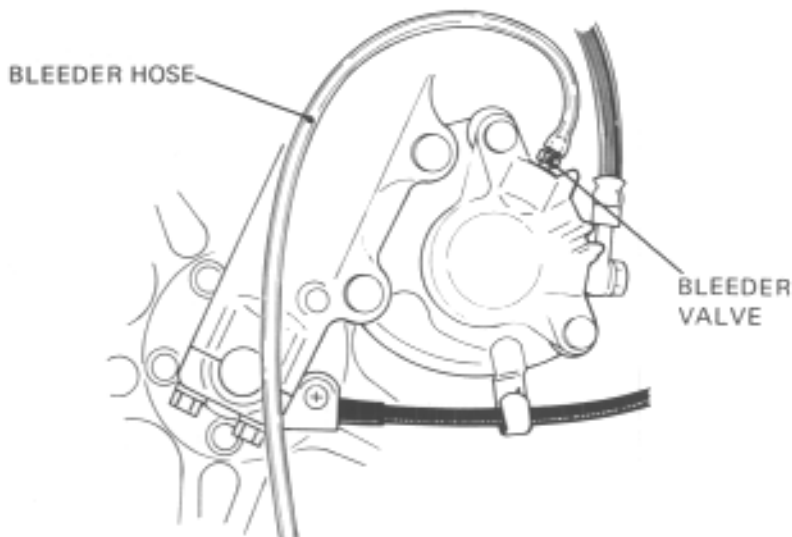


BRAKE FLUID FILLING

NOTE

Use only DOT 3 brake fluid from a sealed container.

Close the bleeder valve, fill the reservoir, and install the diaphragm.





AIR BLEEDING

To prevent piston overtravel and brake fluid seepage, keep a 20 mm (3/4 in) space to the handlebar grip when bleeding the front brake system. Pump up the system pressure with the lever until there are no air bubbles in the fluid flowing out of the reservoir small hole and lever (or pedal) resistance is felt.

NOTE

Check the fluid level often while bleeding the brake to prevent air from being pumped into the system.

Use only DOT 3 brake fluid from a sealed container. Do not mix brake fluid types and never re-use the contaminated fluid which has been pumped out during brake bleeding, because this will impair the efficiency of the brake system.

- (1) Squeeze the brake lever (or depress the brake pedal), open the bleeder valve 1/2 turn then close the valve.

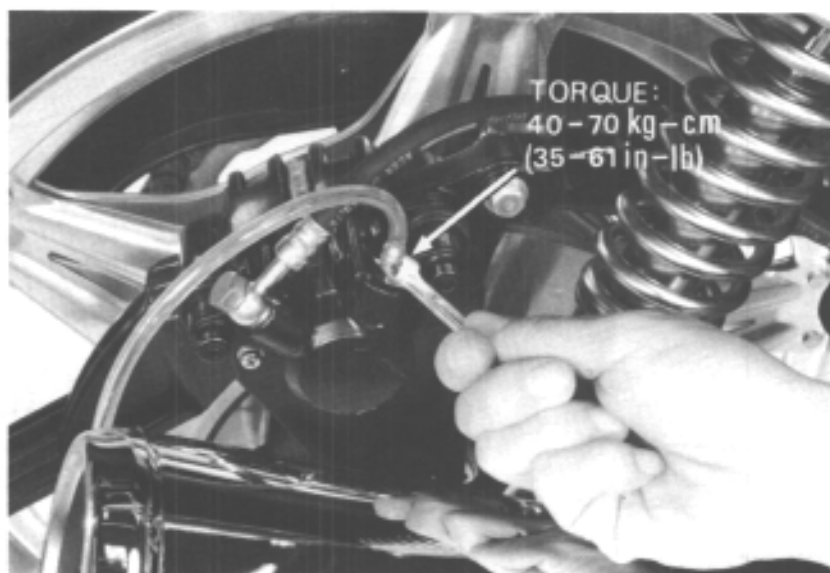
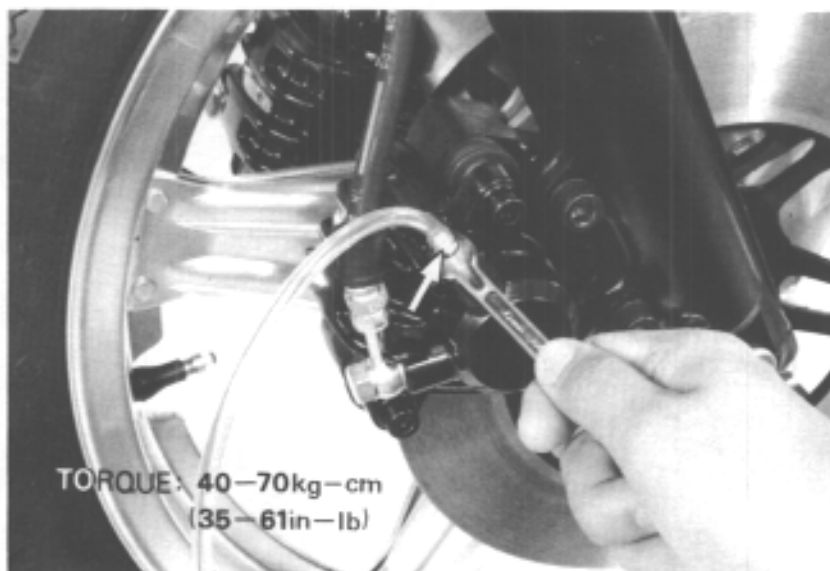
NOTE

Do not release the brake lever (or pedal) until the bleeder valve has been closed again.

- (2) Release the brake lever (or pedal) slowly and wait several seconds after it reaches the end of its travel.

Repeat the above steps (1) and (2) until bubbles cease to appear in the fluid at the caliper bleeder valve.

Fill the fluid reservoir to the upper level mark.



WARNING

A contaminated brake disc or pad reduces stopping power. Discard contaminated pads and clean a contaminated disc with a high quality brake degreasing agent.



BRAKE PAD/DISC

FRONT BRAKE PAD WEAR CHECK

Replace the front brake pads if the red line on the top of the pads reaches the edge of the brake disc.

FRONT BRAKE PAD REPLACEMENT

Remove the two caliper allen head bolts.

Lift off the caliper and remove both brake pads and the shim.

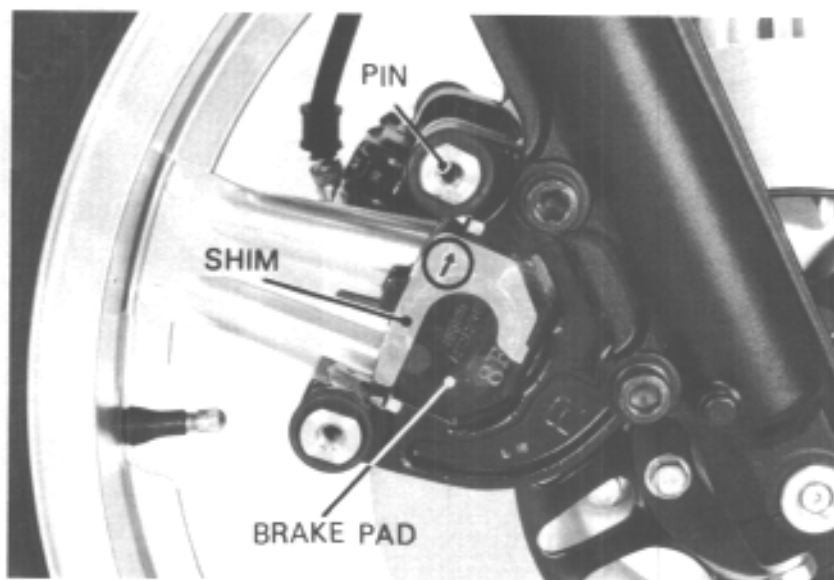
Install the new brake pads and the shim.

NOTE

- Install the shims with the  facing up.
- Push the piston all the way in.
- Check the brake fluid level in the brake master cylinder reservoir as this causes the level to rise.
- Always replace the brake pads in pairs to assure even disc pressure.

Insert the pin through the caliper bracket with the chamfered end facing as shown.

Press the piston back into the caliper. Check the brake fluid level in the brake master cylinder reservoir as this causes the level to rise. Inspect the piston boot for damage or deterioration.



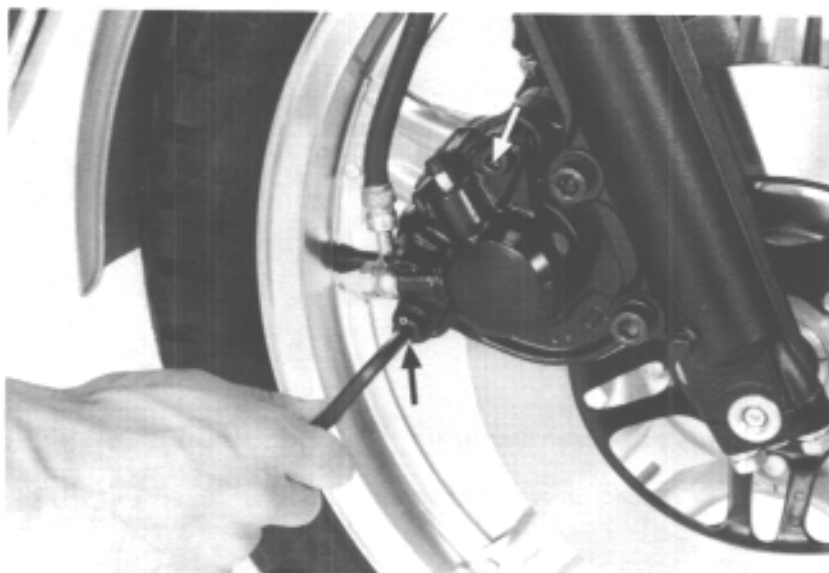


Install the brake caliper with the two allen head bolts.

TORQUE: 1.5–2.0 kg-m (11–14 ft-lb)

NOTE

Torque the bolts evenly in 2-3 steps.



REAR BRAKE PAD WEAR CHECK

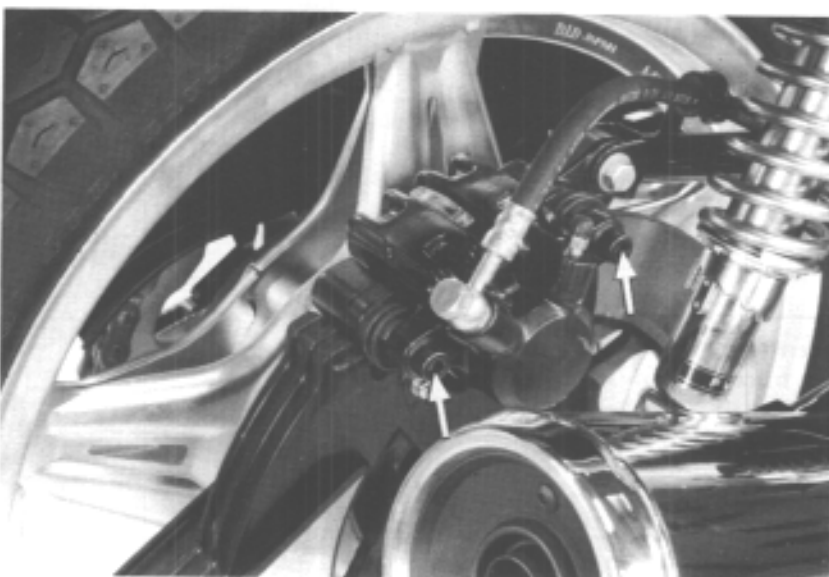
Replace the rear brake pads if the red line on the top of the pads reaches the edge of the brake disc.

NOTE

Always replace both pads to assure even disc pressure.

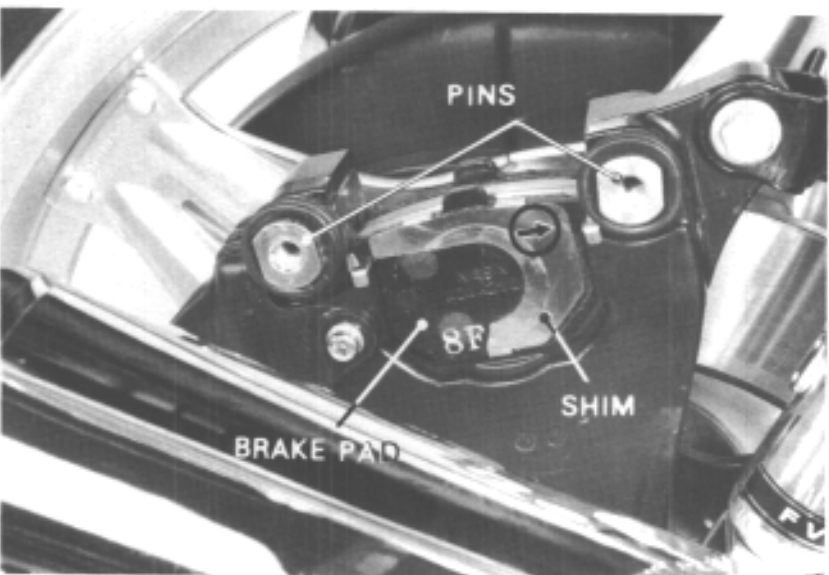
REAR BRAKE PAD REPLACEMENT

Remove the two caliper allen head bolts. Lift the caliper off and remove both brake pads and shim.



NOTE

- Always replace the brake pads in pairs to assure even disc pressure.
- Install the shim on the piston side with the "↑" in the direction of normal wheel rotation.



Insert the pins through the caliper bracket with the chamfered ends facing as shown.

Inspect the condition of the dust covers.



Press the piston back into the caliper. Check the brake fluid level in the brake master cylinder reservoir as this causes the level to rise.

Inspect the piston boot for damage or deterioration.

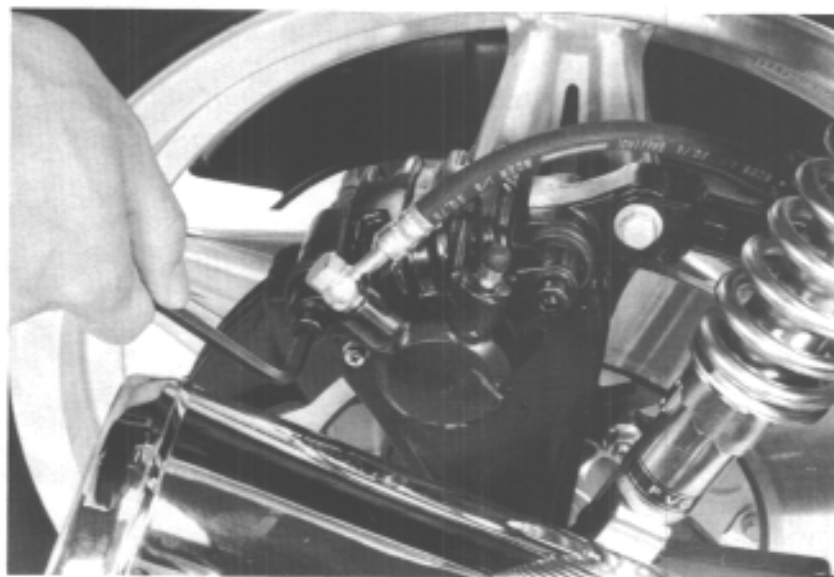


Install the brake caliper with the two allen bolts.

NOTE

Torque the bolts evenly in 2-3 steps.

TORQUE: 1.5–2.0 kg-m (11–14 ft-lb)



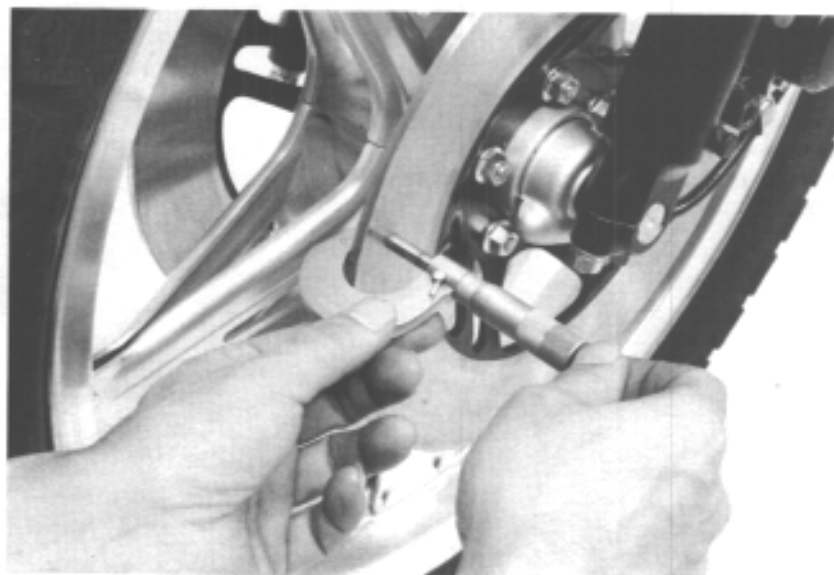
DISC THICKNESS

Measure the disc thickness.

SERVICE LIMIT:

FRONT: 4.0 mm (0.16 in)

REAR: 6.0 mm (0.24 in)

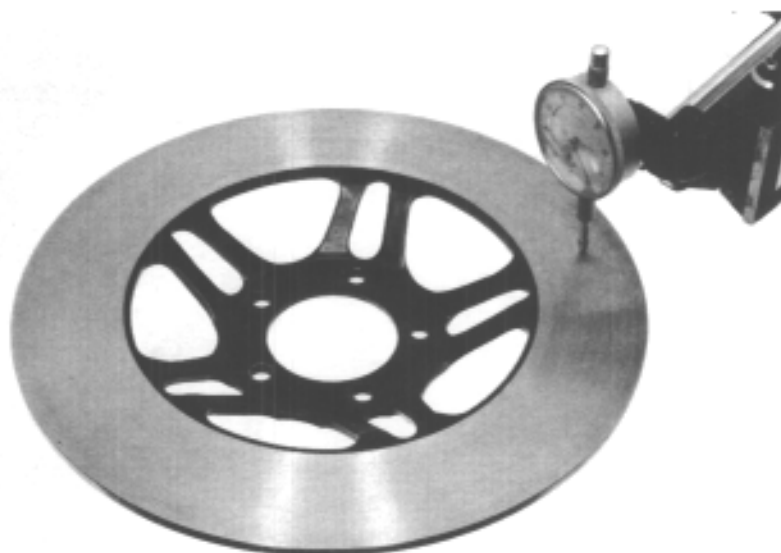




BRAKE DISC WARPAGE

Measure brake disc warpage.

SERVICE LIMIT: 0.30 mm (0.012 in)



FRONT MASTER CYLINDER

FRONT BRAKE MASTER CYLINDER DISASSEMBLY

Drain brake fluid from the hydraulic system. Remove the brake lever and rear view mirror from the master cylinder. Disconnect the brake hose.

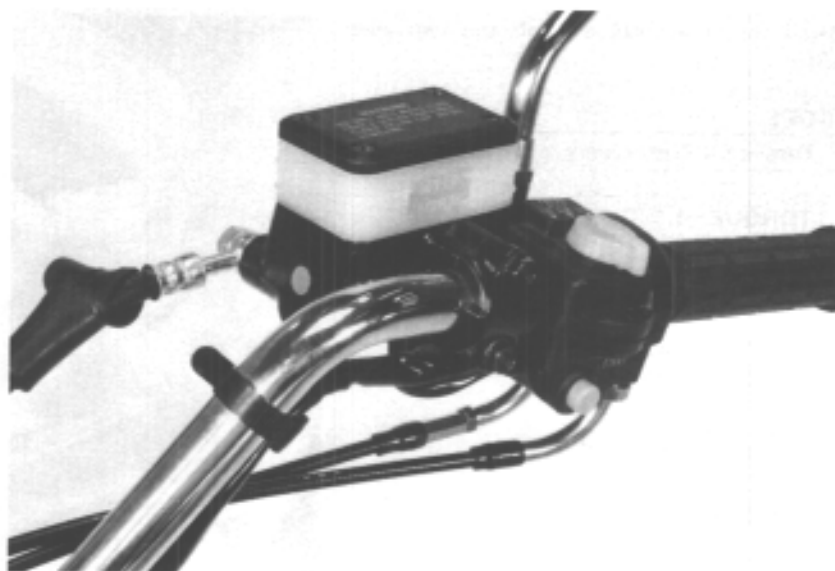
CAUTION

Avoid spilling brake fluid on painted surfaces.

Place a rag over the fuel tank whenever the brake system is serviced.

NOTE

When removing the oil bolt, cover the end of the hose to prevent contamination and secure the hose.



Remove the master cylinder.

Remove the boot.

Remove the circlip from the master cylinder body.



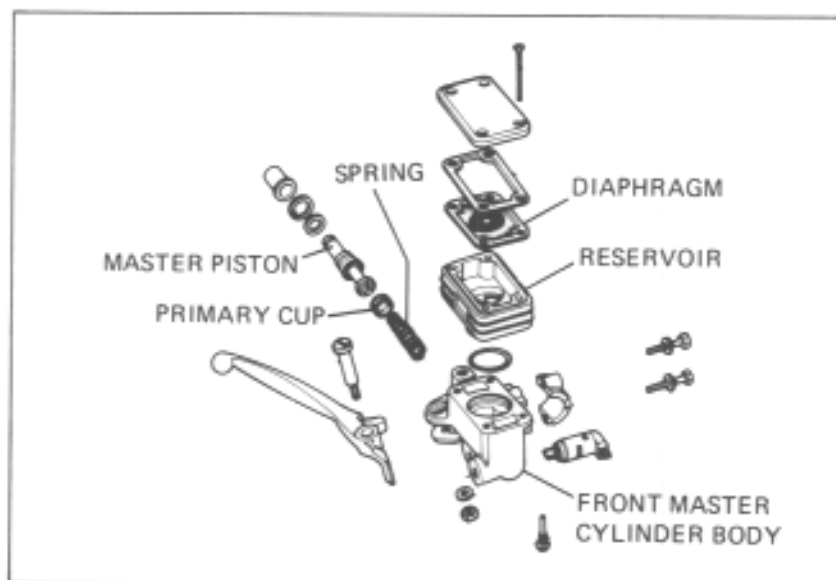
SNAP RING PLIERS
07914-3230001



Remove the stop plate, secondary cup and master piston.
Then remove the primary cup and spring.

Remove the brake fluid reservoir from the master cylinder body.

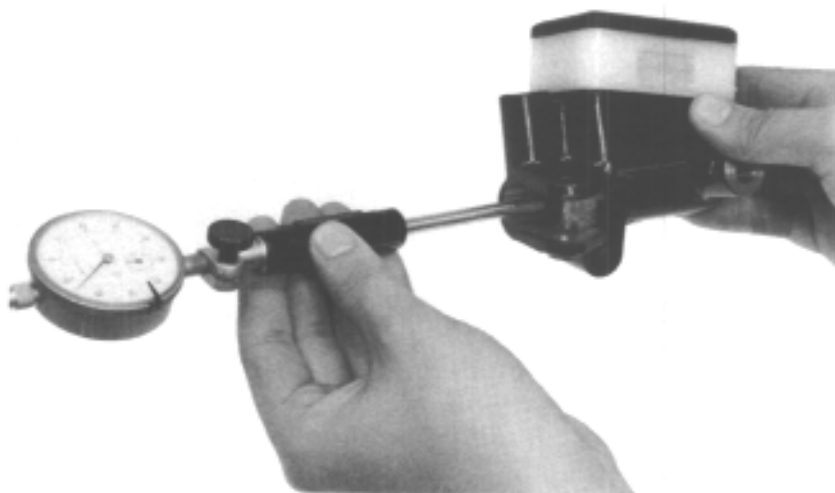
Clean the inside of the master cylinder and reservoir with brake fluid.



FRONT MASTER CYLINDER I.D. INSPECTION

Measure the master cylinder I.D.
Check the master cylinder for scores, scratches or nicks.

SERVICE LIMIT: 14.06 mm (0.554 in)

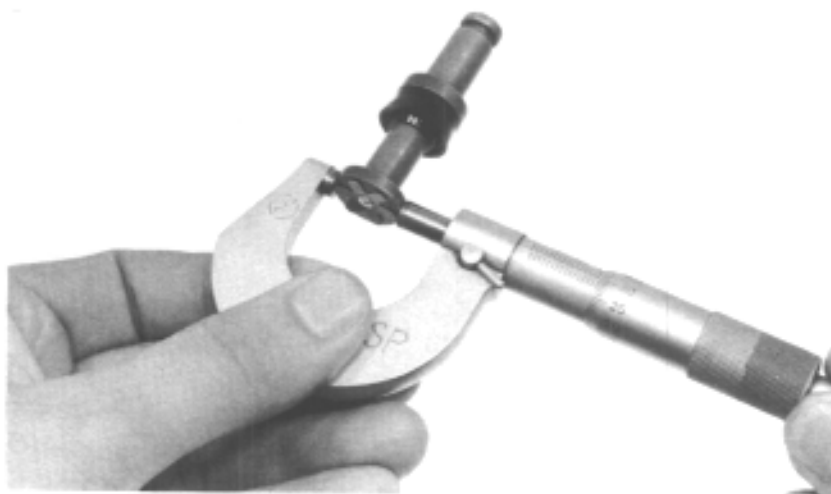


FRONT MASTER PISTON O.D. INSPECTION

Measure the master piston O.D.

SERVICE LIMIT: 13.945 mm (0.549 in)

Check the primary cup and secondary cup for damage before assembly.





FRONT MASTER CYLINDER ASSEMBLY

CAUTION

Handle the master cylinder piston, cylinder and spring as a set.

Assemble the master cylinder. Coat all parts with clean brake fluid before assembly. Install the spring.

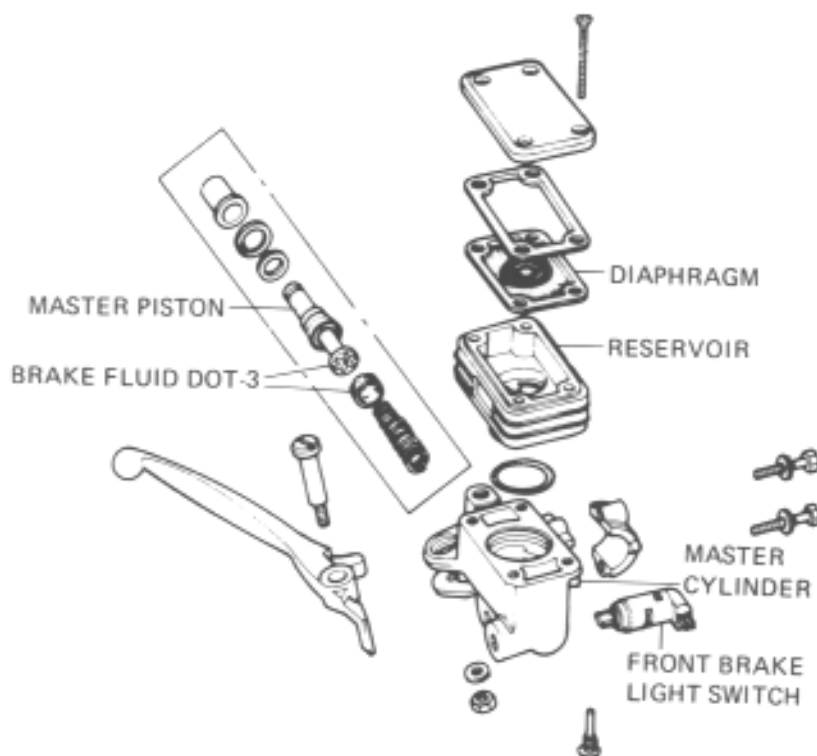
Dip the piston cup in brake fluid before assembly.

CAUTION

When installing the cups, do not allow the lips to turn inside out. Be certain the circlip is seated firmly in the groove.

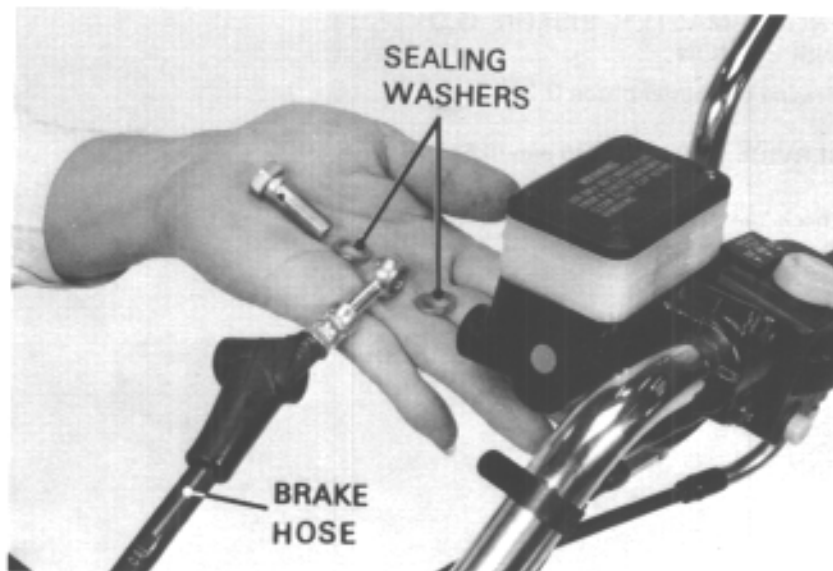
Install the boot, washer and clip.

Install the reservoir on the master cylinder making sure that the O-ring is in good condition.



Place the master cylinder on the handlebar and install the holder and the two mounting bolts. Torque the top bolt first. Install the oil hose with the bolt and its two sealing washers. Install the brake lever.

Fill the reservoir to the upper level and bleed the brake system according to page 22-38.





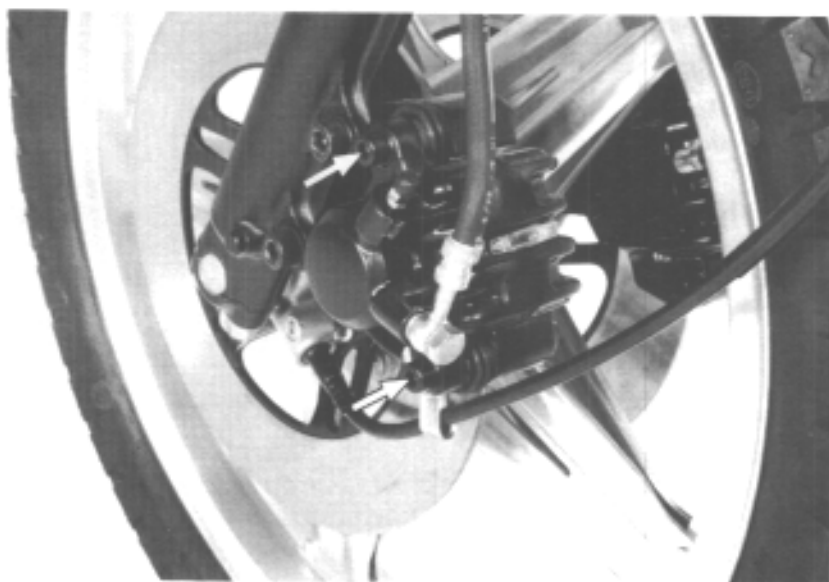
FRONT BRAKE CALIPER

FRONT BRAKE CALIPER DISASSEMBLY

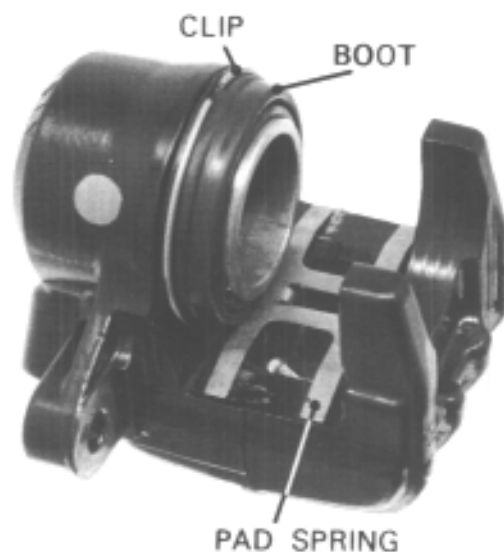
Place a clean container under the caliper and disconnect the brake hose bolt. Remove the two allen bolts and the caliper.

NOTE

Avoid spilling brake fluid on painted surfaces.



Observe the position of the pad spring. Remove the pad spring, piston boot and boot clip.



Place a shop towel over the piston to prevent the piston from coming out, and position the caliper with the piston down. Apply a small amount of air pressure to the fluid inlet.

WARNING

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

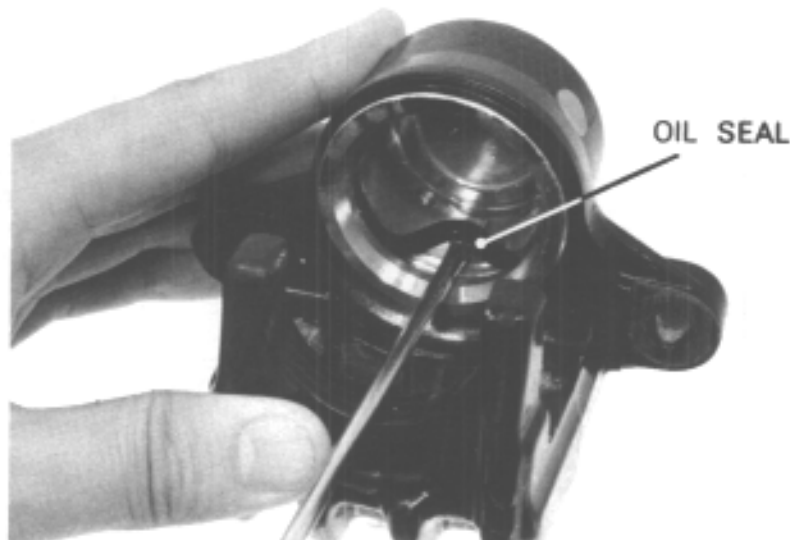
Examine the piston and cylinder for scoring or scratches and replace if necessary.





Remove the oil seal by first pushing it into the cylinder as shown.

Clean the caliper grooves with brake fluid.



FRONT CALIPER PISTON O.D. INSPECTION

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

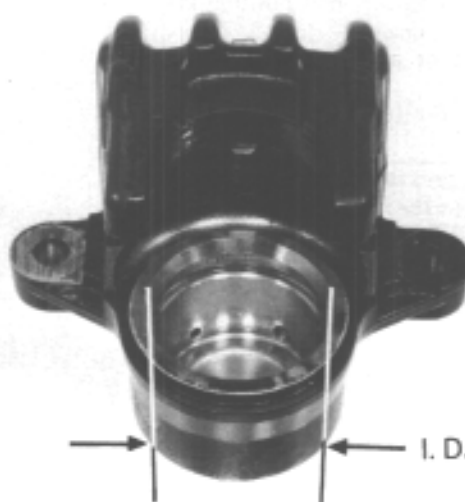
SERVICE LIMIT: 38.09 mm (1.500 in)



FRONT CALIPER CYLINDER I.D. INSPECTION

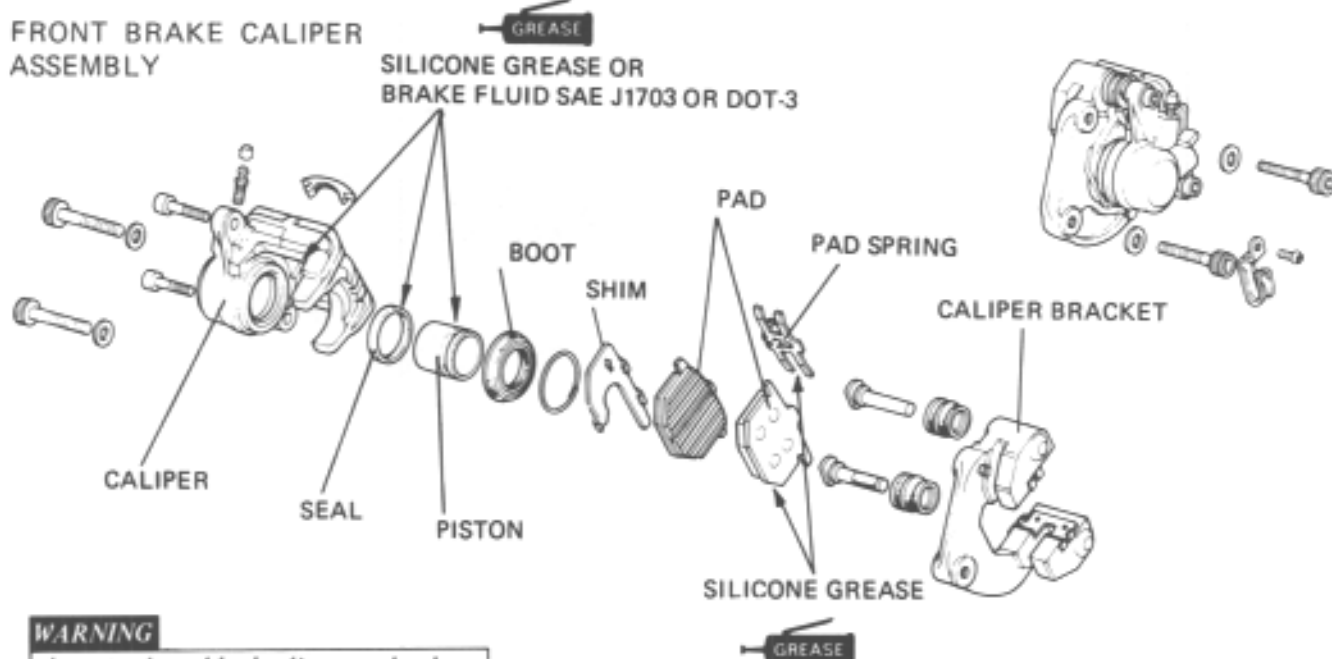
Check the caliper cylinder for scoring or scratches. Measure the inside diameter of the caliper cylinder bore.

SERVICE LIMIT: 38.24 mm (1.506 in)





FRONT BRAKE CALIPER ASSEMBLY



WARNING

A contaminated brake disc or pad reduces stopping power. Do not allow grease on the brake pads.

Assemble the caliper in the reverse order of disassembly. The oil seal must be replaced with a new one whenever removed. Lubricate the piston and seal with a medium grade of Hi-Temperature silicone grease or brake fluid before assembly.

Be certain the piston seal is seated in the caliper groove.

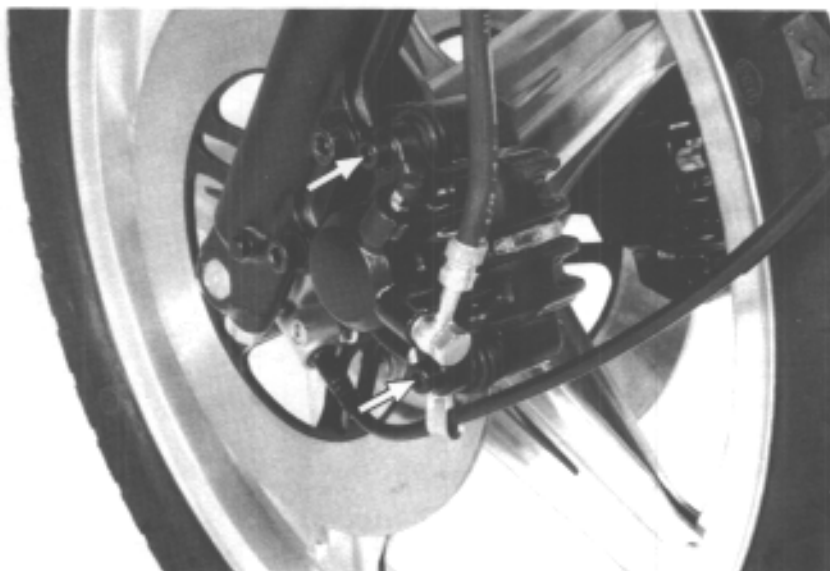
Place the piston in the caliper with the boot lip facing out. Install the boot and clip on the piston.

Install the front brake caliper assembly (page 22-39).

Install the allen bolts.

TORQUE: 1.5-2.0 kg-m (11-14 ft-lb)

Fill the brake fluid reservoir and bleed the front brake system.



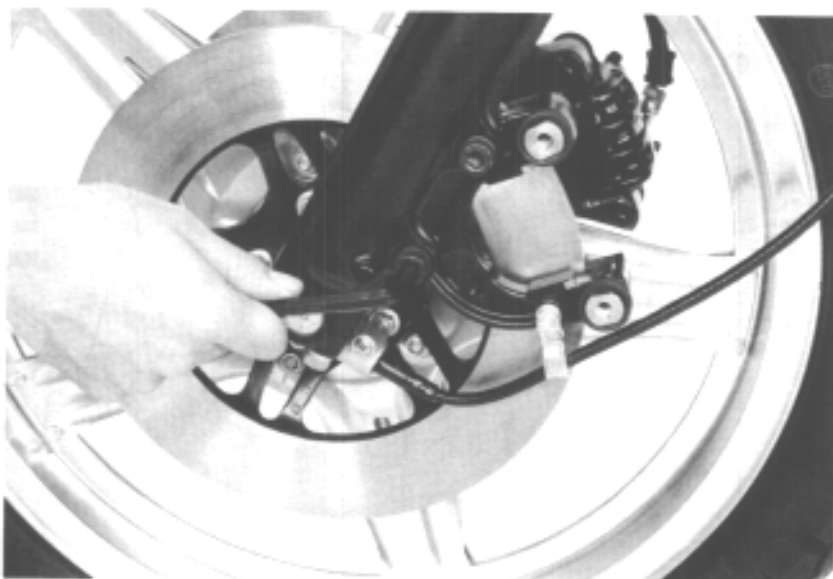


FRONT CALIPER BRACKET DISASSEMBLY

Remove the speedometer cable clamp.

Remove the two caliper bracket attaching bolts and remove the brake caliper.

Remove the pins and dust covers from the caliper bracket, making sure that they are in good condition.



FRONT CALIPER BRACKET ASSEMBLY

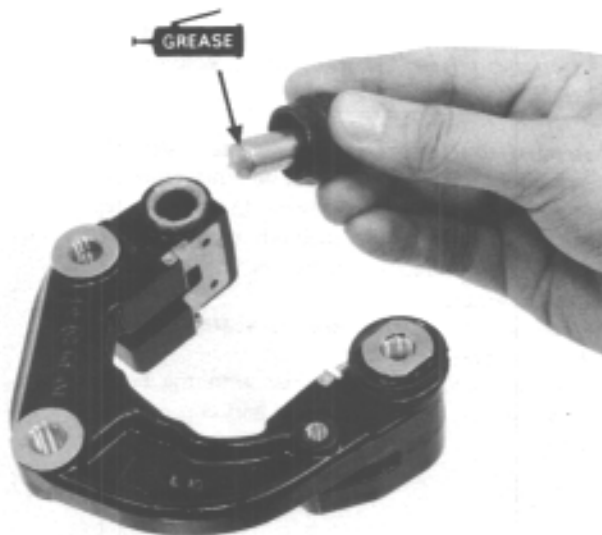
Wash all removed parts with brake fluid. Make sure that both pins move freely in and out of the caliper pin holes.

Lubricate both pins with a medium grade Hi-Temperature silicone grease before assembly.

Install the caliper bracket on the front fork.

TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)

Install the front caliper (page 22-39).



REAR BRAKE MASTER CYLINDER

REAR MASTER CYLINDER DISASSEMBLY

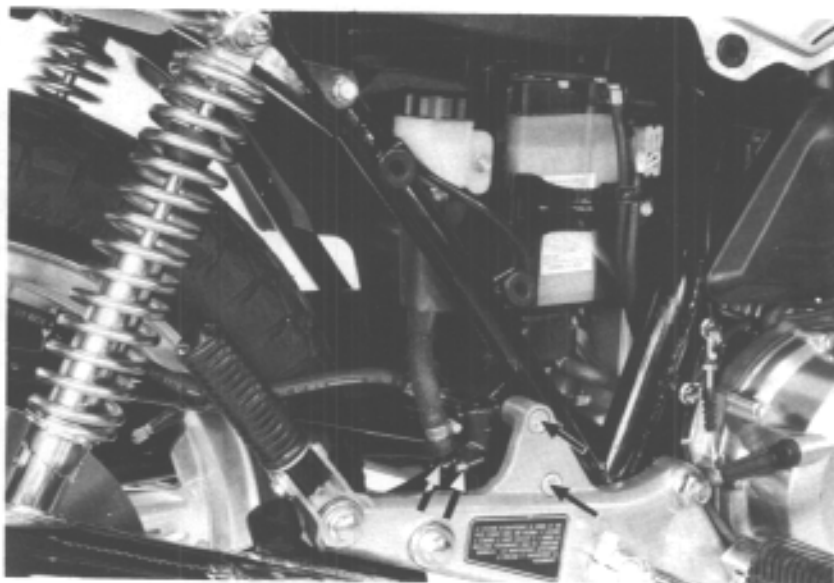
Remove the right side cover.

Place a clean drip pan under the brake line.

Disconnect the brake line on the back of the master cylinder.

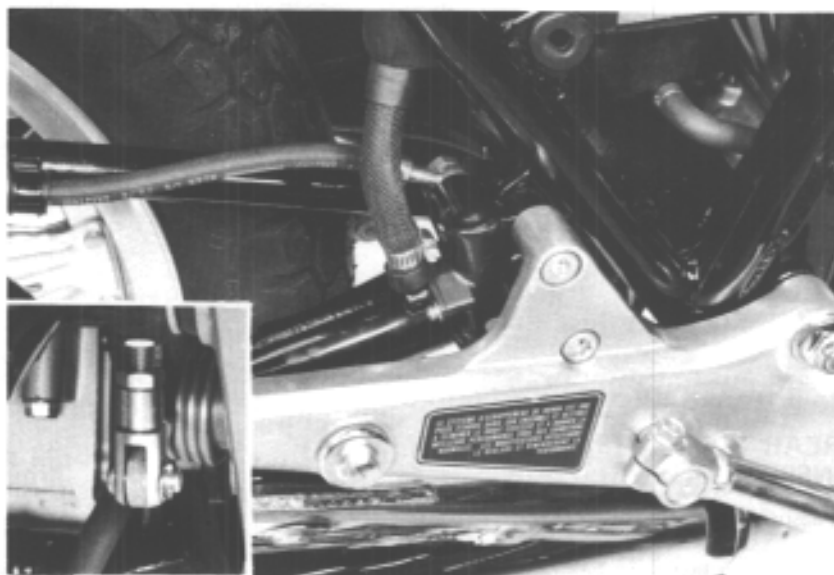
CAUTION

Avoid spilling brake fluid on painted surfaces.





Remove the pin from the rod eye and remove the two allen head bolts.



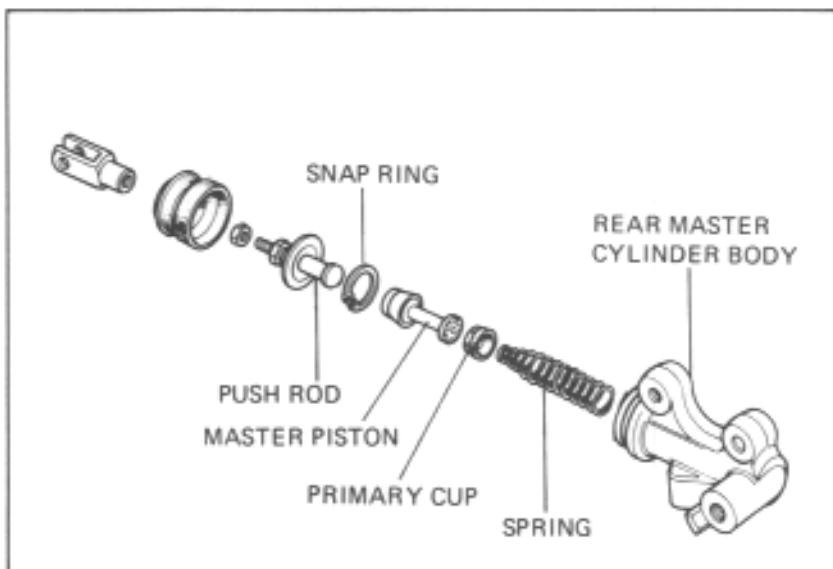
Remove the rubber cover.
Remove the circlip and pull the rod from the master cylinder body.



Remove the master piston, primary cup and spring.

It may be necessary to apply a small amount of air pressure to the fluid outlet to remove the master piston and primary cup.

Clean all parts with brake fluid.



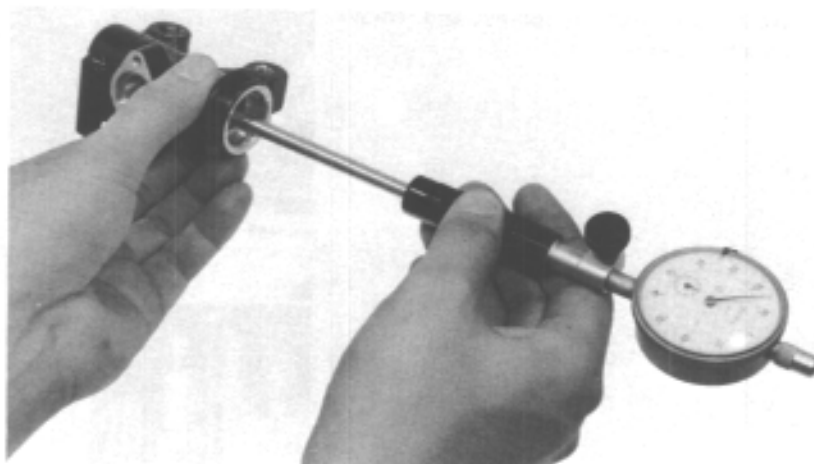


REAR MASTER CYLINDER I.D. INSPECTION

Measure the inside diameter of the master cylinder bore.

SERVICE LIMIT: 14.06 mm (0.554 in)

Check for scores, scratches or nicks.

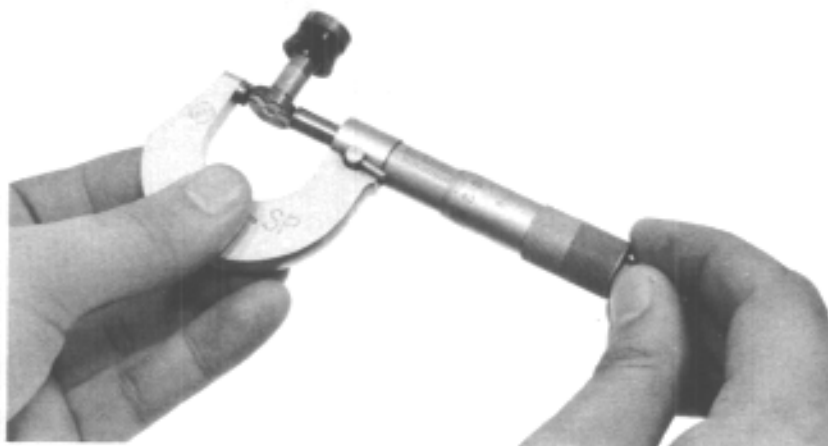


REAR MASTER PISTON O.D. INSPECTION

Measure the master piston O.D.

SERVICE LIMIT: 13.945 mm (0.5490 in)

Check the primary cup and secondary cup for damage before assembly.



REAR MASTER CYLINDER ASSEMBLY

CAUTION

Handle the master cylinder piston, and spring as a set.

Assemble the master cylinder.

Coat all parts with clean brake fluid.

Dip the piston cup in brake fluid before assembly.

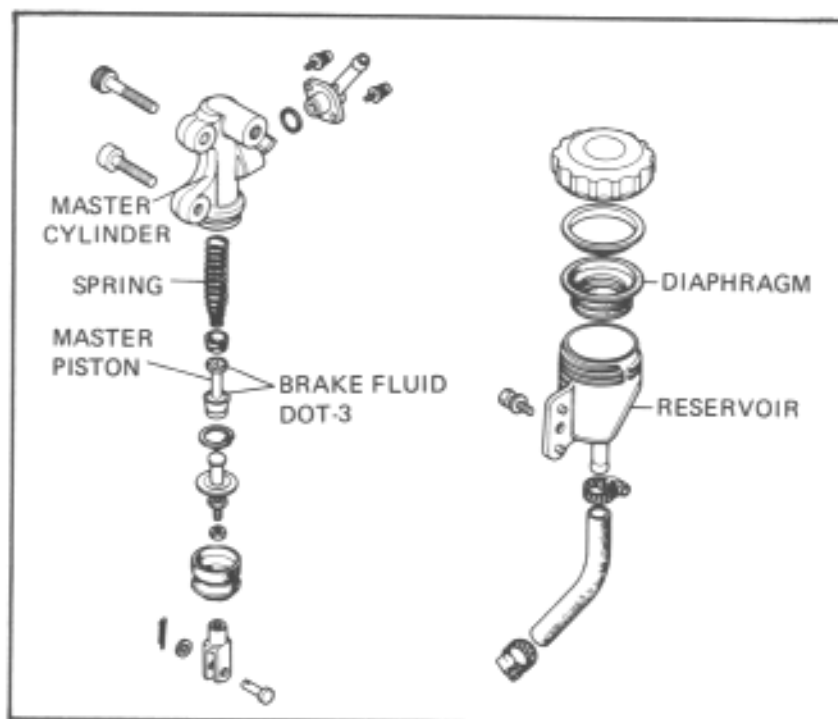
CAUTION

When installing the cups, do not allow the lips to turn inside out. Be certain the snap ring is seated firmly in the groove.

Install the primary cup and piston.

Install the push rod and circlip.

Install the boot, nut and rod eye.





Install the master cylinder on the master cylinder bracket.

TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)

Connect the brake hose and brake rod.

Bleed the brake hydraulic system after assembly. (Page 22-38)



REAR BRAKE CALIPER

REAR BRAKE CALIPER REMOVAL

Drain the brake hydraulic system.
Disconnect the brake hose.

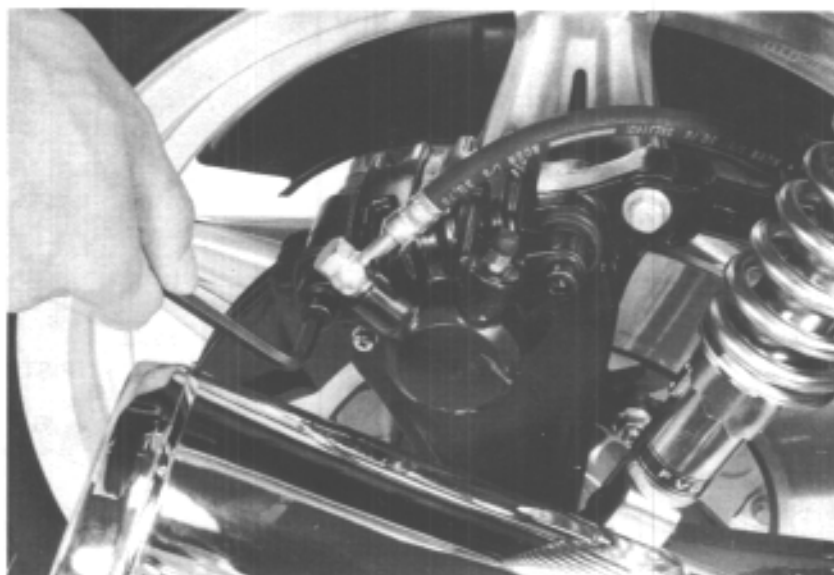
NOTE

Avoid spilling brake fluid on painted surfaces and the brake.

Remove the two brake caliper bolts and caliper.

REAR BRAKE CALIPER DISASSEMBLY

Refer to Front Brake Caliper. (Page 22-45)



REAR BRAKE CALIPER PISTON O.D. INSPECTION

Check the piston for scoring or scratches.
Measure the piston diameter.

SERVICE LIMIT: 38.09 mm (1.500 in)



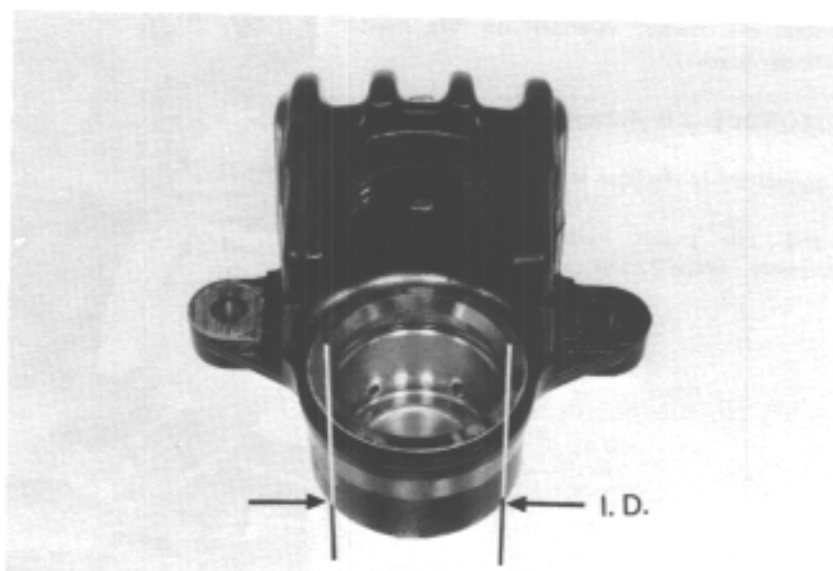


REAR BRAKE CALIPER CYLINDER I.D. INSPECTION

Check the caliper cylinder for scoring or scratches.

Measure the inside diameter of the caliper cylinder bore.

SERVICE LIMIT: 38.24 mm (1.506 in)



REAR BRAKE CALIPER ASSEMBLY

Apply a thin coat of medium grade Hi-Temperature silicone grease or brake fluid to the piston and seal.

WARNING

A contaminated brake disc or pad reduces stopping power. Do not allow grease to contact pad faces.

Install the piston seats, pistons, boots and clips.

Install the shims, pads, pins and spring. The arrows on the shims must be pointing down when the caliper is positioned.

Replace the seal between the two caliper halves with a new one.

Align both caliper halves and torque the two allen bolts.

TORQUE: 1.5–2.0 kg-m (11–15 ft-lb)

Install the brake line and position the caliper.

Install the rear axle, axle nut and the caliper stay bolt. Torque the stay bolt, then the axle nut.

Install the cotter pin.

TORQUES:

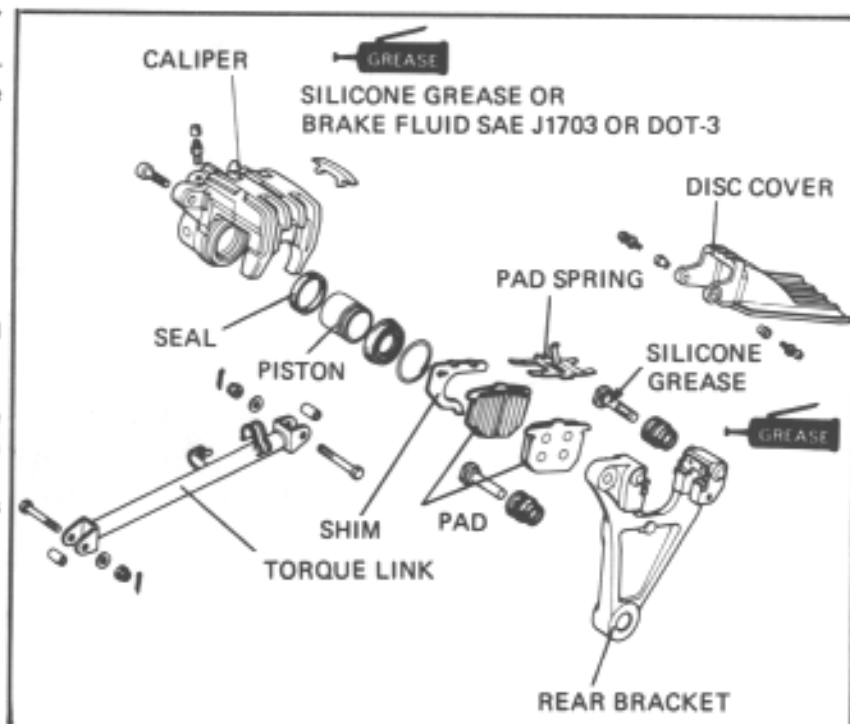
BRAKE ROD:

1.8–2.5 kg-m (13–18 ft-lb)

REAR AXLE:

8.0–10.0 kg-m (58–72 ft-lb)

Fill the reservoir to the upper level and bleed the rear brake system. (Page 22-38)



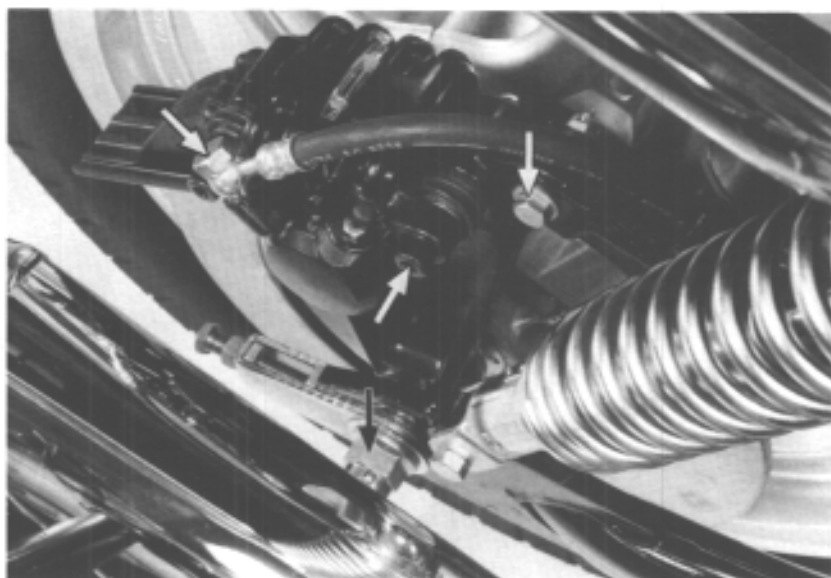


REAR CALIPER BRACKET DISASSEMBLY

Remove the two bolts holding the caliper bracket.

Remove the axle nut and remove the caliper bracket from the rear swing arm.

Remove the pins and dust cover and check for damage.



REAR CALIPER BRACKET ASSEMBLY

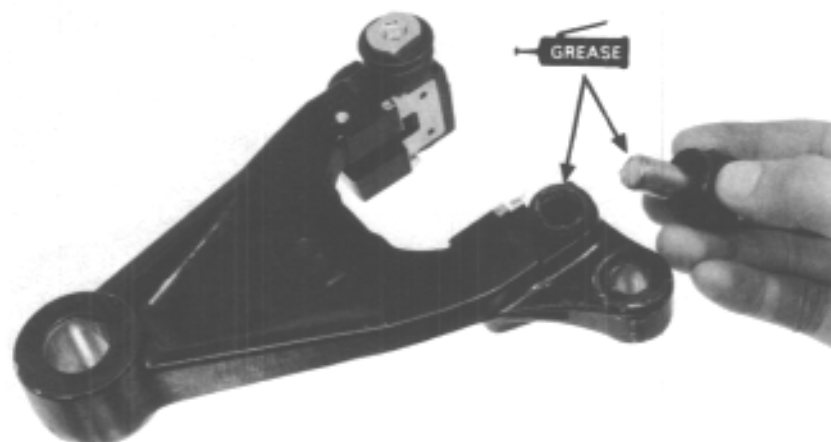
Make sure that both pins move freely in and out of the caliper pin holes.

Lubricate both pins with a medium grade Hi-Temperature Silicone grease before assembly.

Install the caliper bracket on the swing arm.

TORQUE: 8.0-10.0 kg-m (58-72 ft-lb)

Install the rear caliper according to page 22-41.



BRAKE PEDAL SHAFT

BRAKE PEDAL SHAFT REMOVAL/ INSTALLATION

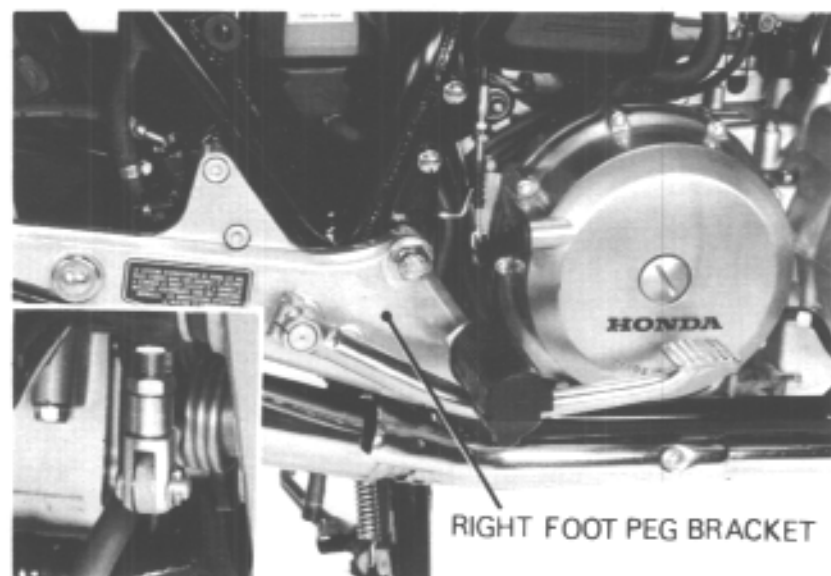
Remove the brake pedal.

Remove the right muffler.

Remove the right foot peg bracket.

Remove the allen head bolt and rod pin.

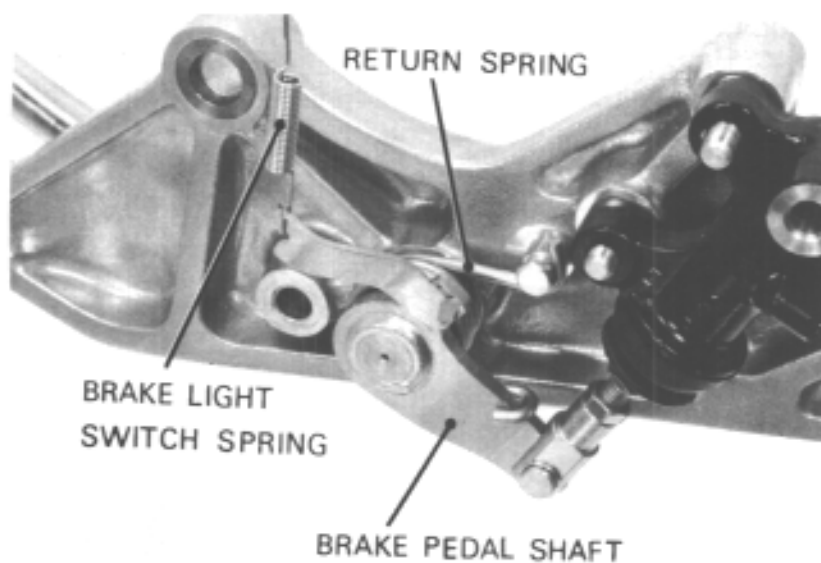
Remove the rear master cylinder.





Remove the rear brakelight switch spring and rear brake pedal shaft.

Install the brake return spring as shown.



Install the brake pedal aligning the punch marks.





INTRODUCTION

This addendum contains information for the 1980 CB750K and CB750F.

Refer to the base Shop Manual for service procedures and data not included in this addendum.

TABLE OF CONTENTS

1. GENERAL INFORMATION	23- 2
SPECIFICATIONS CB750K	23- 2
CB750F	23- 4
TORQUE VALUES	23- 6
SPECIAL TOOLS	23- 7
CABLE AND HARNESS ROUTING	
CB750K	23- 8
CB750F	23-10
MAINTENANCE SCHEDULE	
CB750K	23-12
CB750F	23-13
2. INSPECTION AND ADJUSTMENT	23-14
3. FUEL SYSTEM	23-15
4. FRONT WHEEL/SUSPENSION	23-17
5. REAR WHEEL/SUSPENSION	23-20
6. HYDRAULIC BRAKE	23-25
7. TECHNICAL FEATURES	23-27
8. WIRING DIAGRAMS	23-29

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1. GENERAL INFORMATION

CB750K SPECIFICATIONS

ITEM		
DIMENSIONS	Overall length	2,295 mm (90.4 in)
	Overall width	890 mm (35.0 in)
	Overall height	1,155 mm (45.5 in)
	Wheelbase	1,520 mm (59.8 in)
	Seat height	790 mm (31.1 in)
	Foot peg height	340 mm (13.4 in)
	Ground clearance	145 mm (5.7 in)
	Dry weight	234 kg (516 lb)
	Curb weight	253 kg (558 lb)
FRAME	Type	Double cradle
	Front suspension, travel	Telescopic fork 160 mm (6.3 in)
	Rear suspension, travel	Swing arm 112 mm (4.4 in)
	Gross vehicle weight rating	463 kg (1020 lb)
	Vehicle capacity load	208 kg (460 lb)
	Front tire size	3.50H19 (4 PR)
	Rear tire size	4.50H17 (4 PR)
	Cold tire pressures	Up to 90 kg (200 lbs) load Front 2.0 kg/cm ² (28 psi)
		Rear 2.0 kg/cm ² (28 psi)
		Up to vehicle capacity load Front 2.0 kg/cm ² (28 psi)
		Rear 2.8 kg/cm ² (40 psi)
	Front brake, lining swept area	Disc brake, 611 cm ² (94.7 sq in)
	Rear brake, lining swept area	Internal expanding shoes, 221 cm ² (34.3 sq in)
	Fuel capacity	20.0 liters (5.3 US gal)
	Fuel reserve capacity	5.0 liters (1.3 US gal)
	Caster angle	27°30'
	Trail	114 mm (4.49 in)
	Front fork oil capacity	170 cc (5.7 ozs) 155 cc (5.2 ozs) at draining
ENGINE	Type	Air cooled 4-stroke
	Cylinder arrangement	Vertical parallel four
	Bore and stroke	62.0 x 62.0 mm (2.44 x 2.44 in)
	Displacement	749 cc (45.7 cu in)
	Compression ratio	9.0 : 1
	Valve train	Chain driven DOHC 4 valve
	Maximum horsepower	72 BHP/9,000 rpm
	Maximum torque	6.3 kg-m (45.6 ft-lb)/7000 rpm
	Oil capacity	4.5 liters (4.7 US qt)
	Lubrication system	Wet sump
	Air filtration	Paper
	Cylinder compression	12.0 ± 1.0 kg/cm ² (170 ± 14 psi)
	Intake valve Opens	5° (BTDC) at 1 mm lift, 58° (BTDC) at 0 lift
	Closes	35° (ABDC) at 1 mm lift, 101° (ABDC) at 0 lift
	Exhaust valve Opens	35° (BBDC) at 1 mm lift, 87° (BBDC) at 0 lift
	Closes	5° (ATDC) at 1 mm lift, 72° (ATDC) at 0 lift
	Valve clearance	IN: } 0.08 mm (0.003 in) +0.05 mm (+0.002 in) EX: } -0.02 mm (-0.001 in)
	Engine weight	88.5 kg (195 lb)
	Idle speed	1,000 ± 100 rpm



ITEM		
CARBURETION	Carburetor type	VB, 30 mm (1.18 in) venturi bore
	Identification number	VB42A
	Pilot screw initial setting	Refer to page 23-16
	Float level	15.5 mm (0.61 in)
DRIVE TRAIN	Clutch	Wet, multi-plate
	Transmission	5-speed constant-mesh
	Primary reduction	2.381
	Gear ratio I	2.533
	Gear ratio II	1.789
	Gear ratio III	1.391
	Gear ratio IV	1.160
	Gear ratio V	0.964
	Final reduction	2.556 (18/46)
	Gear shift pattern	Left foot operated return system 1-N-2-3-4-5
	Drive chain	RK50MO or DID50V, 108 links
ELECTRICAL	Ignition	Transistorized
	Ignition timing "F-I" mark	10° BTDC at 1,000 rpm idle
	Full advance	40° BTDC/6,000 rpm-36° BTDC/7,400 rpm
	Starting system	Starting motor only
	Generator	Three phase A.C. generator 260 W/5,000 rpm
	Battery capacity	12V-14AH
	Spark plug	
	() : Canada model	
	Spark plug gap	0.6-0.7 mm (0.024-0.028 in)
	Firing order	1-2-4-3
	Fuse/Main fuse	10A x 4/30A x 1
LIGHTS	Headlight (high/low beam)	65/50W sealed beam
	Tail/stoplight	3/32 cp SAE NO. 1157
	Front turn signal/running light	32/3 cp SAE NO. 1034
	Rear turn signal	32 cp SAE NO. 1073
	Speedometer light	2 cp SAE NO. 57
	Tachometer light	2 cp SAE NO. 57
	Neutral indicator	2 cp SAE NO. 57
	Turn signal indicator	2 cp SAE NO. 57
	High beam indicator	2 cp SAE NO. 57



CB750F

SPECIFICATIONS

ITEM		
DIMENSIONS	Overall length	2,195 mm (86.4 in)
	Overall width	890 mm (35.0 in)
	Overall height	1,160 mm (45.7 in)
	Wheelbase	1,525 mm (60.0 in)
	Seat height	810 mm (31.9 in)
	Foot peg height	350 mm (13.8 in)
	Ground clearance	140 mm (5.5 in)
	Dry weight	229 kg (505 lb)
	Curb weight	249 kg (549 lb)
FRAME	Type	Double cradle
	Front suspension, travel	Telescopic fork 160 mm (6.3 in)
	Rear suspension, travel	Swing arm 110 mm (4.3 in)
	Gross vehicle weight rating	447 kg (985 lb)
	Vehicle capacity load	195 kg (430 lb)
	Front tire size	3.25H19 (4 PR)
	Rear tire size	4.00H18 (4 PR)
	Cold tire pressures	Up to 90 kg (200 lbs) load Front 2.0 kg/cm ² (28 psi)
		Rear 2.25 kg/cm ² (32 psi)
		Up to vehicle capacity load Front 2.0 kg/cm ² (28 psi)
		Rear 2.8 kg/cm ² (40 psi)
ENGINE	Front brake, lining swept area	Double disc brake 300 cm ² x 2 (46.5 x 2 sq in)
	Rear brake, lining swept area	Single disc brake 328 cm ² (50.8 sq in)
	Fuel capacity	20.0 liters (5.3 US gal)
	Fuel reserve capacity	4.5 liters (1.2 US gal)
	Caster angle	27°30'
	Trail	110 mm (4.3 in)
	Front fork oil capacity	170 cc (5.7 ozs)
		155 cc (5.2 ozs) at draining
	Type	Air cooled 4-stroke
ENGINE	Cylinder arrangement	Vertical parallel four
	Bore and stroke	62.0 x 62.0 mm (2.44 x 2.44 in)
	Displacement	749 cc (45.7 cu in)
	Compression ratio	9.0 : 1
	Valve train	Chain driven DOHC 4 valve
	Maximum horsepower	75 BHP/9,000 rpm
	Maximum torque	6.2 kg-m (44.8 ft-lb)/8,000 rpm
	Oil capacity	4.5 liters (4.7 US qt)
	Lubrication system	Wet sump
	Air filtration	Paper
	Cylinder compression	12.0 ± 1.0 kg/cm ² (170 ± 14 psi)
	Intake valve	Opens 5° (BTDC) at 1 mm lift, 58° (BTDC) at 0 lift
		Closes 35° (ABDC) at 1 mm lift, 101° (ABDC) at 0 lift
	Exhaust valve	Opens 35° (BBDC) at 1 mm lift, 87° (BBDC) at 0 lift
		Closes 5° (ATDC) at 1 mm lift, 72° (ATDC) at 0 lift
	Valve clearance	IN: } 0.08 mm (0.003 in) +0.05 mm (+0.002 in)
		EX: } -0.02 mm (-0.001 in)
	Engine weight	89.5 kg (197 lb)
	Idle speed	1,000 ± 100 rpm



ITEM																				
CARBURETION	Carburetor type	VB, 30 mm (1.18 in) venturi bore																		
	Identification number	VB42B																		
	Pilot screw initial setting	Refer to Page 23-16																		
	Float level	15.5 mm (0.61 in)																		
DRIVE TRAIN	Clutch	Wet, multi-plate																		
	Transmission	5-speed constant-mesh																		
	Primary reduction	2.381																		
	Gear ratio I	2.533																		
	Gear ratio II	1.789																		
	Gear ratio III	1.391																		
	Gear ratio IV	1.160																		
	Gear ratio V	0.964																		
	Final reduction	2.556 (18/46)																		
	Gear shift pattern	Left foot operated return system 1-N-2-3-4-5																		
Drive chain	RK50MO or DID50V, 108 links																			
ELECTRICAL	Ignition	Transistorized																		
	Ignition timing "F-I" mark	10° BTDC at 1,000 rpm																		
	Full advance	40° BTDC/6,000 rpm, 36° BTDC/7,400 rpm																		
	Starting system	Starting motor only																		
	Generator	Three phase A.C. generator 260 w/5,000 rpm																		
	Battery capacity	12V-14AH																		
	Spark plug	() : Canada model																		
		<table><tr><th colspan="2">For cold climate below 5°C (41°F)</th><th colspan="2">Standard</th><th colspan="2">For extended high speed riding</th></tr><tr><th>ND</th><th>NGK</th><th>ND</th><th>NGK</th><th>ND</th><th>NGK</th></tr><tr><td>X22ES-U (X22ESR -U)</td><td>D7EA (DR7ES)</td><td>X24ES-U (X24ESR -U)</td><td>D8EA (DR8ES -L)</td><td>X27ES-U (X27ESR -U)</td><td>D9EA (DR8ES)</td></tr></table>	For cold climate below 5°C (41°F)		Standard		For extended high speed riding		ND	NGK	ND	NGK	ND	NGK	X22ES-U (X22ESR -U)	D7EA (DR7ES)	X24ES-U (X24ESR -U)	D8EA (DR8ES -L)	X27ES-U (X27ESR -U)	D9EA (DR8ES)
	For cold climate below 5°C (41°F)		Standard		For extended high speed riding															
	ND	NGK	ND	NGK	ND	NGK														
X22ES-U (X22ESR -U)	D7EA (DR7ES)	X24ES-U (X24ESR -U)	D8EA (DR8ES -L)	X27ES-U (X27ESR -U)	D9EA (DR8ES)															
Spark plug gap	0.6-0.7 mm (0.024-0.028 in)																			
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	Tachometer light	2 cp SAE NO. 57																		
	Neutral indicator	2 cp SAE NO. 57																		
	Turn signal indicator	2 cp SAE NO. 57																		
	High beam indicator	2 cp SAE NO. 57																		



TORQUE VALUES

• CHASSIS

CB750K

Item	Q'ty	Thread Dia, mm	Torque kg-m (ft-lb)	Remarks
Steering stem nut	1	24	8.0-12.0 (58-87)	
Steering handlebar	4	8	1.8-2.5 (13-18)	
Front fork top bridge	2	7	0.9-1.3 (7- 9)	
Front fork cap bolt	2		2.0-3.0 (14-22)	
Front fork bottom bridge	2	10	3.0-4.0 (22-29)	
Front axle holder	4	8	1.8-2.5 (13-18)	
Front axle nut	1	12	5.5-6.5 (40-47)	
Front brake disc	5	8	2.7-3.3 (20-24)	UBS
Brake hose bolt	5	10	2.5-3.5 (18-25)	
Front brake caliper carrier	2	10	3.0-4.0 (22-29)	
Front brake caliper A	2	10	3.0-4.0 (22-29)	
Rear axle	1	18	8.0-10.0 (58-72)	
Final driven sprocket	4	12	8.0-10.0 (58-72)	UBS
Swing arm pivot bolt	1	16	7.0-8.0 (51-58)	
Rear brake torque link	1	8	1.8-2.5 (13-18)	
Rear shock absorber				
Upper	1	10	2.0-3.0 (14-22)	
Lower	1	10	3.0-4.0 (22-29)	
Engine hanger bolt	4	10	3.0-4.0 (22-29)	
	1	12	5.5-6.5 (40-48)	
Steering adjustment nut	1	24	1.8-2.0 (13-14)	
Foot peg	1	12	5.5-6.5 (40-47)	
Gearshift pedal	1	6	0.8-1.2 (6- 9)	

CB750F

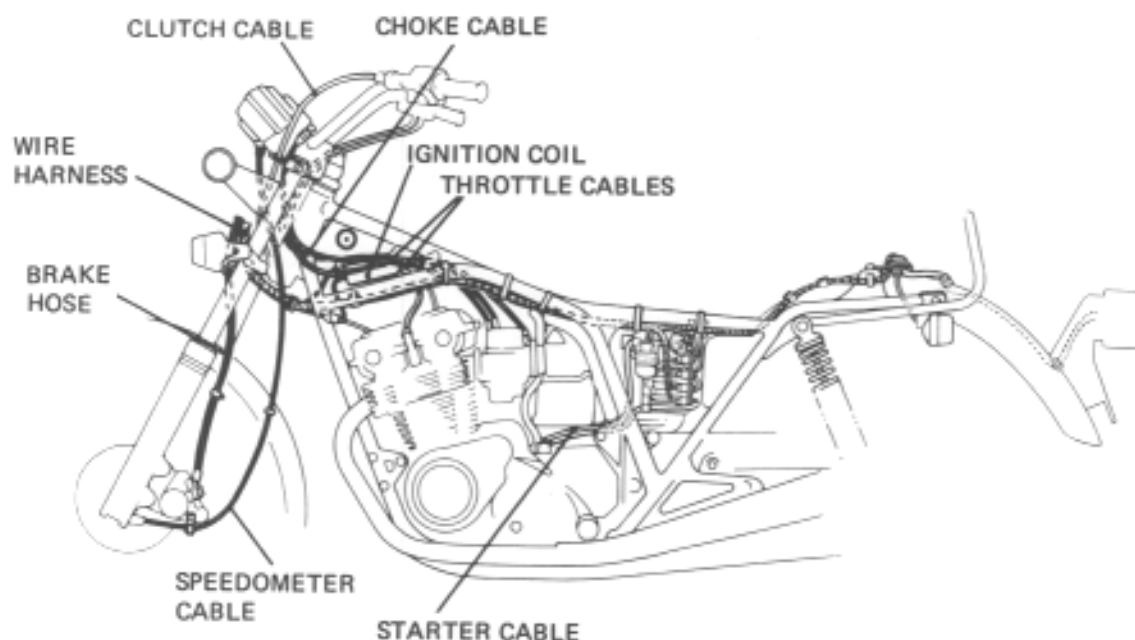
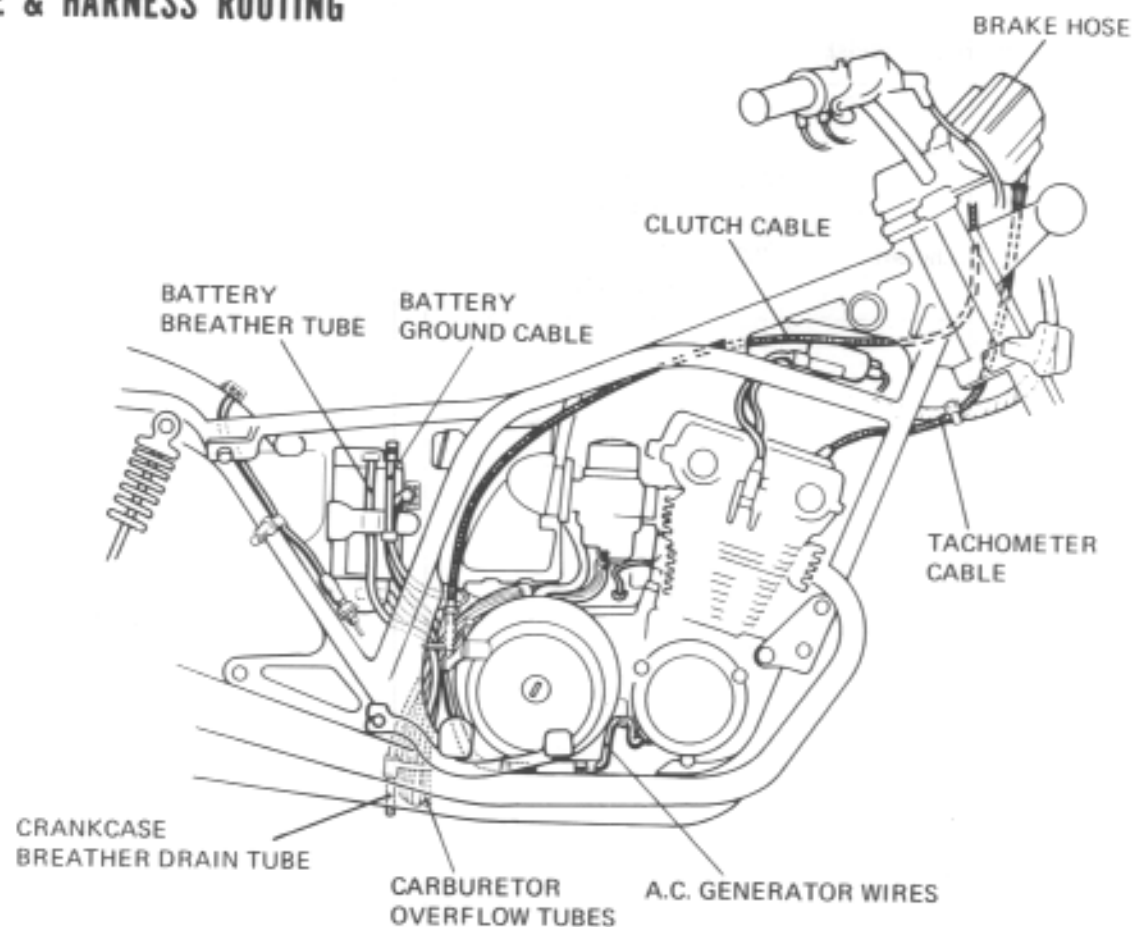
Item	Q'ty	Thread Dia, mm	Torque kg-m (ft-lb)	Remarks
Steering stem nut	1	24	8.0-12.0 (58-87)	
Handlebar bolts	4	8	1.8-2.5 (13-18)	
Front fork top bridge	2	7	0.9-1.3 (7- 9)	
Front fork cap bolt	2		2.0-3.0 (14-22)	
Steering stem	2	10	3.0-4.0 (22-29)	
Front axle holder	4	8	1.8-2.5 (13-18)	
Front axle nut	1	12	5.5-6.5 (40-47)	
Front brake disc	5	8	2.7-3.3 (20-24)	UBS
Brake hose bolt	7	10	2.5-3.5 (18-25)	
Front brake caliper carrier	4	10	3.0-4.0 (22-29)	
Front brake caliper	4	8	1.5-2.0 (11-14)	
Rear axle	1	18	8.0-10.0 (58-72)	
Rear brake disc	5	8	2.7-3.3 (20-24)	
Rear brake caliper	2	8	1.5-2.0 (11-14)	
Rear brake master cylinder	2	10	3.0-4.0 (22-29)	
Final driven sprocket	4	12	8.0-10.0 (58-72)	UBS
Swing arm pivot bolt	1	16	7.0-8.0 (51-58)	
Rear brake rod	2	8	1.8-2.5 (13-18)	
Rear shock absorber				
Upper	1	10	2.0-3.0 (14-22)	
Lower	1	10	3.0-4.0 (22-29)	
Engine hanger bolt	4	10	3.0-4.0 (22-29)	
	1	12	5.5-6.5 (40-47)	
Steering stem adjustment nut	1	24	1.8-2.0 (13-14)	
Gearshift pedal	1	6	0.8-1.2 (6- 9)	

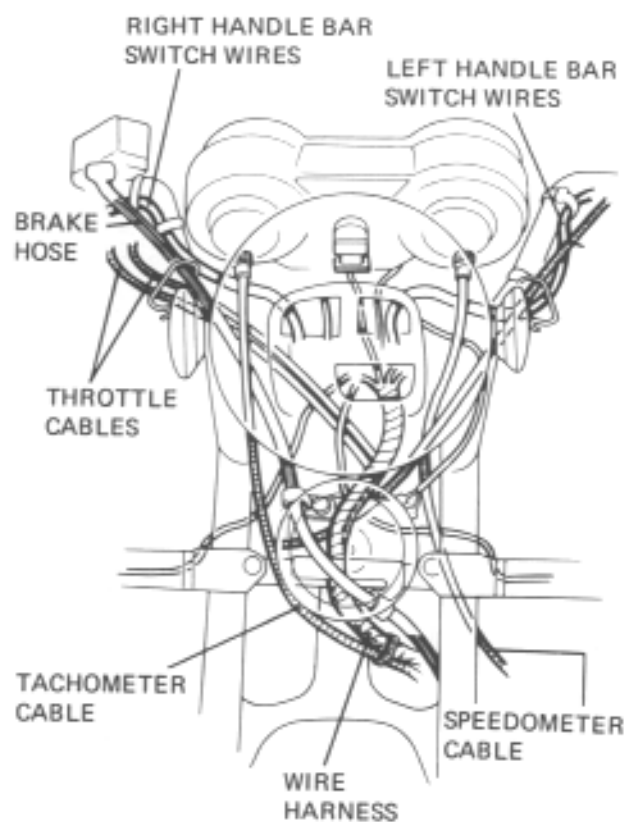
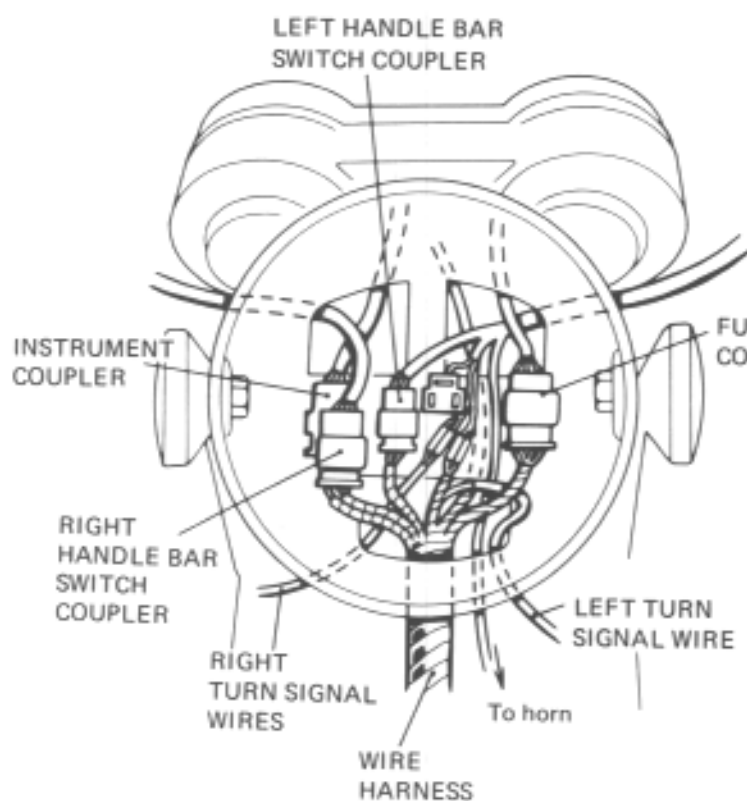
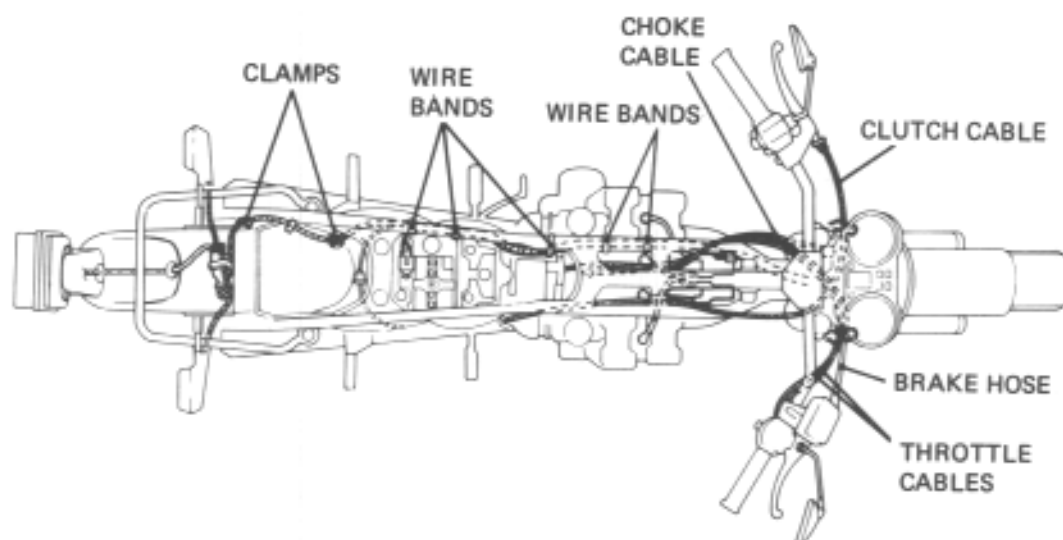


SPECIAL TOOLS

- SPECIAL TOOLS (Other models)

Description	Part No.	Q'ty	Alternate Tool Part No.	Ref. Page
Needle bearing remover	M9310-277-91774 (USA only)	1	07936-4250100	23-21
Needle bearing driver attachment	M9310-277-91775 (USA only)	1	07946-4250100	23-21

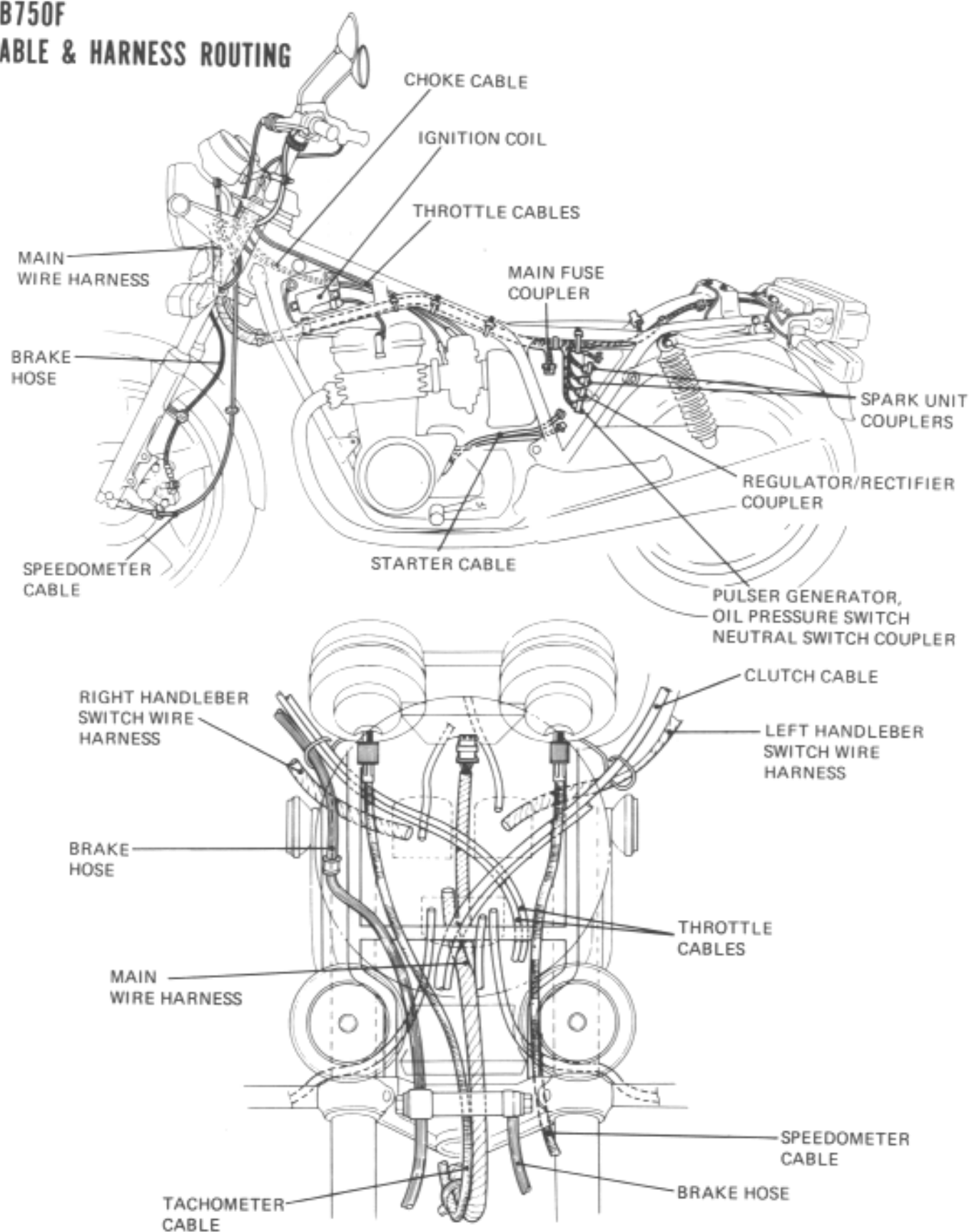

CB750K
CABLE & HARNESS ROUTING


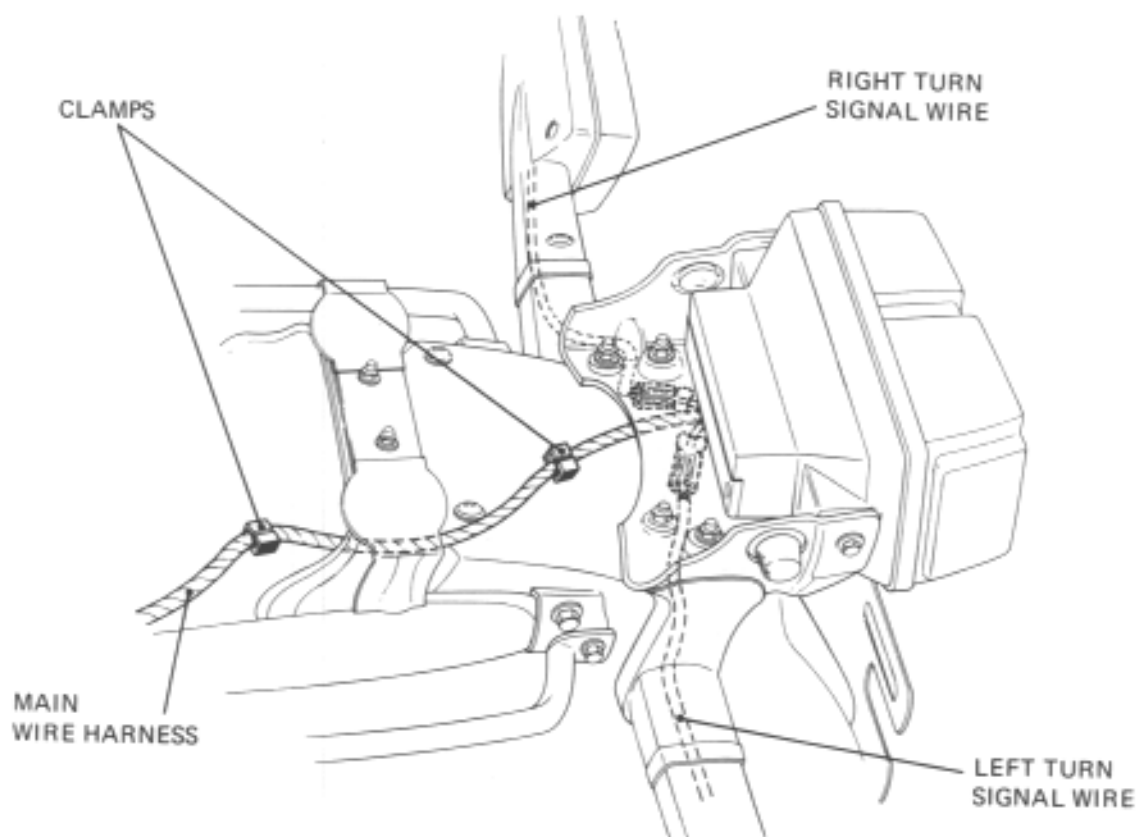
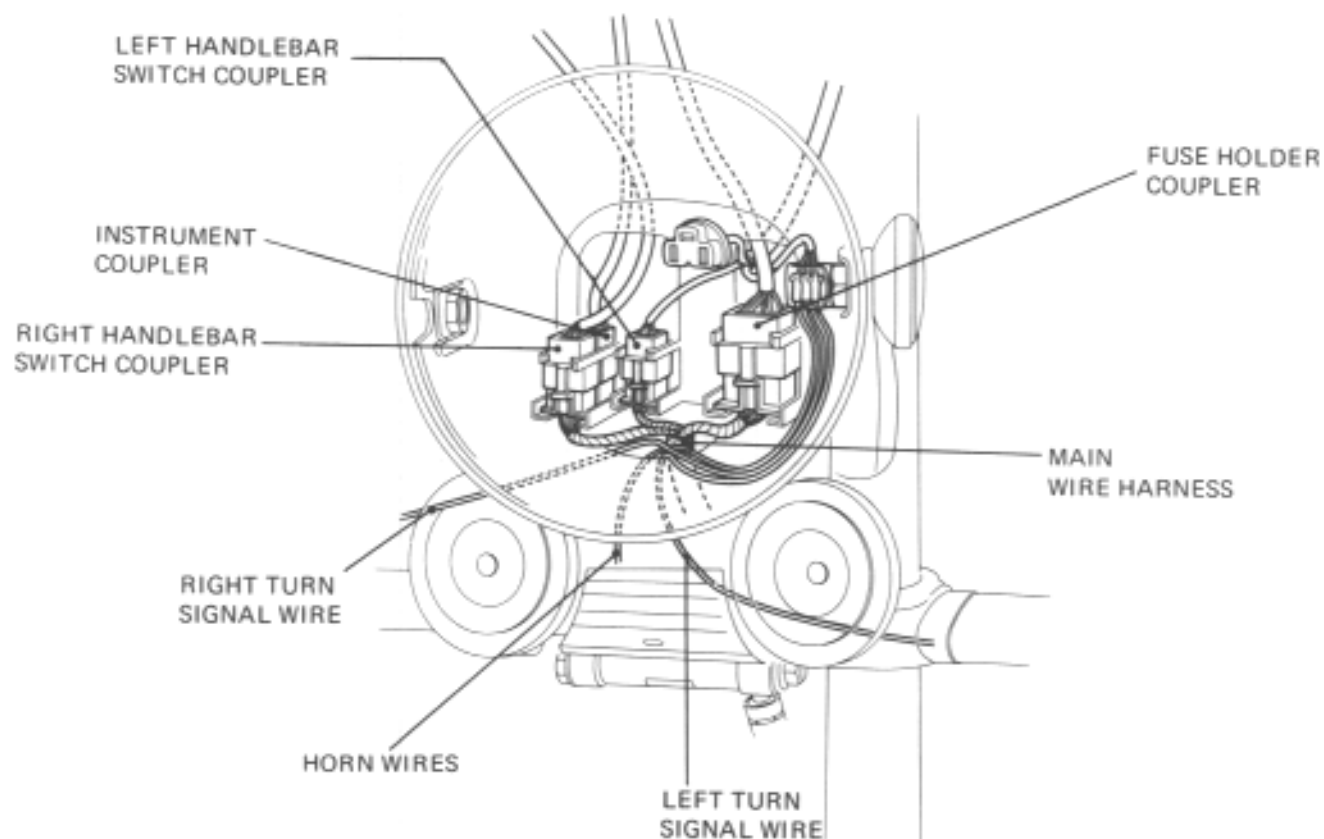




CB750F

CABLE & HARNESS ROUTING







CB750K

MAINTENANCE SCHEDULE

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

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

C : CLEAN

R : REPLACE

A : ADJUST

L : LUBRICATE

	ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING (NOTE 3)						
		EVERY		600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	Refer to
EMISSION RELATED ITEMS	* FUEL LINES			I	I	I	I	I	I	Page 3-3
	* THROTTLE OPERATION			I	I	I	I	I	I	Page 3-12
	* CARBURETOR-CHOKE			I	I	I	I	I	I	Page 3-12
	AIR CLEANER	NOTE 1		C	R	C	R	C		Page 3-2
	CRANKCASE BREATHER	NOTE 2		C	C	C	C	C		Page 3-2
	SPARK PLUGS			R	R	R	R	R		Page 23-14
	* VALVE CLEARANCE			I	I	I	I	I	I	Page 3-7
	ENGINE OIL	YEAR		R	R	R	R	R	R	Page 2-2
	ENGINE OIL FILTER	YEAR		R	R	R	R	R	R	Page 2-2
	* CAM CHAIN TENSION			A	A	A	A	A	A	Page 3-11
	* CARBURETOR-SYNCHRONIZE			I	I	I	I	I	I	Page 3-13
	* CARBURETOR-IDLE SPEED			I	I	I	I	I	I	Page 3-15
NON-EMISSION RELATED ITEMS	DRIVE CHAIN			I, L EVERY 300 mi (500 km)						Page 3-16
	BATTERY	MONTH		I	I	I	I	I	I	Page 3-17
	BRAKE FLUID (FRONT)	MONTH I 2 YEARS* R		I	I	I	*R	I	I	Page 3-17
	BRAKE PAD/SHOE WEAR			I	I	I	I	I	I	Page 3-18
	BRAKE SYSTEM			I	I	I	I	I	I	Page 3-18
	* BRAKE LIGHT SWITCH			I	I	I	I	I	I	Page 3-19
	* HEADLIGHT AIM			I	I	I	I	I	I	Page 3-19
	CLUTCH			I	I	I	I	I	I	Page 3-20
	SIDE STAND			I	I	I	I	I	I	Page 3-21
	* SUSPENSION			I	I	I	I	I	I	Page 3-22
	* NUTS, BOLTS, FASTENERS			I	I	I	I	I	I	Page 3-23
	** WHEELS/SPOKES			I	I	I	I	I	I	Page 3-22
	** STEERING HEAD BEARING			I	I	I	I	I	I	Page 3-23

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

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

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

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

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



CB750F MAINTENANCE SCHEDULE

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

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

C: CLEAN

R: REPLACE

A: ADJUST

L: LUBRICATE

	ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING (NOTE 3)						Refer to
				600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	
EMISSION RELATED ITEMS	* FUEL LINES			I	I	I	I	I	I	Page 3-3
	* THROTTLE OPERATION			I	I	I	I	I	I	Page 3-12
	* CARBURETOR-CHOKE			I	I	I	I	I	I	Page 3-12
	AIR CLEANER	NOTE 1		C	R	C	R	C		Page 3-2
	CRANKCASE BREATHER	NOTE 2		C	C	C	C	C		Page 3-2
	SPARK PLUGS			R	R	R	R	R		Page 23-14
	* VALVE CLEARANCE			I	I	I	I	I	I	Page 3-7
	ENGINE OIL	YEAR		R	R	R	R	R	R	Page 2-2
	ENGINE OIL FILTER	YEAR		R	R	R	R	R	R	Page 2-2
	* CAM CHAIN TENSION			A	A	A	A	A	A	Page 3-11
	* CARBURETOR-SYNCHRONIZE			I	I	I	I	I	I	Page 3-13
	* CARBURETOR-IDLE SPEED			I	I	I	I	I	I	Page 3-15
NON-EMISSION RELATED ITEMS	DRIVE CHAIN			I, L EVERY 300 mi (500 km)						Page 3-16
	BATTERY	MONTH		I	I	I	I	I	I	Page 3-17
	BRAKE FLUID	MONTH I 2 YEARS* R		I	I	I	*R	I	I	Page 22-14
	BRAKE PAD WEAR			I	I	I	I	I	I	Page 3-18
	BRAKE SYSTEM			I	I	I	I	I	I	Page 3-18
	* BRAKE LIGHT SWITCH			I	I	I	I	I	I	Page 3-19
	* HEADLIGHT AIM			I	I	I	I	I	I	Page 3-19
	CLUTCH			I	I	I	I	I	I	Page 3-20
	SIDE STAND			I	I	I	I	I	I	Page 3-21
	* SUSPENSION			I	I	I	I	I	I	Page 3-22
	* NUTS, BOLTS, FASTENERS			I	I	I	I	I	I	Page 3-23
	** WHEELS			I	I	I	I	I	I	Page 22-27
	** STEERING HEAD BEARING			I	I	I	I	I	I	Page 3-23

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

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

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

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

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



2. INSPECTION AND ADJUSTMENT LUBRICATION

Periodically, lubricate the throttle, and clutch cables with a commercially available cable lubricant.

ENGINE OIL RECOMMENDATION

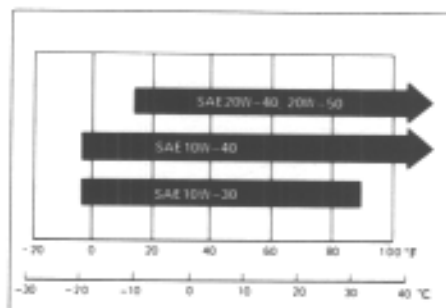
Use HONDA 4-STROKE OIL or equivalent.
API SERVICE CLASSIFICATION: SE

VISCOSITY:

SAE 10W-40

Other viscosities shown in the chart may be used when the average temperature in your riding area is within the indicated range.

OIL VISCOSITIES



SPARK PLUGS

Recommended Spark Plug

	Usage Manufacturer	For cold climate (below 5°C, 41°F)	Standard	For extended high speed riding
USA model	ND	X22ES-U	X24ES-U	X27ES-U
	NGK	D7EA	D8EA	D9EA
CANADA model	ND	X22ESR-U	X24ESR-U	X27ESR-U
	NGK	DR7ES	DR8ES-L	DR8ES

Clean any dirt from around the spark plug base. Disconnect the spark plug caps. Remove and discard the spark plugs.

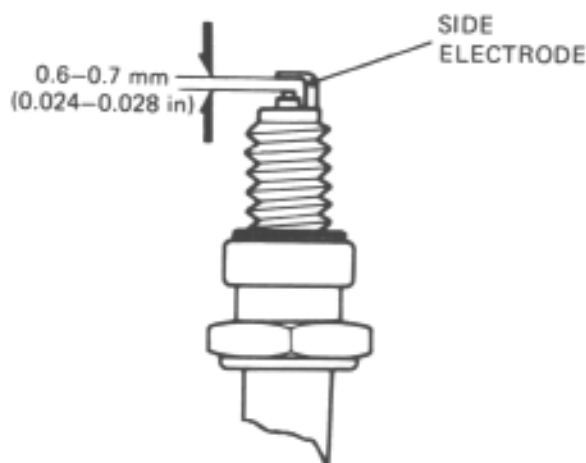
Measure the new spark plug gaps using a wire-type feeler gauge.

SPARK PLUG GAP: 0.6–0.7 mm
(0.024–0.028 in.)

Adjust by bending the side electrode carefully.

With the plug washer attached, thread the spark plugs in by hand to prevent cross-threading.

Tighten the spark plug 1/2 turn with a spark plug wrench to compress the washer. Connect the spark plug caps.





3. FUEL SYSTEM

CARBURETOR

GENERAL INFORMATION

See cautions and notes under Pilot Screw Removal/Installation and Pilot Screw Adjustment.

SPECIFICATIONS

ITEM		DESCRIPTION	
		CB750K	CB750F
Identification number		VB42A B	VB42B C
Main jet	Primary	#68	
	Secondary	#102	#100
Jet needle		53E	
Float level		15.5 ± 1 mm	
Idle speed		1000 ± 100 rpm	
Pilot screw initial opening		See page 23-16	

Refer to section 4 for disassembly and assembly details.

FLOAT LEVEL INSPECTION

Remove the carburetors (Page 4-3).

Remove the float chamber.

Measure the float level with the float tip just contacting the float valve and the carburetor inclined 15°~45° from vertical.

FLOAT LEVEL:

15.5 ± 1 mm (0.61 ± 0.04 in)

Replace the float, if the float level is not within the specification.

PILOT SCREW REMOVAL/INSTALLATION

CAUTION

Any forcible attempt to remove the pilot screw limiter caps will cause screw breakage (USA only).

NOTE

The pilot screws are factory pre-set and should not be removed unless the carburetor is overhauled.

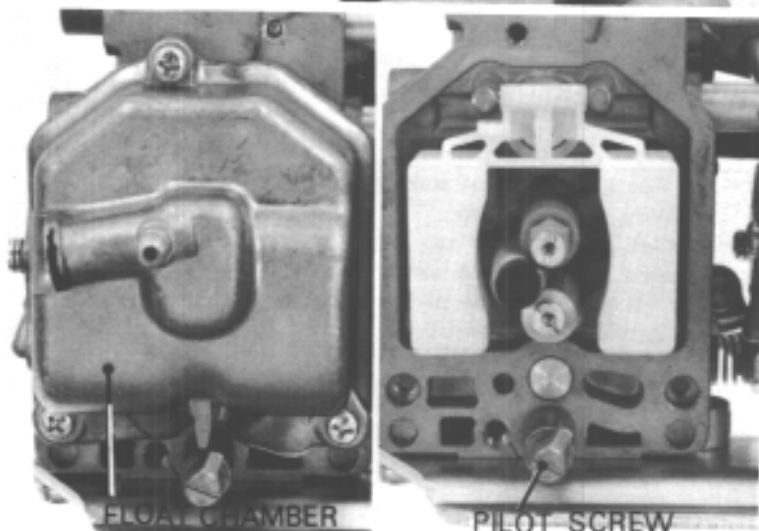
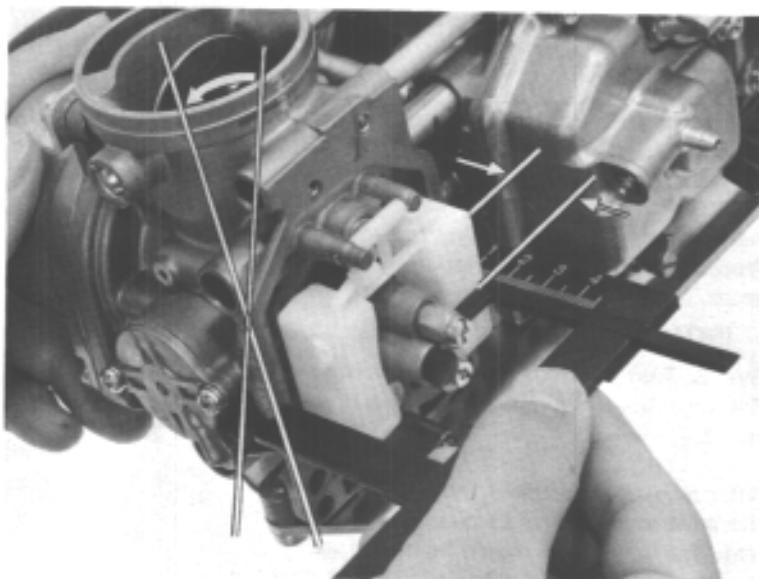
Remove the carburetors (page 4-3).

Remove the float chamber.

Turn the pilot screw in and carefully count the number of turns before it lightly seats. Make a note of this to use as a reference when reinstalling the pilot screw.

CAUTION

Damage to the pilot screw seat will occur if the pilot screw is tightened against the seat.





Remove the pilot screw.

Inspect the pilot screw for wear and replace, if necessary.

Install the pilot screw and turn it to its original position as noted during removal. If a new pilot screw is installed, turn it 1-7/8 turns out from a lightly seated position. Install the float chamber and adjust the pilot screw (see below), if a new one is installed.

NOTE

Do not install limiter caps on new pilot screws until after adjustment has been made.

Install the carburetors.

PILOT SCREW ADJUSTMENT

IDLE DROP PROCEDURE

CAUTION

Any forcible attempt to remove the pilot screw limiter caps will cause screw breakage.

Adjust the pilot screws using the Idle Drop Procedure on page 22-16 noting these differences:

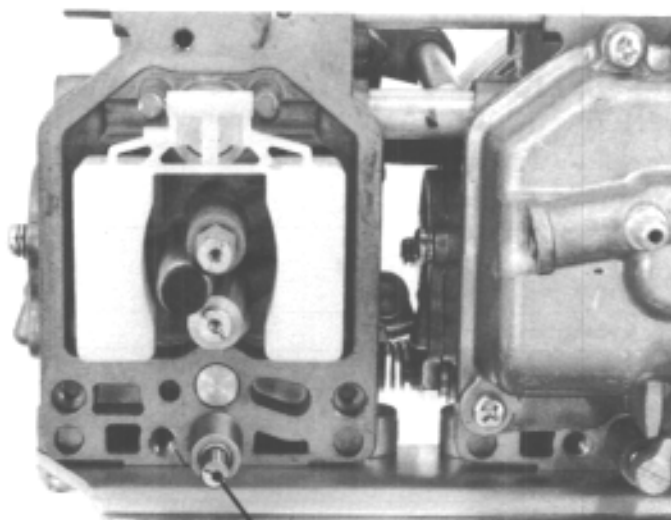
INITIAL PILOT SCREW OPENING: 1-7/8

Step 8. Turn the No. 1 carburetor pilot screw 3/4 turn out from the position obtained in step 7.

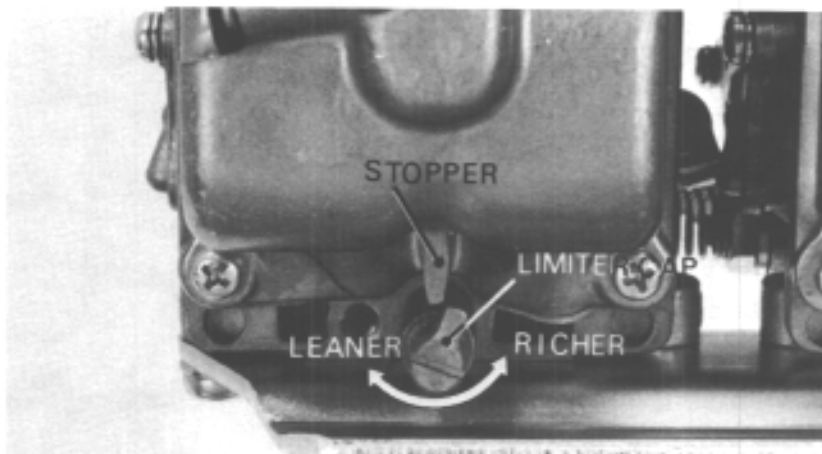
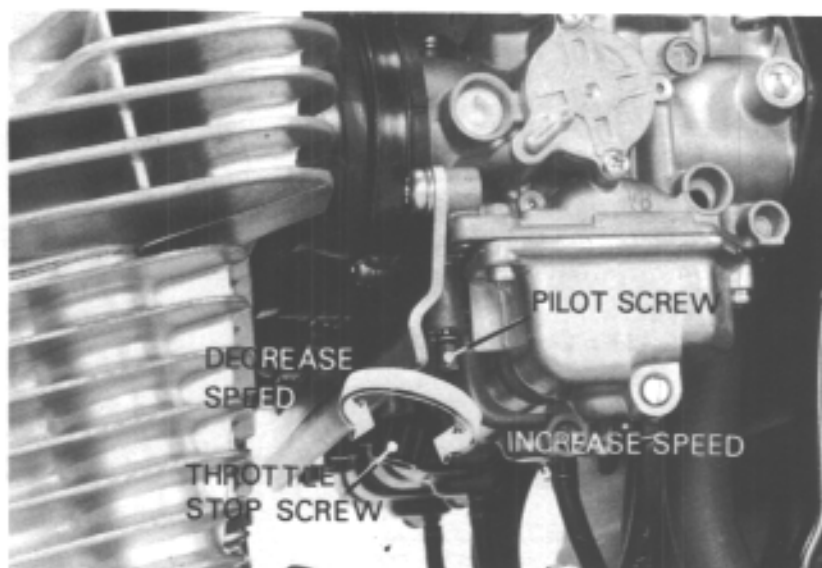
After adjustment, cement the limiter cap over the pilot screw, using Loctite 601 or equivalent. The limiter cap should be placed against its stop, preventing further adjustment that would enrich the fuel mixture (limiter cap position permits clockwise rotation and prevents counterclockwise rotation).

NOTE

- Do not turn the pilot screws when installing the limiter caps.
- A pilot screw limiter cap must be installed. It prevents misadjustment that could cause poor performance and increase exhaust emissions.



PILOT SCREW





4. FRONT WHEEL/SUSPENSION SERVICE INFORMATION

TORQUE VALUE

Steering bearing adjustment nut 1.8–2.0 kg-m (13–14 ft-lb)

SPECIFICATIONS

	Standard	Service Limit
Front fork slider I.D.	35.042–35.104 mm (1.3796–1.3820 in)	35.13 mm (1.383 in)
Front fork tube O.D.	34.925–34.950 mm (1.3750–1.3760 in)	34.90 mm (1.374 in)

STEERING STEM

STEM REMOVAL

Remove the fork top bridge (Page 13-25).

Straighten the lock washer tab.

Remove the top-thread "B" nut and lock washer.

Remove the bearing adjustment nut.

STEERING STEM SOCKET

07916–3710100

Remove the steering stem.

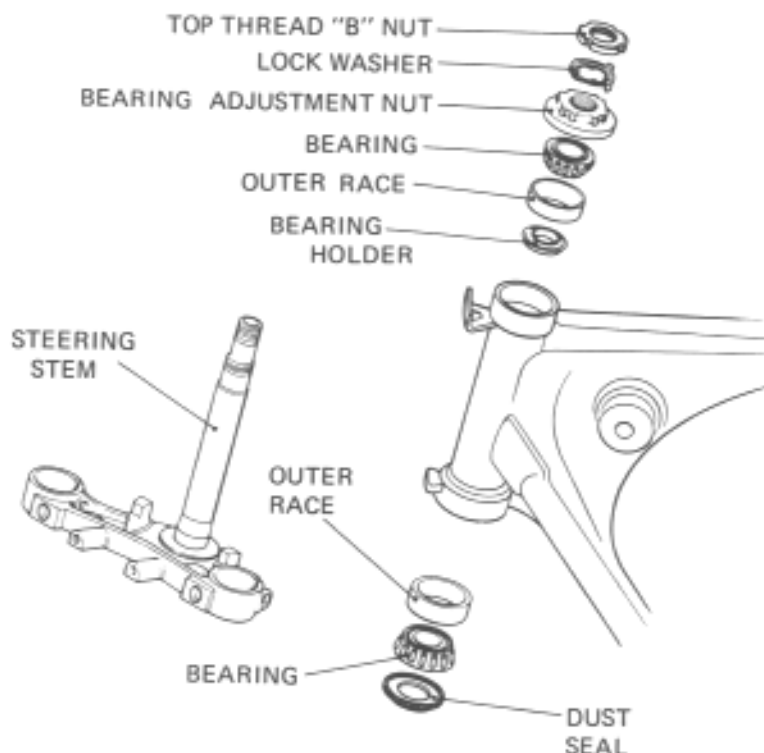
Remove the upper bearing and bearing holder.

Remove the lower bearing and dust seal.

Install the lower bearing and dust seal (Page 13-26).

Remove the upper and lower bearing outer race (Page 13-26).

Install the upper and lower bearing outer race (Page 13-27).





STEERING STEM INSTALLATION

Clean the upper and lower bearings thoroughly. Thread the bearing adjustment nut and top thread "B" nut onto the steering stem to make sure that they turn smoothly and will not bind.

Remove the top thread "B" nut and adjustment nut.

Clean the steering stem and adjustment nut threads. Remove all dirt and burrs.

Pack all bearing cavities with bearing grease. Insert the steering stem into the steering head pipe.

Install the upper bearing holder and bearing.



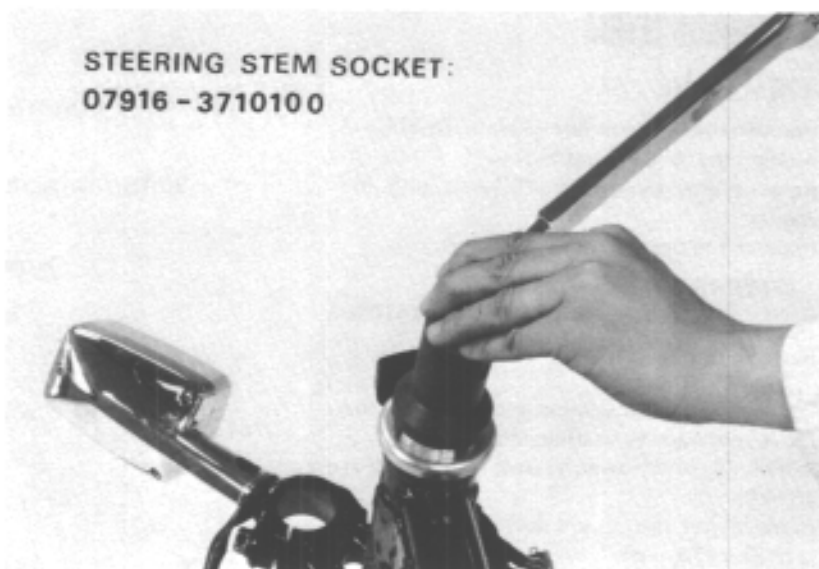
Install and tighten the adjustment nut.

TORQUE: 1.8–2.0 kg-m (13–14 ft-lb)

Turn the steering stem lock-to-lock 5 times to seat the bearings.

Repeat the bearing tightening and steering stem turning sequence twice.

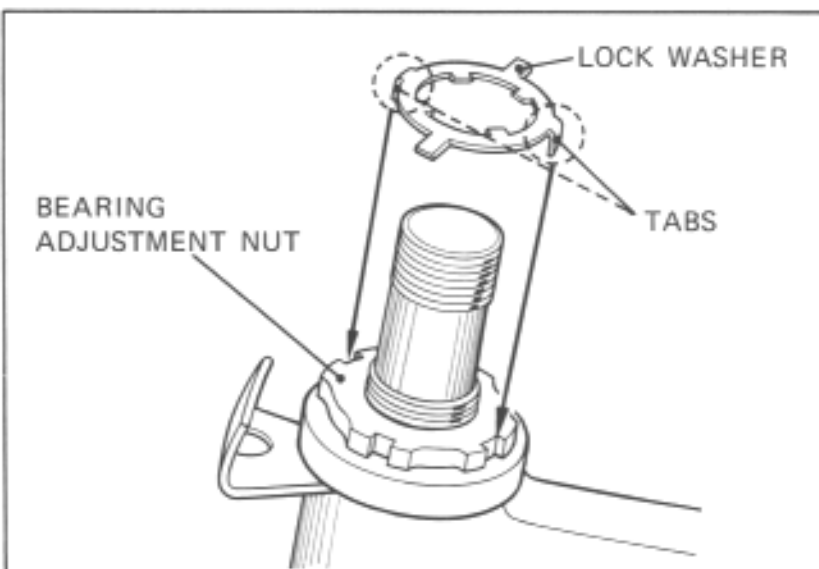
If the nut does not tighten after turning the steering stem the first or second time, remove the nut and inspect it and the steering stem threads for dirt or burrs.



Install a new bearing adjustment nut lock washer aligning the tabs with the nuts grooves.

NOTE

DO NOT install a used bearing adjustment nut lock washer.



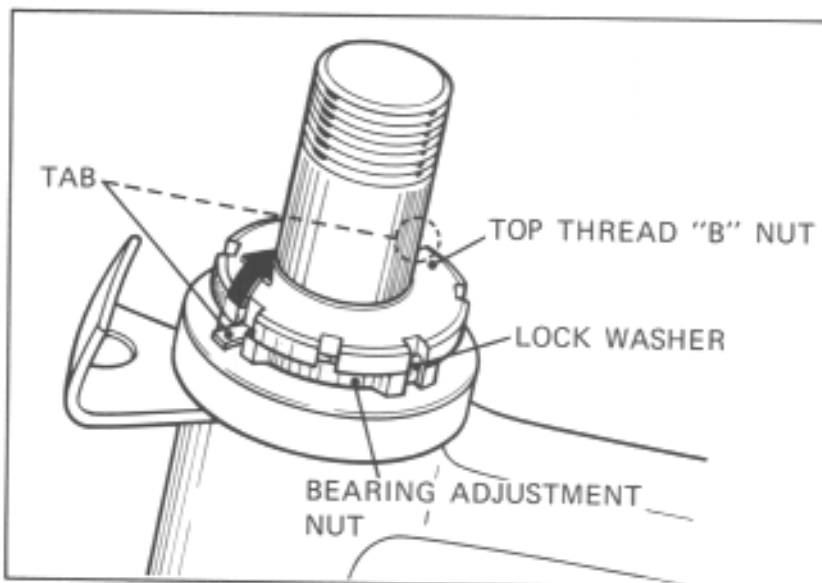


Hand tighten the top thread "B" nut. Hold the adjustment nut and further tighten the "B" nut only to align its grooves with the lock washer tabs.

NOTE

If the top thread "B" nut grooves cannot be easily aligned with the lock washer tabs, remove the nut, turn it over and reinstall.

Bend the other two lock washer tabs up into the top thread "B" nut grooves.



TOP BRIDGE INSTALLATION

Install the front fork legs.

Temporarily hold the front fork legs by tightening the steering stem fork pinch bolts. Tighten the steering stem nut.

TORQUE: 8.0–12.0 kg-m (58–87 ft-lb)

Tighten the lower steering stem bolts.

TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)

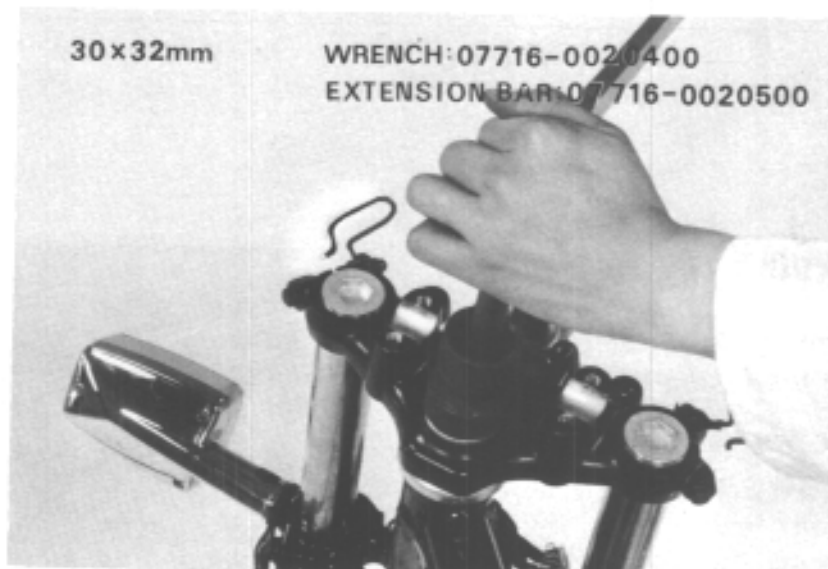
Tighten the top bridge fork bolts.

TORQUE: 0.9–1.3 kg-m (7–9 ft-lb)

Install the following:

Handlebar
Instruments
Headlight
Front fender
Front wheel

Check that the steering stem turns freely and there is no steering stem vertical movement.





5. REAR WHEEL/SUSPENSION SERVICE INFORMATION

SPECIAL TOOLS

Swing arm bearing remover	07936-4250100
Needle bearing driver attachment	07946-4250100

TORQUE VALUE

Swing arm pivot bolt	7.0-8.0 kg-m (51-58 ft-lb)
----------------------	----------------------------

CB750F SPECIFICATION

	STANDARD	SERVICE LIMIT
Shock absorber spring free length	238.0 mm (9.37 in)	233.0 mm (9.17 in)

SWING ARM

SWING ARM REMOVAL

Remove the rear wheel. (Page 14-3)

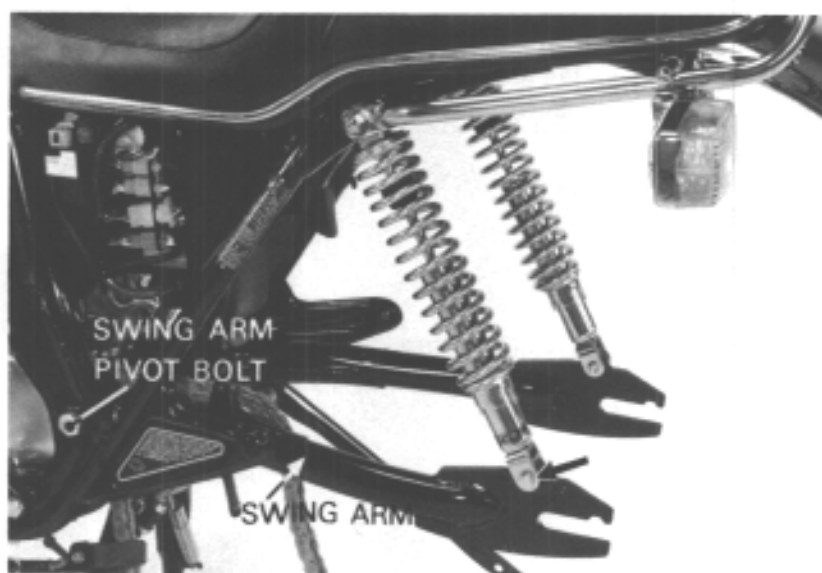
Remove the drive chain guard.

CB750K: Remove the mufflers.

CB750F: Remove the brake caliper from swing arm.

Remove the right and left shock absorber lower bolts.

Remove the swing arm pivot bolt and swing arm.

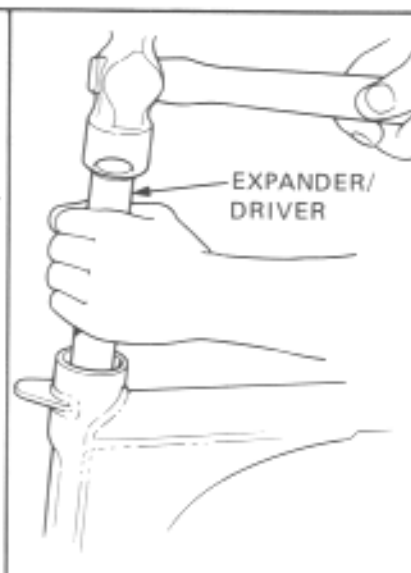




SWING ARM DISASSEMBLY

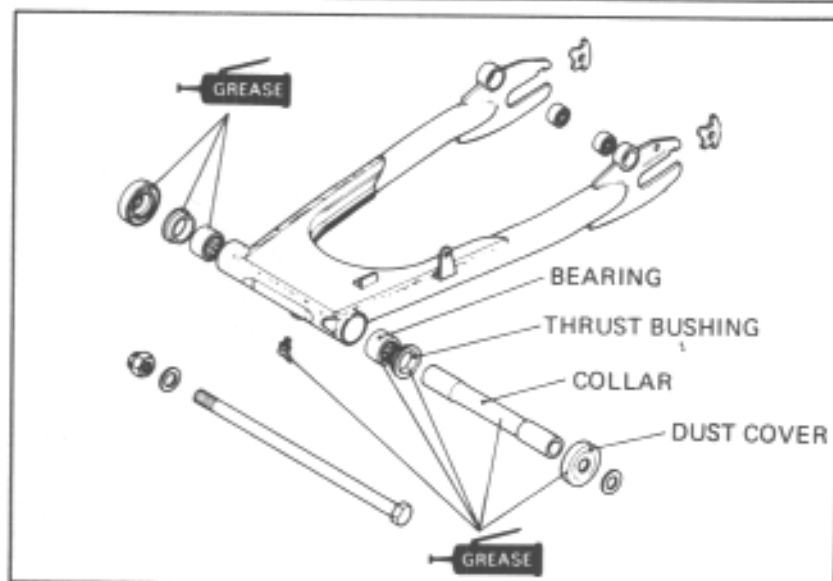
Remove the dust covers.
Remove the collar.
Remove the bearings and thrust bushings with the two piece bearing remover.
Insert the collet into the bearing. Then insert the expander/driver into the collet from the other end of the swingarm and drive out the bearing.

NEEDLE BEARING REMOVER
M9310-277-91774
H/C 91774
(USA only)



SWING ARM INSPECTION

Inspect the collar and bearings.
Replace them if they have score marks, scratches, excessive or abnormal wear.



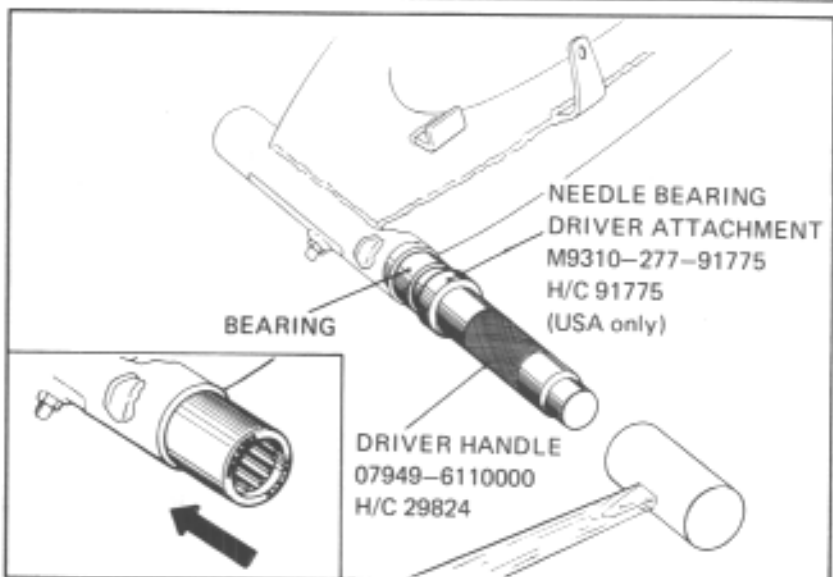
SWING ARM ASSEMBLY

Clean the bearings thoroughly, then lubricate them with grease.
Carefully drive the bearings into the swing arm with the special tool. Drive the thrust bushings into the swing arm with the same special tool.

NOTE

Install the bearings with the markings facing out.

Lubricate with grease after installation.
Install the collar.





SWING ARM INSTALLATION

Place the drive chain over the swing arm.
Tighten the swing arm pivot bolt.

TORQUE: 7.0–8.0 kg-m (51–58 ft-lb)

Install the shock absorber lower bolts.

TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)

Install the rear wheel.

CB750F: Install the brake caliper.

Install the drive chain guard.

CB750K: Install the mufflers.



CB750F

SHOCK ABSORBER

SHOCK ABSORBER REMOVAL

Remove the rear bumper.

Remove the shock absorber lower mounting bolts and remove the shock absorbers.

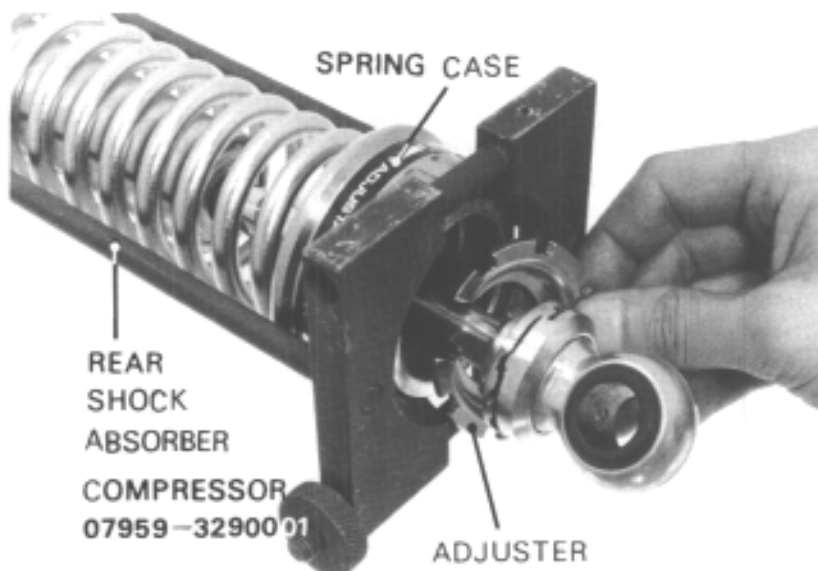


SHOCK ABSORBER DISASSEMBLY

Compress the spring just enough to remove the adjuster and remove the parts.

NOTE

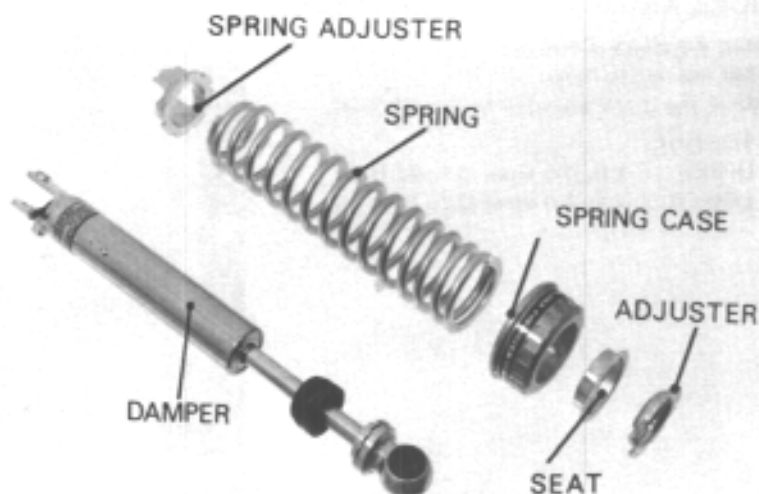
Wrap the case with tape to prevent damage to it.





NOTE

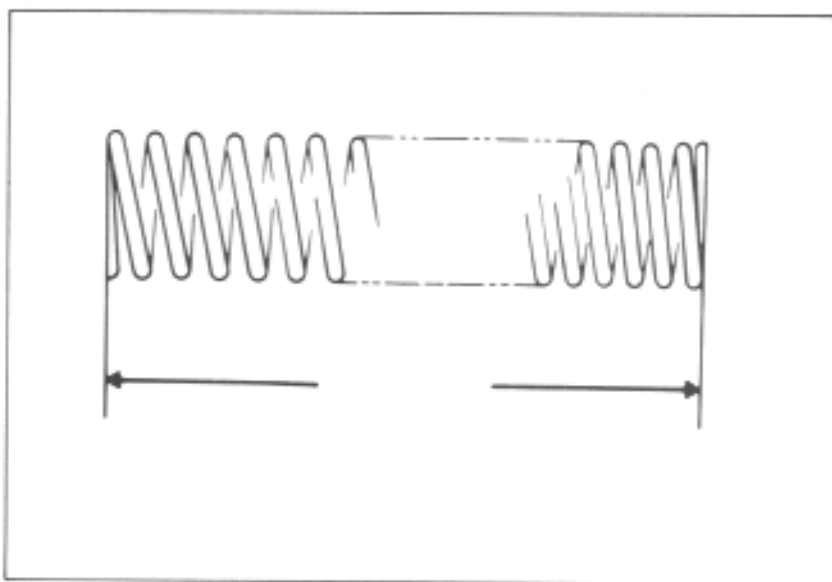
Do not try to disassemble the shock damper.



SPRING FREE LENGTH

Measure the free length of the spring. Inspect the damper for oil leaks.

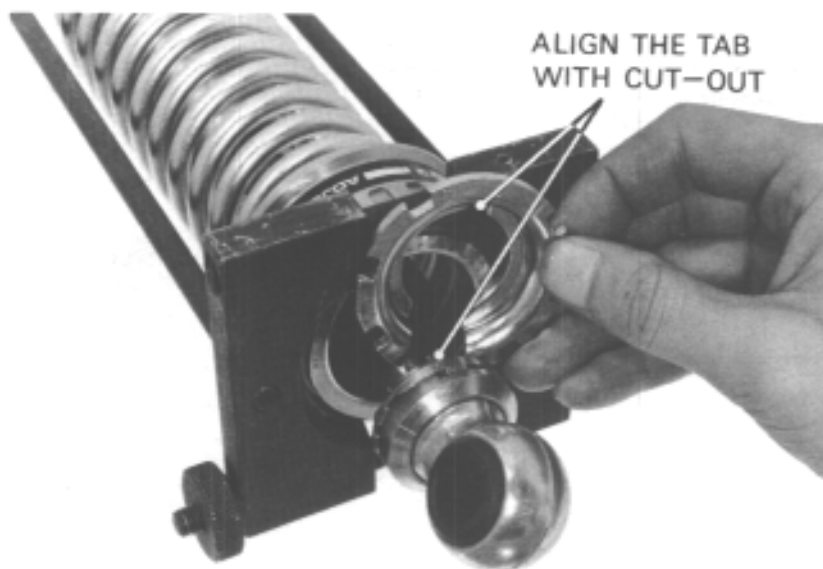
SERVICE LIMIT: 233.0 mm (9.17 in)



NOTE

Install the spring with the small coil at the bottom.

To install the spring adjuster, use the "REAR SPRING COMPRESSOR" as in removal. Align the lug on the upper eye with the cutout in the adjuster.





SHOCK ABSORBER INSTALLATION

Mount the shock absorbers.

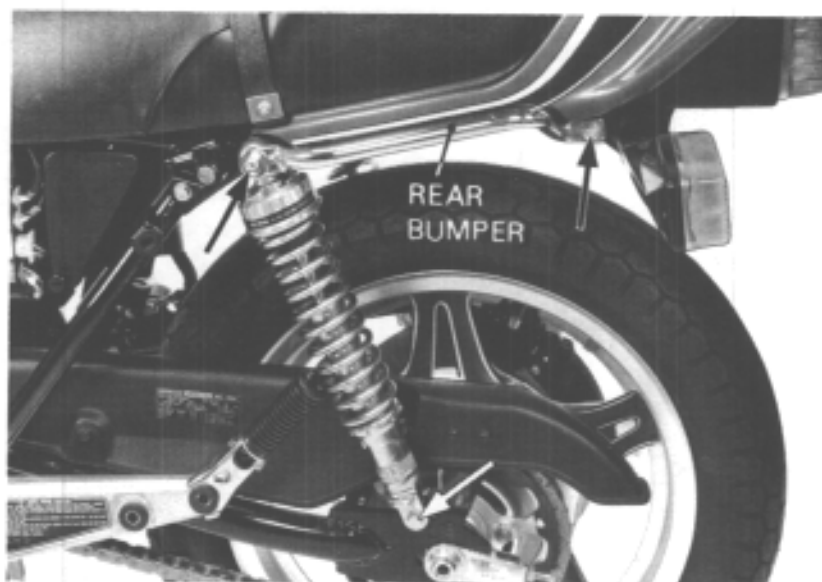
Install the rear bumper.

Tighten the shock absorber bolts and nuts.

TORQUE:

UPPER: 2.0–3.0 kg-m (14–22 ft-lb)

LOWER: 3.0–4.0 kg-m (22–29 ft-lb)

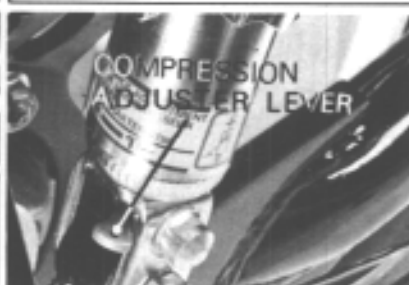
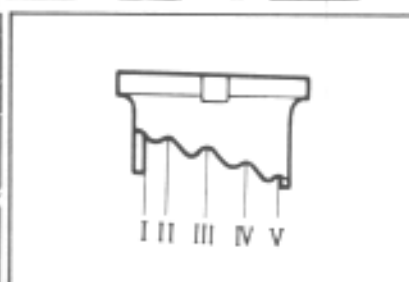


The FVQ shock absorber has three adjustable positions; spring adjuster, rebound adjuster and compression adjuster.

The spring adjuster has five adjustment positions to adjust preload for different load or riding conditions.

The rebound adjuster has three positions and the compression adjuster has two positions to adjust damping.

Position "1" is for a light load or ordinary riding. Position 2 and 3 progressively increase damping.



NOTE

Be certain to adjust both shock absorbers equally.

Recommended rebound and compression adjuster positions

REBOUND ADJUSTER	COMPRESSION ADJUSTER	CONDITIONS	
		RIDERS/LOAD	DRIVING CONDITIONS
1	1	One	Ordinary or city road driving
2	1	One	Highway or winding road driving
3	1	One	Rough road driving
1	2	One/Two	Ordinary or city road driving
2	2	One/Two or carrying load	Highway or winding road driving
3	2	One/Two or carrying load	Rough road driving



6. CB750K HYDRAULIC BRAKE FRONT BRAKE CALIPER

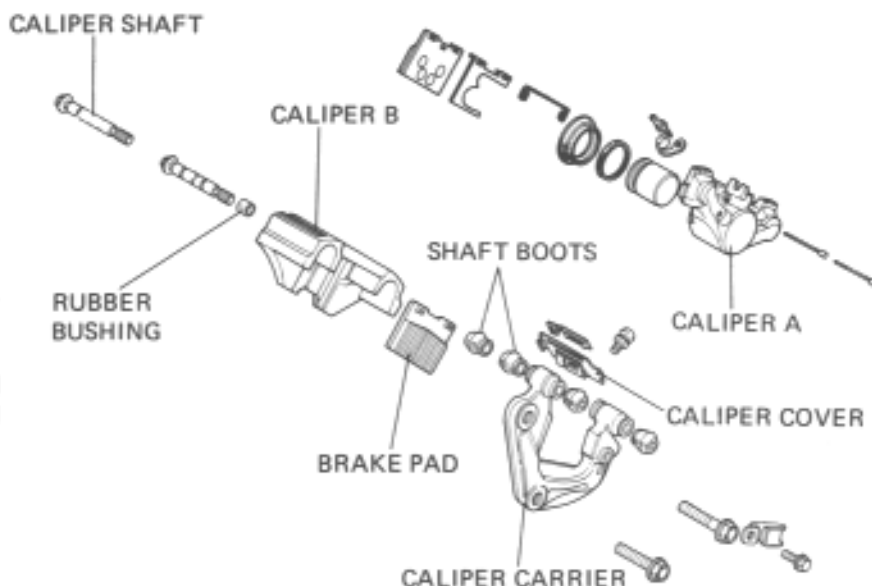
CALIPER CARRIER/CALIPER B DISASSEMBLY

Remove caliper A (see page 15-8).

Remove the speedometer cable clamp.

Remove the carrier with caliper B by removing the two bolts.

Remove the carrier shafts from the carrier and caliper B while rotating them by hand. Avoid damaging the boots.

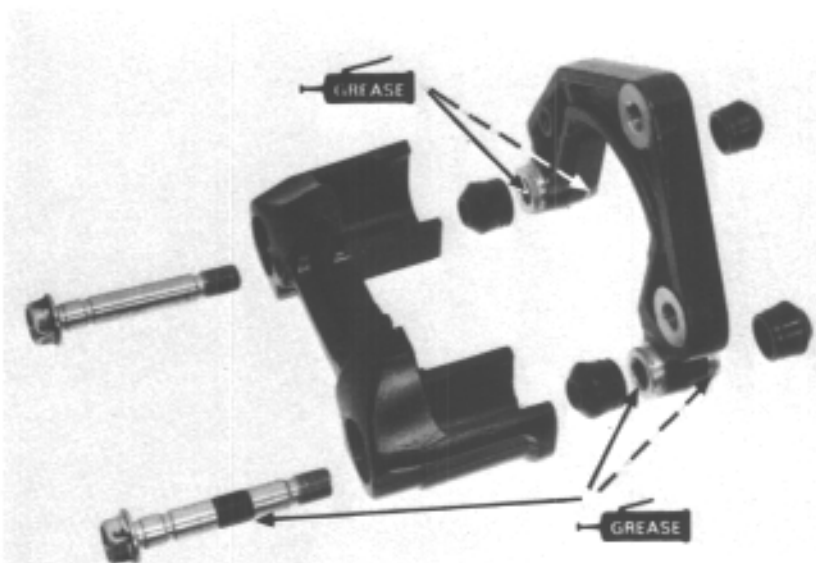


CALIPER CARRIER/CALIPER B ASSEMBLY

Wash all removed parts. Coat the rubber bushing with silicone grease or equivalent. Coat each side of the caliper carrier shaft grooves with about 1g of silicone grease or equivalent.

NOTE

Replace the rubber bushing with a new one whenever removed. Replace the boots with new ones if they are damaged.



Install the boots on the carrier. Assemble caliper B and caliper carrier together, making sure that the boots are seated in the caliper shaft grooves properly.

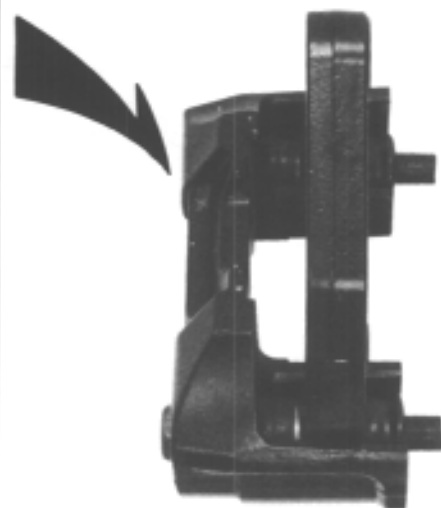
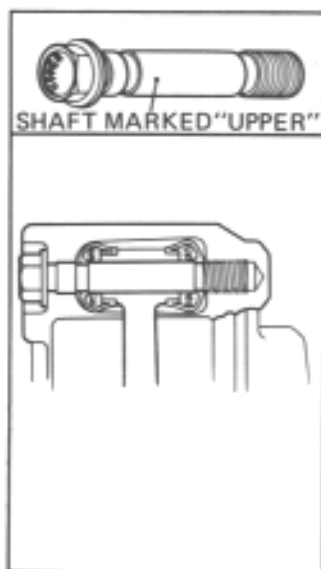
NOTE

When installing the caliper shafts, install the shaft marked "UPPER" into the upper groove.

Install the carrier on the front fork.

TORQUE: 3.0-4.0 kg-m (22-29 ft-lb)

Install caliper A (See page 15-12).





7. CB750F TECHNICAL FEATURES

ADJUSTABLE F. V. Q. SHOCK ABSORBER

The adjustable F.V.Q. shock absorber has two damping adjusters and a spring preload adjuster to suit individual riders and varying riding conditions.

1. Upper Rebound Adjuster (3 stages)

The upper rebound adjusting mechanism has a valve with a series of orifices having different diameters. As the upper adjuster is moved, the valve is rotated. This changes the relationship between the orifices and the oil passage in the piston, providing variable rebound damping.

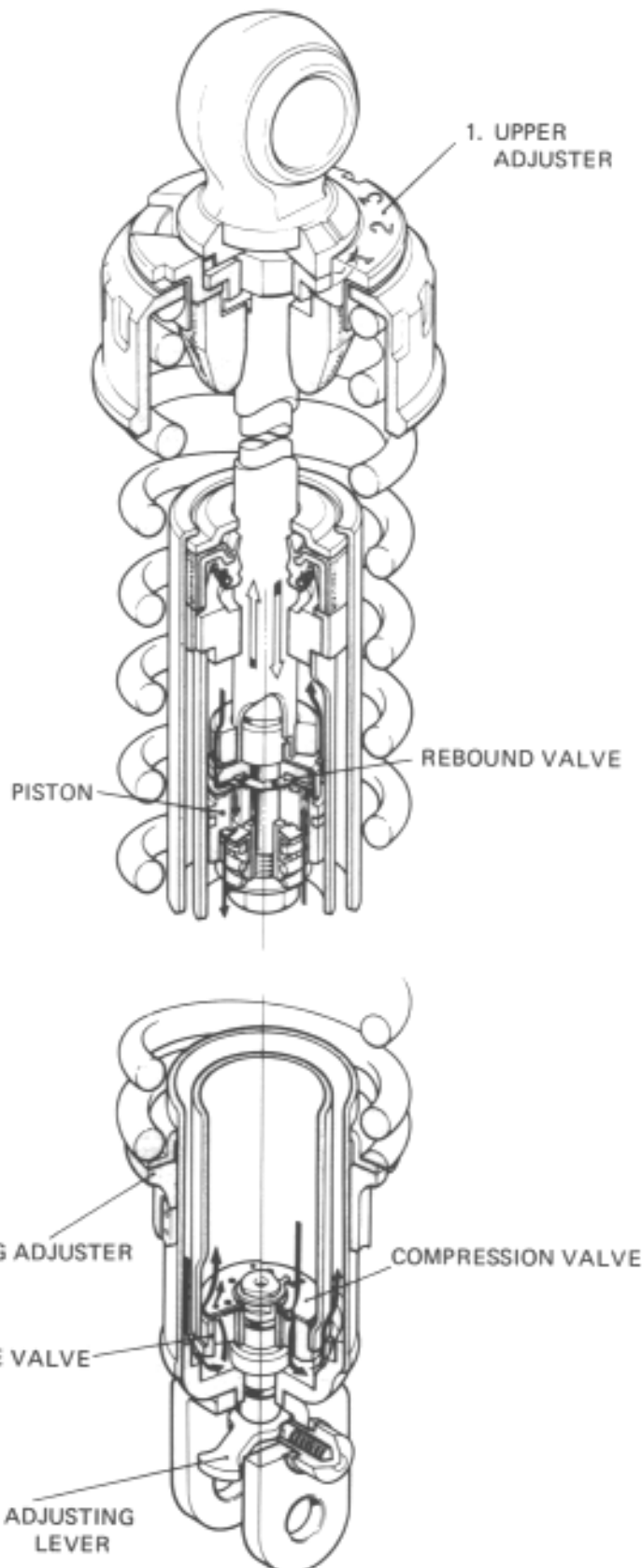
2. Lower Compression Adjusting Lever (2 stages)

The lower compression adjusting mechanism uses a valve with two sets of orifices with different diameters.

These are indexed with the base valve grooves. This controls compression damping depending on lever position.

3. Spring Preload Adjuster (5 stages)

The spring adjuster has 5 preload positions. A pin spanner is used to change the adjuster position.





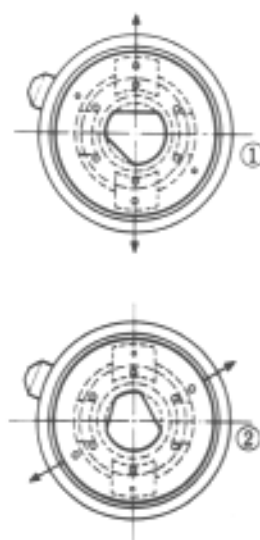
The Upper adjusting mechanism controls rebound damping.

Position 1 is for light or normal city riding. Positions 2 and 3 progressively increase compression damping for rough roads.

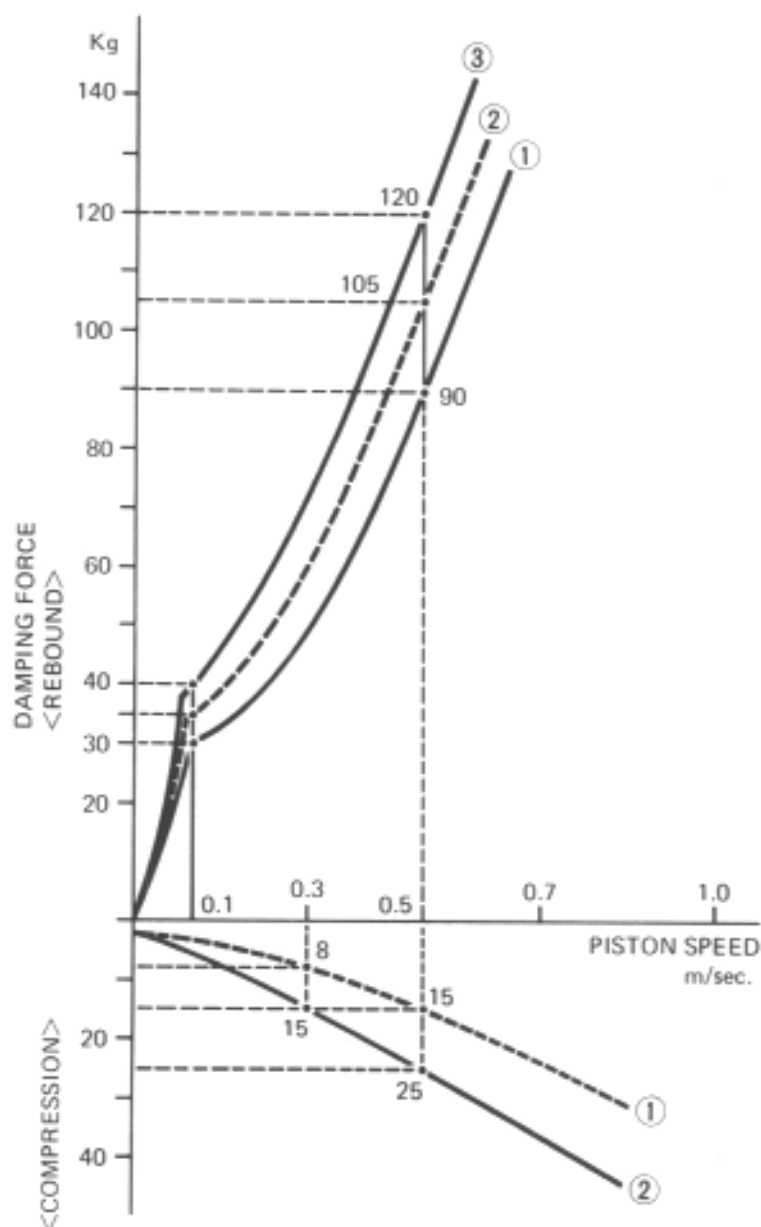


The lower adjusting mechanism controls compression damping.

Position 1 is for light or normal riding. Position 2 increases compression damping for rough roads.

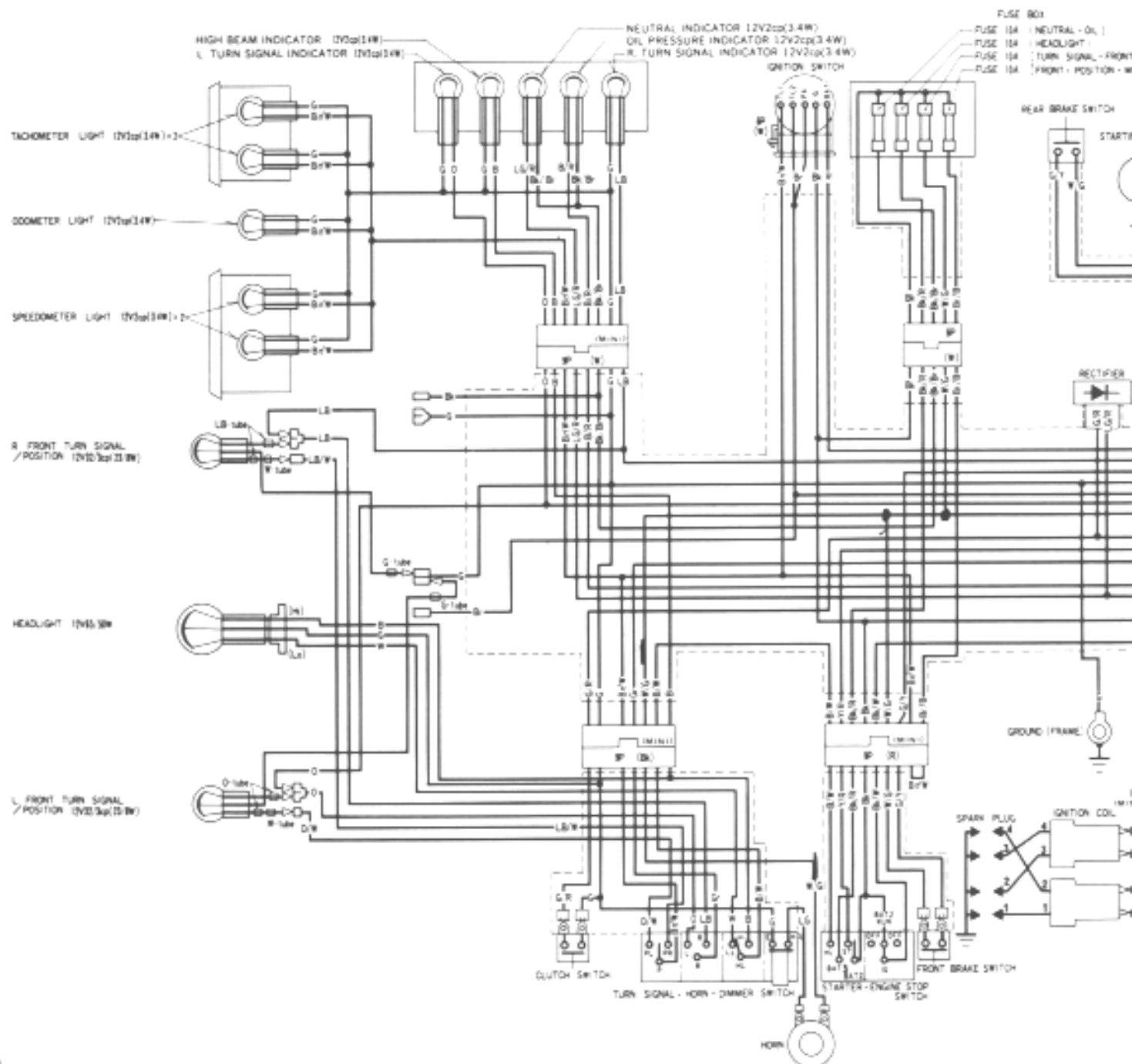


DAMPING FORCE CHARACTERISTICS





8. WIRING DIAGRAMS



SWITCH CONTINUITY

IGNITION SWITCH				
BATT	IG	TL	TL2	P
OFF				
ON				
P				

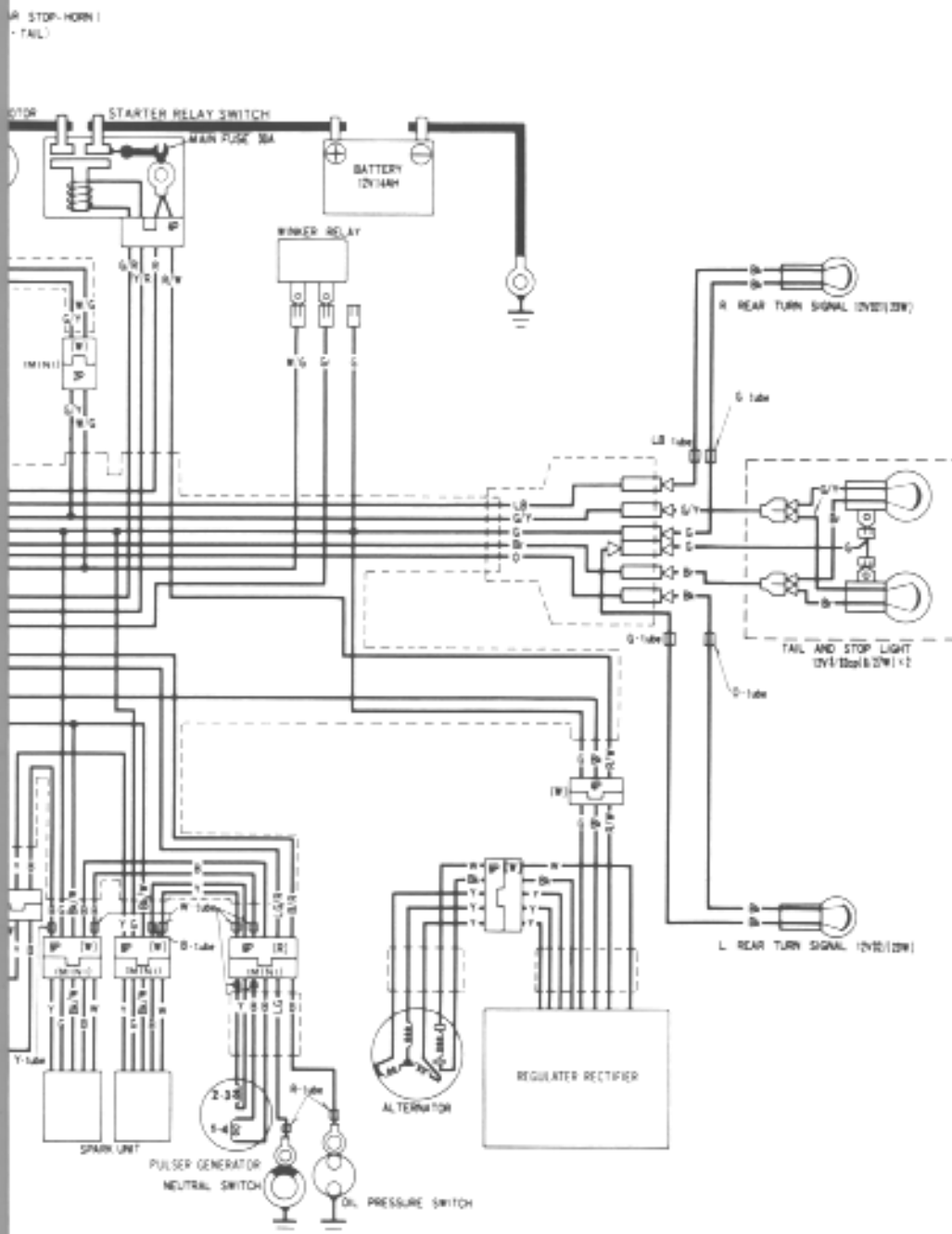
STARTER SWITCH				
BATT	HL	BATT	ST	
FREE				
PUSH				

ENGINE STOP SWITCH	
BATT	IG
OFF	
RUN	
OFF	

TURN SIGNAL SWITCH					
R	R	L	P	PR	PL
R					
N					
L					

DIMMER SWITCH			
HL	Lx	H	
Lx			
N			
H			

HORN SWITCH		
HL	E	
FREE		
PUSH		



0030Z-425-6700

**INTRODUCTION**

This addendum contains information for the 1980 CB750C. Refer to the base Shop Manual for service procedures and data not included in this addendum.

TABLE OF CONTENTS

1. GENERAL INFORMATION	24- 2
SPECIFICATIONS	24- 2
TORQUE VALUES	24- 4
MAINTENANCE SCHEDULE	24- 5
CABLE AND HARNESS ROUTING	24- 6
2. INSPECTION AND ADJUSTMENT	24- 8
3. FUEL SYSTEM	24- 9
4. WHEELS	24-11
5. FRONT WHEEL/SUSPENSION	24-12
6. REAR WHEEL/SUSPENSION	24-12
7. WIRING DIAGRAM	24-13

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1. GENERAL INFORMATION

CB750C SPECIFICATIONS

ITEM		
DIMENSIONS	Overall length	2,295 mm (90.4 in)
	Overall width	920 mm (36.2 in)
	Overall height	1,165 mm (45.9 in)
	Wheelbase	1,530 mm (60.2 in)
	Seat height	760 mm (29.9 in)
	Foot peg height	320 mm (12.6 in)
	Ground clearance	130 mm (5.1 in)
	Dry weight	232 kg (511 lb)
	Curb weight	248 kg (547 lb)
FRAME	Type	Double cradle
	Front suspension, travel	Telescopic fork 160 mm (6.3 in)
	Rear suspension, travel	Swing arm 100 mm (3.9 in)
	Gross vehicle weight rating	458 kg (1,010 lb)
	Vehicle capacity load	213 kg (470 lb)
	Front tire size	110/90-19-62H (4PR)
	Rear tire size	130/90-16-67H (4PR)
	Cold tire pressures	Up to 90 kg (200 lbs) load Front 2.0 kg/cm ² (28 psi)
		Rear 2.25 kg/cm ² (32 psi)
		Up to vehicle capacity load Front 2.0 kg/cm ² (28 psi)
		Rear 2.8 kg/cm ² (40 psi)
	Front brake, lining swept area	Disc brake, 611 cm ² (94.7 sq in)
	Rear brake, lining swept area	Internal expanding shoes, 221 cm ² (34.3 sq in)
	Fuel capacity	16.5 liters (4.4 US gal)
	Fuel reserve capacity	4.0 liters (1.1 US gal)
	Caster angle	60°15'
	Trail	130 mm (5.12 in)
	Front fork oil capacity	175 cc (5.9 ozs)
ENGINE	Type	Air cooled 4-stroke
	Cylinder arrangement	Vertical parallel four
	Bore and stroke	62.0 x 62.0 mm (2.44 x 2.44 in)
	Displacement	749 cc (45.7 cu in)
	Compression ratio	9.0 : 1
	Valve train	Chain driven DOHC, 4-valves per cylinder
	Maximum horsepower	72 BHP/9,000 rpm
	Maximum torque	6.3 kg-m (45.6 ft-lb)/7000 rpm
	Oil capacity	4.5 liters (4.7 US qt)
	Lubrication system	Wet sump
	Air filtration	Paper
	Cylinder compression	12.0 ± 1.0 kg/cm ² (170 ± 14 psi)
	Intake valve	Opens 5° (BTDC) at 1 mm lift, 58° (BTDC) at 0 lift
		Closes 35° (ABDC) at 1 mm lift, 101° (ABDC) at 0 lift
	Exhaust valve	Opens 35° (BBDC) at 1 mm lift, 87° (BBDC) at 0 lift
		Closes 5° (ATDC) at 1 mm lift, 72° (ATDC) at 0 lift
	Valve clearance (Cold)	IN: } 0.08 mm (0.003 in) +0.05 mm (+0.002 in)
		EX: } -0.02 mm (-0.001 in)
	Engine weight	88.5 kg (195 lb)
	Idle speed	1,000 ± 100 rpm



ITEM		
CARBURETION	Carburetor type	VB, 30 mm (1.18 in) venturi bore
	Identification number	VB42A
	Pilot screw initial opening	Refer to page 24-10
	Float level	15.5 mm (0.61 in)
DRIVE TRAIN	Clutch	Wet, multi-plate
	Transmission	5-speed constant-mesh
	Primary reduction	2.382 : 1
	Gear ratio I	2.533 : 1
	Gear ratio II	1.789 : 1
	Gear ratio III	1.391 : 1
	Gear ratio IV	1.160 : 1
	Gear ratio V	0.964 : 1
	Final reduction	2.389 : 1 (18/43)
	Gear shift pattern	Left foot operated return system, 1-N-2-3-4-5
Drive chain	RK50MO or DID50V, 108 links	
ELECTRICAL	Ignition	Transistorized
	Ignition timing "F-I" mark	10° BTDC at 1,000 rpm idle
	Full advance	40° BTDC/6,000 rpm—36° BTDC/7,400 rpm
	Starting system	Starting motor only
	Generator	Three phase A.C. generator 260 W/5,000 rpm
	Battery capacity	12V—14AH
	Spark plug	
	(): Canada model	
	Spark plug gap	0.6—0.7 mm (0.024—0.028 in)
	Firing order	1—2—4—3
Fuse/Main fuse	10A x 4/30A x 1	
LIGHTS	Headlight (high/low beam)	65/50W sealed beam
	Tail/stoplight	3/32 cp SAE NO. 1157
	Front turn signal/running light	32/3 cp SAE NO. 1034
	Rear turn signal	32 cp SAE NO. 1073
	Speedometer light	2 cp SAE NO. 57
	Tachometer light	2 cp SAE NO. 57
	Neutral indicator	2 cp SAE NO. 57
	Turn signal indicator	2 cp SAE NO. 57
	High beam indicator	2 cp SAE NO. 57



TORQUE VALUES

• CHASSIS

CB750C

Item	Q'ty	Thread Dia, mm	Torque kg-m (ft-lb)	Remarks
Steering stem nut	1	24	8.0-12.0 (58-87)	
Steering handlebar	4	8	1.8- 2.5 (13-18)	
Front fork top bridge	2	7	0.9- 1.3 (7- 9)	
Front fork cap bolt	2	31	1.5- 3.0 (11-22)	
Front fork bottom bridge	2	10	3.0- 4.0 (22-29)	
Front axle holder	4	8	1.8- 2.5 (13-18)	
Front axle nut	1	12	5.5- 6.5 (40-47)	
Front brake disc	5	8	2.7- 3.3 (20-24)	UBS
Brake hose bolt	5	10	2.5- 3.5 (18-25)	
Front brake caliper carrier	2	10	3.0- 4.0 (22-29)	
Front brake caliper A	2	10	3.0- 4.0 (22-29)	
Rear axle	1	18	8.0-10.0 (58-72)	
Final driven sprocket	4	12	8.0-10.0 (58-72)	UBS
Swing arm pivot bolt	1	16	7.0- 8.0 (51-58)	
Rear brake torque link	1	8	1.8- 2.5 (13-18)	
Rear shock absorber				
Upper	1	10	2.0- 3.0 (14-22)	
Lower	1	10	3.0- 4.0 (22-29)	
Engine hanger bolt	4	10	3.0- 4.0 (22-29)	
	1	12	5.5- 6.5 (40-48)	
Steering adjustment nut	1	24	1.8- 2.0 (13-14)	
Foot peg	1	12	5.5- 6.5 (40-47)	
Gearshift pedal	1	6	0.8- 1.2 (6- 9)	



CB750C

MAINTENANCE SCHEDULE

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

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

C: CLEAN

R: REPLACE

A: ADJUST

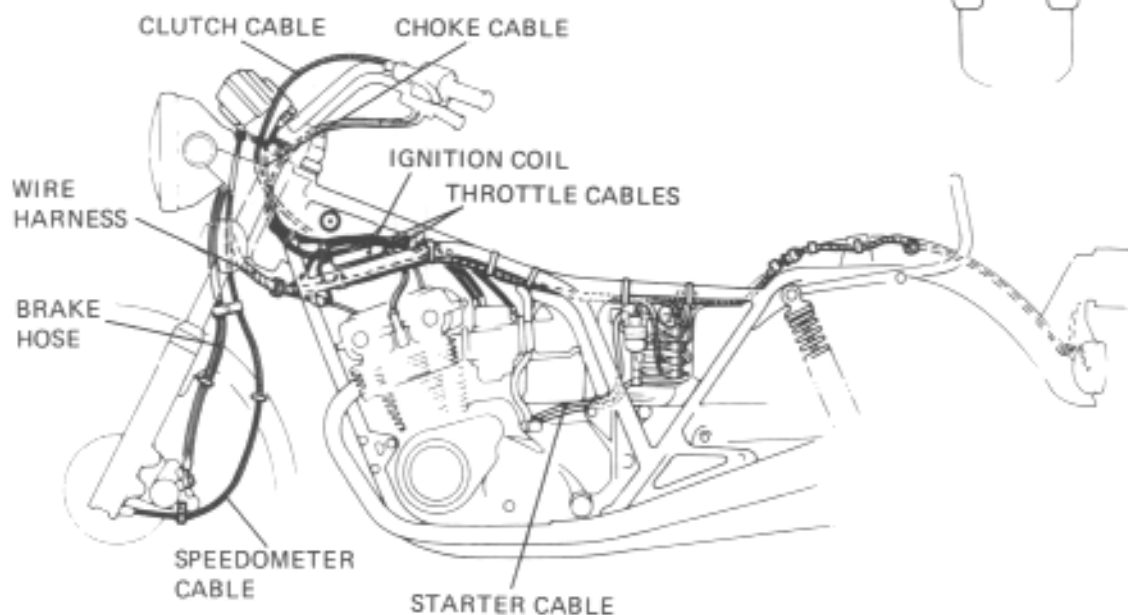
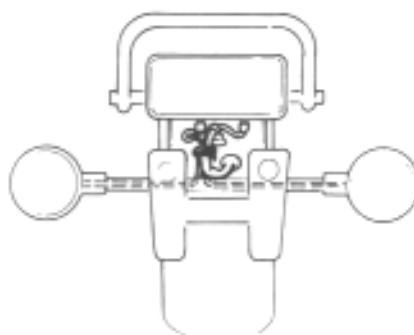
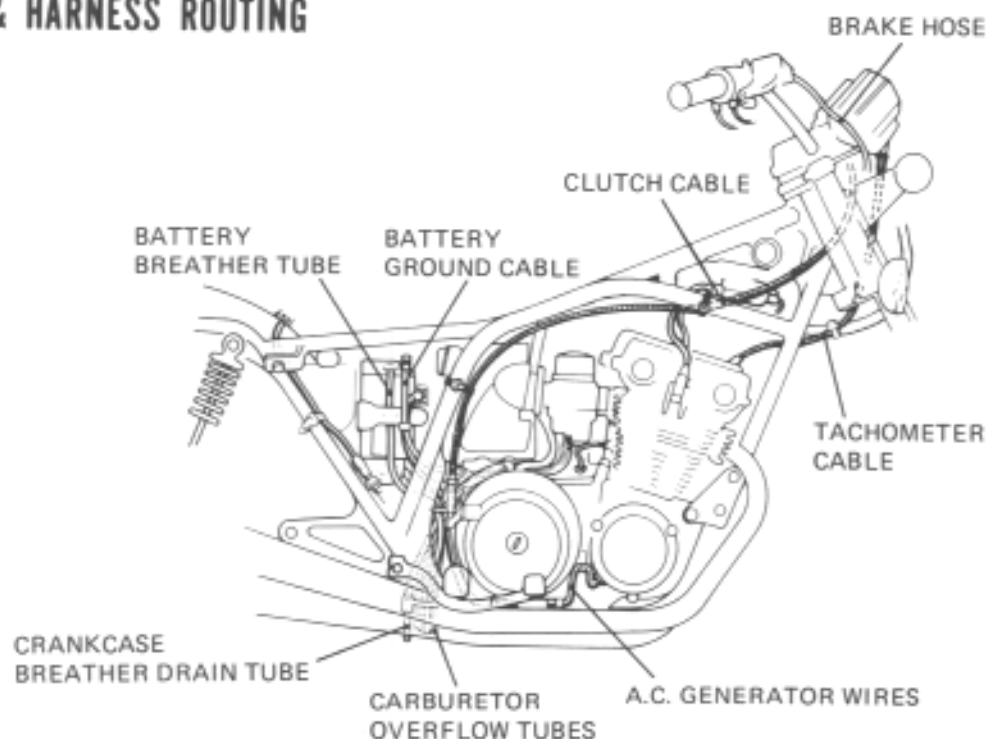
L: LUBRICATE

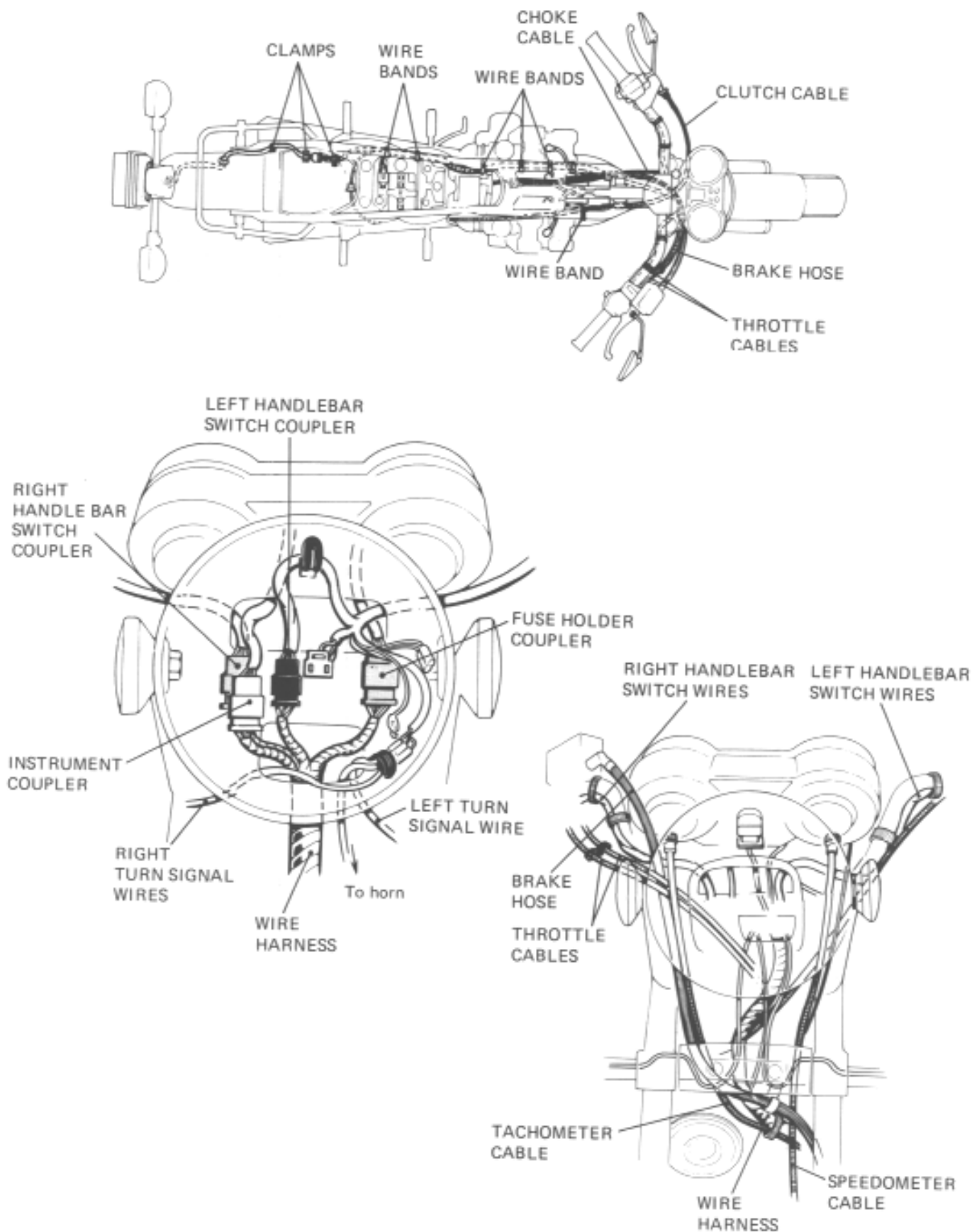
	ITEM	FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING (NOTE 3)						Refer to
				600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	
EMISSION RELATED ITEMS	* FUEL LINES			I	I	I	I	I	I	Page 3- 3
	* THROTTLE OPERATION			I	I	I	I	I	I	Page 3-12
	* CARBURETOR-CHOKE			I	I	I	I	I	I	Page 3-12
	AIR CLEANER	NOTE 1		C	R	C	R	C		Page 3- 2
	CRANKCASE BREATHER	NOTE 2		C	C	C	C	C		Page 3- 2
	SPARK PLUGS			R	R	R	R	R		Page 24- 8
	* VALVE CLEARANCE			I	I	I	I	I	I	Page 3- 7
	ENGINE OIL	YEAR		R	R	R	R	R	R	Page 2- 2
	ENGINE OIL FILTER	YEAR		R	R	R	R	R	R	Page 2- 2
	* CAM CHAIN TENSION			A	A	A	A	A	A	Page 3-11
	* CARBURETOR-SYNCHRONIZE			I	I	I	I	I	I	Page 3-13
	* CARBURETOR-IDLE SPEED			I	I	I	I	I	I	Page 3-15
NON-EMISSION RELATED ITEMS	DRIVE CHAIN			I, L EVERY 300 mi (500 km)						Page 3-16
	BATTERY	MONTH		I	I	I	I	I	I	Page 3-17
	BRAKE FLUID (FRONT)	MONTH I 2 YEARS* R		I	I	I	*R	I	I	Page 3-17
	BRAKE PAD/SHOE WEAR			I	I	I	I	I	I	Page 3-18
	BRAKE SYSTEM			I	I	I	I	I	I	Page 3-18
	* BRAKE LIGHT SWITCH			I	I	I	I	I	I	Page 3-19
	* HEADLIGHT AIM			I	I	I	I	I	I	Page 3-19
	CLUTCH			I	I	I	I	I	I	Page 3-20
	SIDE STAND			I	I	I	I	I	I	Page 3-21
	* SUSPENSION			I	I	I	I	I	I	Page 3-22
	* NUTS, BOLTS, FASTENERS			I	I	I	I	I	I	Page 3-23
	** WHEELS			I	I	I	I	I	I	Page 3-22
	** STEERING HEAD BEARING			I	I	I	I	I	I	Page 3-23

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

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

- NOTES: 1. SERVICE MORE FREQUENTLY WHEN RIDING IN DUSTY AREAS.
2. SERVICE MORE FREQUENTLY WHEN RIDING IN RAIN OR AT FULL THROTTLE. (U.S.A. ONLY)
3. FOR HIGHER ODOMETER READINGS, REPEAT AT THE FREQUENCY INTERVAL ESTABLISHED HERE.


CB750C
CABLE & HARNESS ROUTING






2. INSPECTION AND ADJUSTMENT LUBRICATION

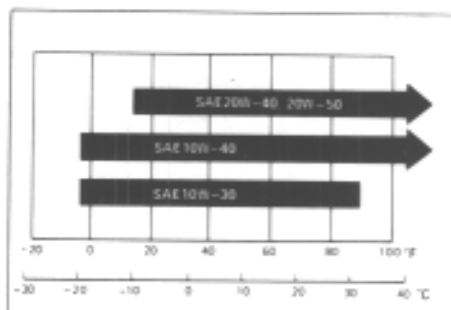
Periodically, lubricate the throttle, and clutch cables with a commercially available cable lubricant.

ENGINE OIL RECOMMENDATION

Use HONDA 4-STROKE OIL or equivalent.
 API SERVICE CLASSIFICATION: SE
 VISCOSITY: SAE 10W-40

Other viscosities shown in the chart may be used when the average temperature in your riding area is within the indicated range.

OIL VISCOSITIES



SPARK PLUGS

Recommended Spark Plug

	Usage Manufacturer	For cold climate (below 5°C, 41°F)	Standard	For extended high speed riding
USA model	ND	X22ES-U	X24ES-U	X27ES-U
	NGK	D7EA	D8EA	D9EA
CANADA model	ND	X22ESR-U	X24ESR-U	X27ESR-U
	NGK	DR7ES	DR8ES-L	DR8ES

Clean any dirt from around the spark plug base. Disconnect the spark plug caps. Remove and discard the spark plugs.

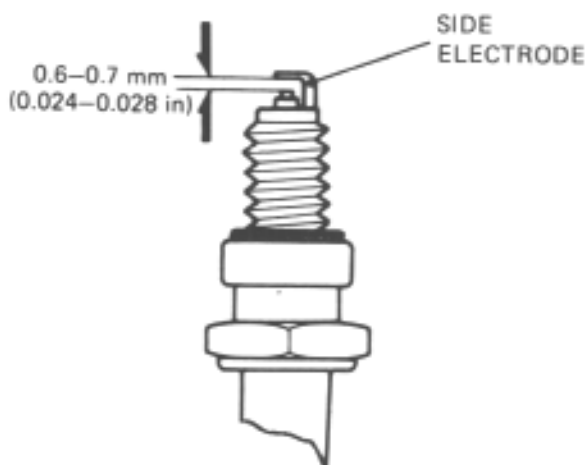
Measure the new spark plug gaps using a wire-type feeler gauge.

SPARK PLUG GAP: 0.6-0.7 mm
 (0.024-0.028 in.)

Adjust by bending the side electrode carefully.

With the plug washer attached, thread the spark plugs in by hand to prevent cross-threading.

Tighten the spark plug 1/2 turn with a spark plug wrench to compress the washer. Connect the spark plug caps.





3. FUEL SYSTEM

CARBURETOR

GENERAL INFORMATION

- See cautions and notes under Pilot Screw Removal/Installation and Pilot Screw Adjustment (pages 24-9 and 24-10).

Refer to section 4 for disassembly and assembly details.

SPECIFICATIONS

ITEM		DESCRIPTION
		CB750C
Identification number		VB42A
Main jet	Primary	# 68
	Secondary	# 102
Jet needle		53E
Float level		15.5 ± 1 mm
Idle speed		1,000 ± 100 rpm
Pilot screw initial opening		See page 22-16

FLOAT LEVEL INSPECTION

Remove the carburetors (Page 4-3).

Remove the float chamber.

Measure the float level with the float tip just contacting the float valve and the carburetor inclined 15°~45° from vertical.

FLOAT LEVEL:

15.5 ± 1 mm (0.61 ± 0.04 in)

Replace the float, if the float level is not within the specification.

PILOT SCREW REMOVAL/INSTALLATION

CAUTION

Any forcible attempt to remove the pilot screw limiter caps will cause screw breakage (USA only).

NOTE

The pilot screws are factory pre-set and should not be removed unless the carburetor is overhauled.

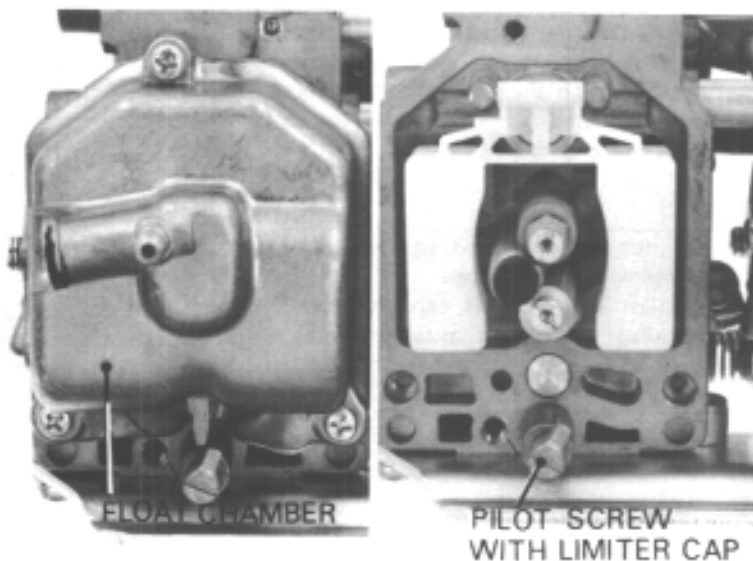
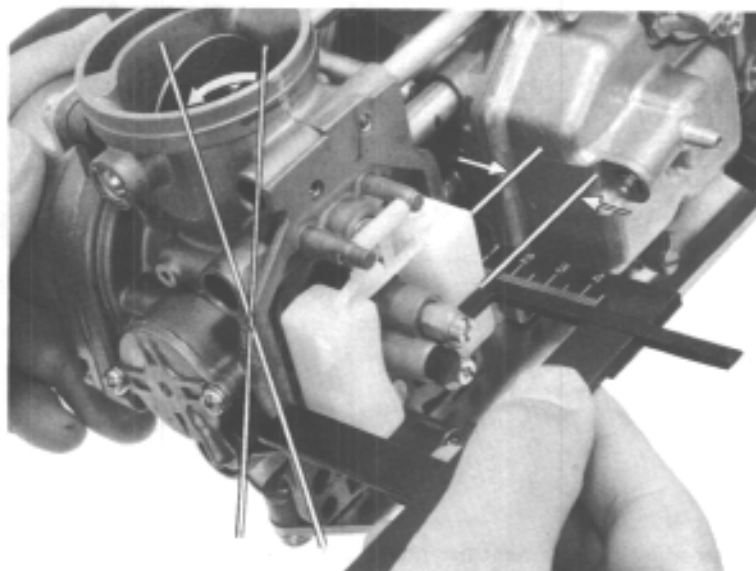
Remove the carburetors (page 4-3).

Remove the float chamber.

Turn the pilot screw in and carefully count the number of turns before it lightly seats. Make a note of this to use as a reference when reinstalling the pilot screw.

CAUTION

Damage to the pilot screw seat will occur if the pilot screw is tightened against the seat.





Remove the pilot screw.

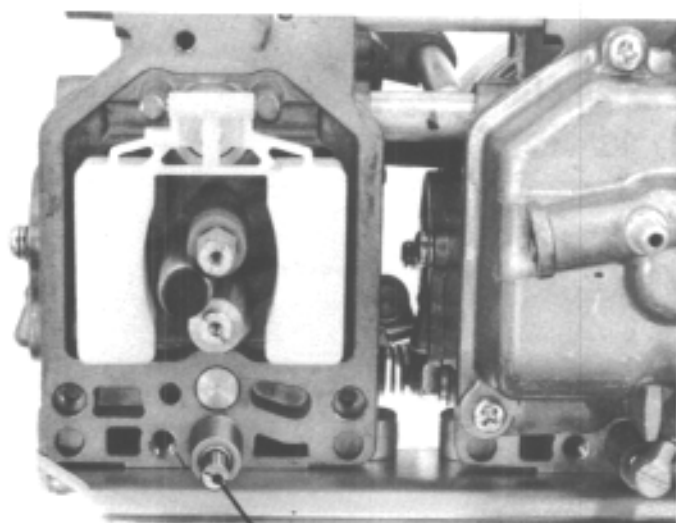
Inspect the pilot screw for wear and replace, if necessary.

Install the pilot screw and turn it to its original position as noted during removal. If a new pilot screw is installed, turn it 1-1/2 turns out from a lightly seated position. Install the float chamber and adjust the pilot screw (see below), if a new one is installed.

NOTE

Do not install limiter caps on new pilot screws until after adjustment has been made.

Install the carburetors.



PILOT SCREW

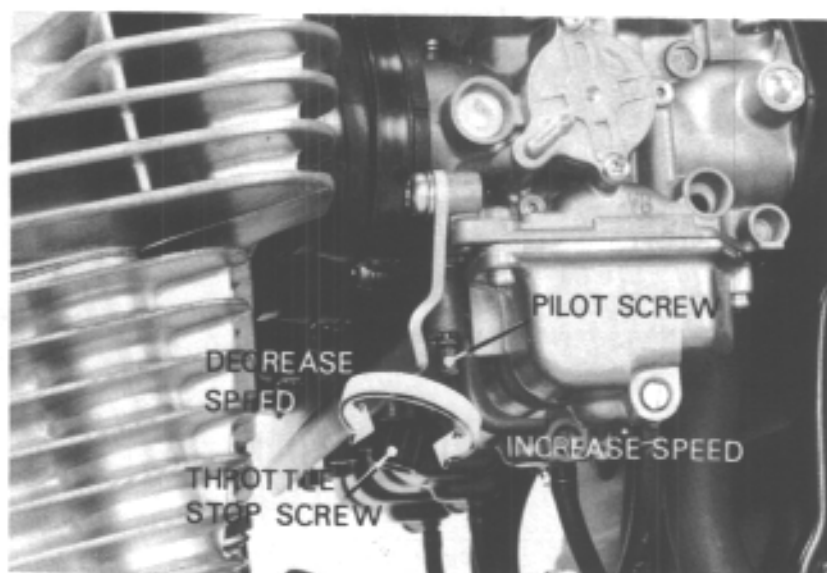
PILOT SCREW ADJUSTMENT

IDLE DROP PROCEDURE

CAUTION

Any forcible attempt to remove the pilot screw limiter caps will cause screw breakage.

If new pilot screws are installed, adjust the pilot screws using the Idle Drop Procedure on page 22-16.



PILOT SCREW

DECREASE
SPEED

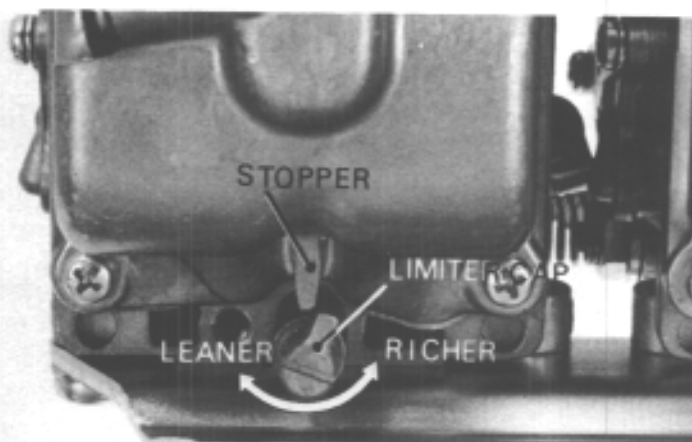
INCREASE SPEED

THROTTLE
STOP SCREW

After adjustment, cement the limiter caps over the pilot screws, using LOCTITE® 601 or equivalent. The limiter cap should be placed against its stop, preventing further adjustment that would enrich the fuel mixture. Limiter cap position permits clockwise rotation and prevents counterclockwise rotation.

NOTE

- Do not turn the pilot screws when installing the limiter caps.
- A pilot screw limiter cap must be installed. It prevents misadjustment that could cause poor performance and increase exhaust emissions.



STOPPER

LIMITER CAP

LEANER

RICHER



4. WHEELS

SERVICE INFORMATION

GENERAL INSTRUCTIONS

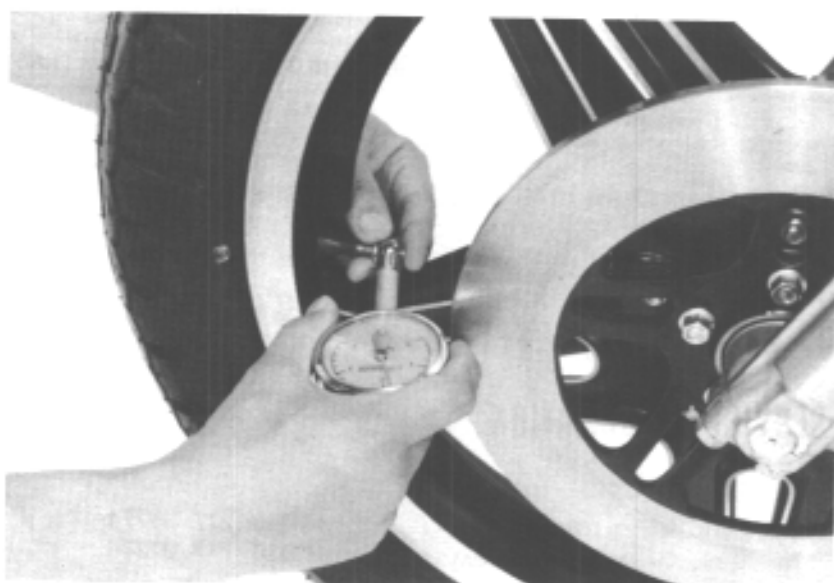
- Do not remove rivets, nuts and pins from the rim, spoke plate and hub, since they cannot be disassembled.
- Never ride on the spokes or try to bend the wheel.
- Avoid damaging the aluminum alloy rim.
- Check that the tire and rim are free from damage or other faults as the tire is tubeless.
- When removing the tire from the rim, use the special tools "TIRE LEVER" (No. 07772-0020100) and "RIM PROTECTOR" (No. 07772-0020201) or approved tire changer to prevent damage to the rim.
- For tubeless tire repairs, see the "HONDA MOTORCYCLE TUBELESS TIRE REPAIR MANUAL".

TIRE PRESSURE

NOTE

Tire pressure should be checked when tires are **COLD**.

Check the tires for cuts, imbedded nails, or other sharp objects.



Recommended tire pressures and sizes:

Cold tire pressure	Up to 90 kg (200 lb) load	Front Rear	2.0 kg/cm ² (28 psi) 2.25 kg/cm ² (32 psi)
	Up to vehicle capacity load	Front Rear	2.0 kg/cm ² (28 psi) 2.8 kg/cm ² (40 psi)
Vehicle capacity load limit			213 kg (470 lb)
Tire size	Front		110/90-19-62H-4PR
	Rear		130/90-16-67H-4PR
Tire brand	Front		TUBELESS F11 (DUNLOP) S703 (BRIDGESTONE)
	Rear		TUBELESS K127 (DUNLOP) G504 (BRIDGESTONE)



5. FRONT WHEEL/SUSPENSION

SERVICE INFORMATION

TORQUE VALUES

Steering bearing adjustment nut	1.8–2.0 kg-m (13–14 ft-lb)
Front fork bolt	1.5–3.0 kg-m (11–21 ft-lb)
Front fork socket bolt 8 mm	1.5–2.5 kg-m (11–18 ft-lb)

SPECIFICATIONS

	Standard	Service Limit
Front fork slider I.D.	35.040–35.080 mm (1.3795–1.3811 in)	35.13 mm (1.383 in)
Front fork tube O.D.	34.950–34.975 mm (1.3760–1.3770 in)	34.90 mm (1.374 in)
Front fork spring	Free length : 559.5 mm (22.03 in)	542.7 mm (21.37 in)
Suspension travel	160 mm (6.3 in); Ten. 49.5 mm (1.95 in) Comp. 110.5 mm (4.35 in)	
Front fork oil capacity	172.5–177.5 cc (5.8–6.0 ozs)	—

Refer to section 13 and 23 for disassembly and assembly details.

6. REAR WHEEL/SUSPENSION

SERVICE INFORMATION

SPECIAL TOOLS

Swing arm bearing remover	M9310–277–91774
Needle bearing driver attachment	M9310–277–91775

TORQUE VALUE

Swing arm pivot bolt	7.0–8.0 kg-m (51–58 ft-lb)
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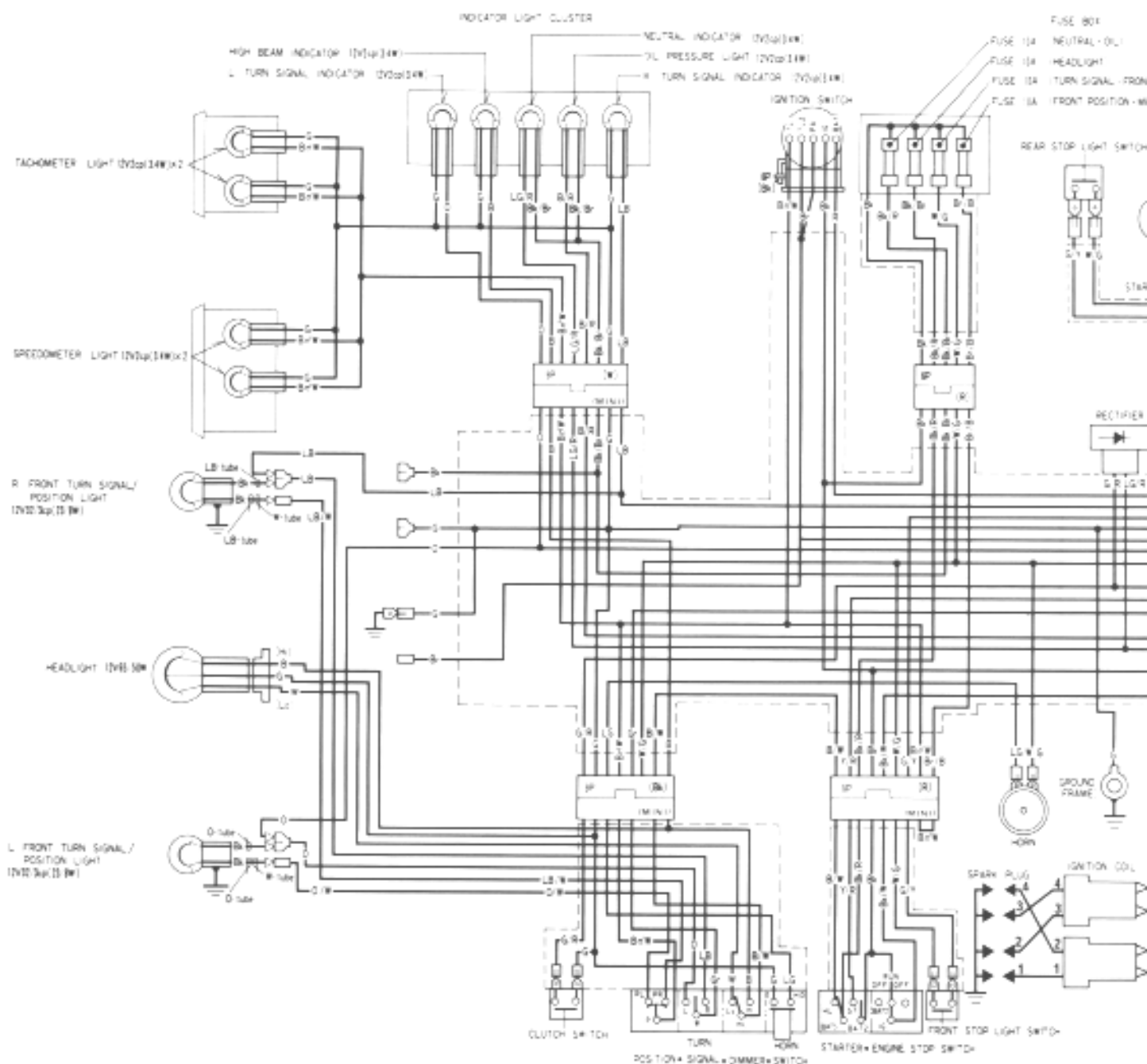
SPECIFICATIONS

	STANDARD	SERVICE LIMIT
Shock absorber spring free length	217.2 mm (8.55 in)	210.7 mm (8.29 in)
Suspension travel (Swing arm)	100 mm (3.94 in)	—

Refer to section 14 and 23 for disassembly and assembly details.



7. WIRING DIAGRAM



SWITCH CONTINUITY

IGNITION SWITCH				
	BAT1	IG	TL1	TL2
OFF				
ON				
P				

STARTER SWITCH				
	BAT1	HL	BAT2	S1
FREE				
PUSH				

ENGINE STOP SWITCH	
	BAT1
OFF	
ON	

TURN SIGNAL SWITCH					
	R	R	L	P	PL
R					
N					
L					

DIMMER SWITCH			
	HL	L2	H
L2			
H			

HORN SWITCH	
	H0
FREE	
PUSH	



INTRODUCTION

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

ALL INFORMATION, ILLUSTRATIONS, DIRECTIONS AND SPECIFICATIONS INCLUDED IN THIS PUBLICATION ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF APPROVAL FOR PRINTING. HONDA MOTOR CO., LTD. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE AND WITHOUT INCURRING ANY OBLIGATION WHATEVER.

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CONTENTS

1. GENERAL INFORMATION	25- 2
— Specifications, CB750K	25- 2
CB750C	25- 4
CB750F	25- 6
— Torque Values	25- 8
— Tool	25- 9
— Cable and Harness Routing, CB750K	25-10
CB750C	25-12
CB750F	25-14
— Maintenance Schedule	25-16
2. INSPECTION AND ADJUSTMET	25-17
— Valve Clearance	25-17
— Cam Chain Tensioner	25-20
— Brake Pads (CB750F)	25-20
— Front Fork Air Pressure	25-21
3. FUEL SYSTEM	25-22
— General Information	25-22
— Troubleshooting	25-22
— Fuel Line Diaphragm	25-22
— Carburetor Tube Routing	25-23
4. FRONT WHEEL/SUSPENSION	25-24
— Specifications	25-24
— Troubleshooting	25-24
— Headlight	25-26
— Front wheel (CB750C)	25-26
— Front Fork	25-28
5. HYDRAULIC BRAKE (CB750F)	25-37
— Specifications	25-37
— Brake Pad Replacement	25-37
— Brake Caliper	25-38
6. BATTERY/CHARGING SYSTEM	25-40
— Battery	25-40
— Voltage Regulator/Rectifier	25-40
7. SWITCHES	25-42
— Ignition Switch	25-42
8. WIRING DIAGRAMS	25-43
— CB750K	25-43
— CB750C	25-44
— CB750F	25-45



1. GENERAL INFORMATION

SPECIFICATIONS

CB750K :

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



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


CB750C :

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



ITEM		
CARBURETION	Carburetor type	VB, 30 mm (1.18 in)
	Identification number	VB42A
	Pilot screw initial opening	Refer to page 24-10
	Float level	15.5 mm (0.61 in)
DRIVE TRAIN	Clutch	Wet, multi-plate
	Transmission	5-speed constant-mesh
	Primary reduction	2.381 : 1
	Gear ratio I	2.533 : 1
	Gear ratio II	1.789 : 1
	Gear ratio III	1.391 : 1
	Gear ratio IV	1.160 : 1
	Gear ratio V	0.964 : 1
	Final reduction	2.388 : 1 (18/43)
	Gear shift pattern	Left foot operated return system, 1-N-2-3-4-5
Drive chain	RK50MO or DID50V, 106 links	
ELECTRICAL	Ignition	Transistorized
	Ignition timing "F-I" mark	10° BTDC at 1,000 rpm idle
	Full advance	40° BTDC/6,000 rpm—36° BTDC/7,400 rpm
	Starting system	Starting motor only
	Generator	Three phase A.C. generator 260W/5,000 rpm
	Battery capacity	12V—14AH
	Spark plug	
	(): Canada model and U.S.A. optional	
Spark plug gap	0.6—0.7 mm (0.024—0.028 in)	
Firing order	1—2—4—3	
Fuse/Main fuse	15A x 4/30A x 1	
LIGHTS	Headlight (high/low beam)	60/55W H4 BULB (Philips 12342/99, or equivalent)
	Tail/stoplight	3/32 cp SAE NO. 1157
	Front turn signal/running light	32/3 cp SAE NO. 1034
	Rear turn signal	32 cp SAE NO. 1073
	Speedometer light	2 cp SAE NO. 57
	Tachometer light	2 cp SAE NO. 57
	Neutral indicator	2 cp SAE NO. 57
	Turn signal indicator	2 cp SAE NO. 57
	High beam indicator	2 cp SAE NO. 57


CB750F :

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



ITEM		
CARBURETION	Carburetor type	VB, 30 mm (1.18 in) venturi bore
	Identification number	VB428
	Pilot screw initial opening	1-1/2 turns, refer to page 24-10
	Float level	15.5 mm (0.61 in)
DRIVE TRAIN	Clutch	Wet, multi-plate
	Transmission	5-speed constant-mesh
	Primary reduction	2.381 : 1
	Gear ratio I	2.533 : 1
	Gear ratio II	1.789 : 1
	Gear ratio III	1.391 : 1
	Gear ratio IV	1.160 : 1
	Gear ratio V	0.964 : 1
	Final reduction	2.555 : 1 (18/46)
	Gear shift pattern	Left foot operated return system, 1-N-2-3-4-5
Drive chain	RK50MO or DID50V, 108 links	
ELECTRICAL	Ignition	Transistorized
	Ignition timing "F-1" mark	10° BTDC at 1,000 rpm
	Full advance	40° BTDC/6,000 rpm, 36° BTDC/7,400 rpm
	Starting system	Starting motor only
	Generator	Three phase A.C. generator 260W/5,000 rpm
	Battery capacity	12V-14AH
	Spark plug	
	() : Canada model and U.S.A. optional	
	</	



TORQUE VALUES

• CHASSIS

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



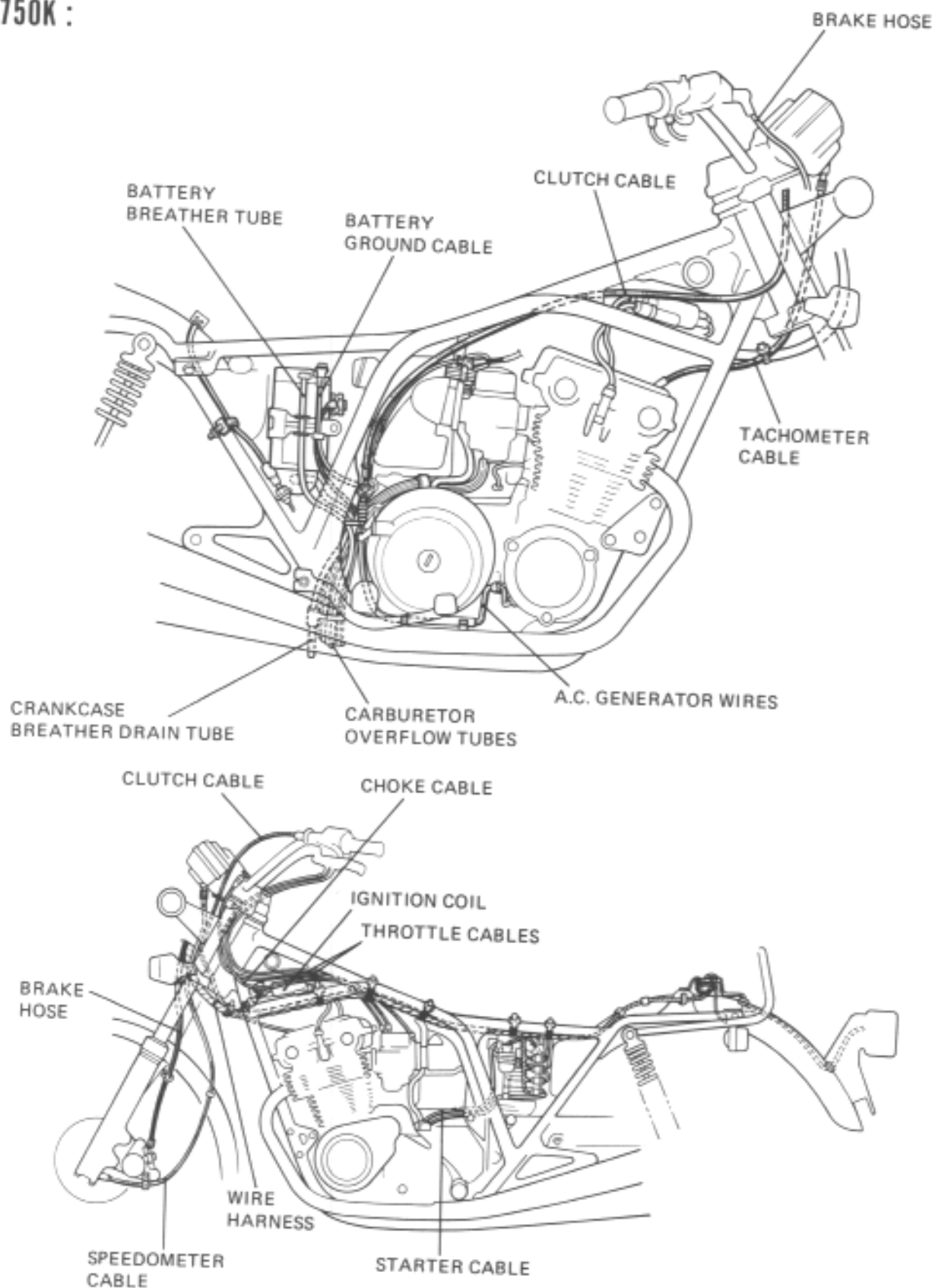
TOOL

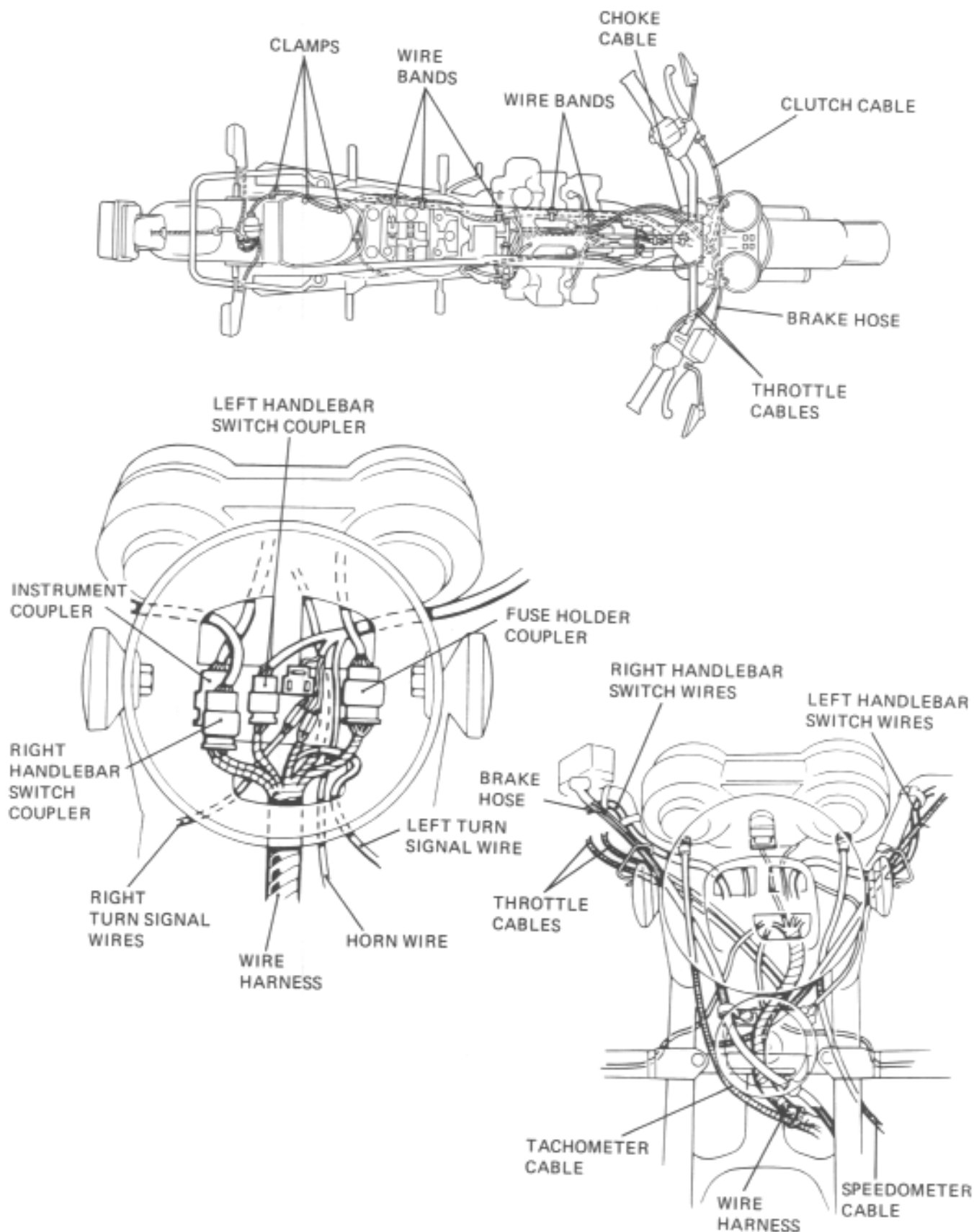
- SPECIAL TOOL (Other models)

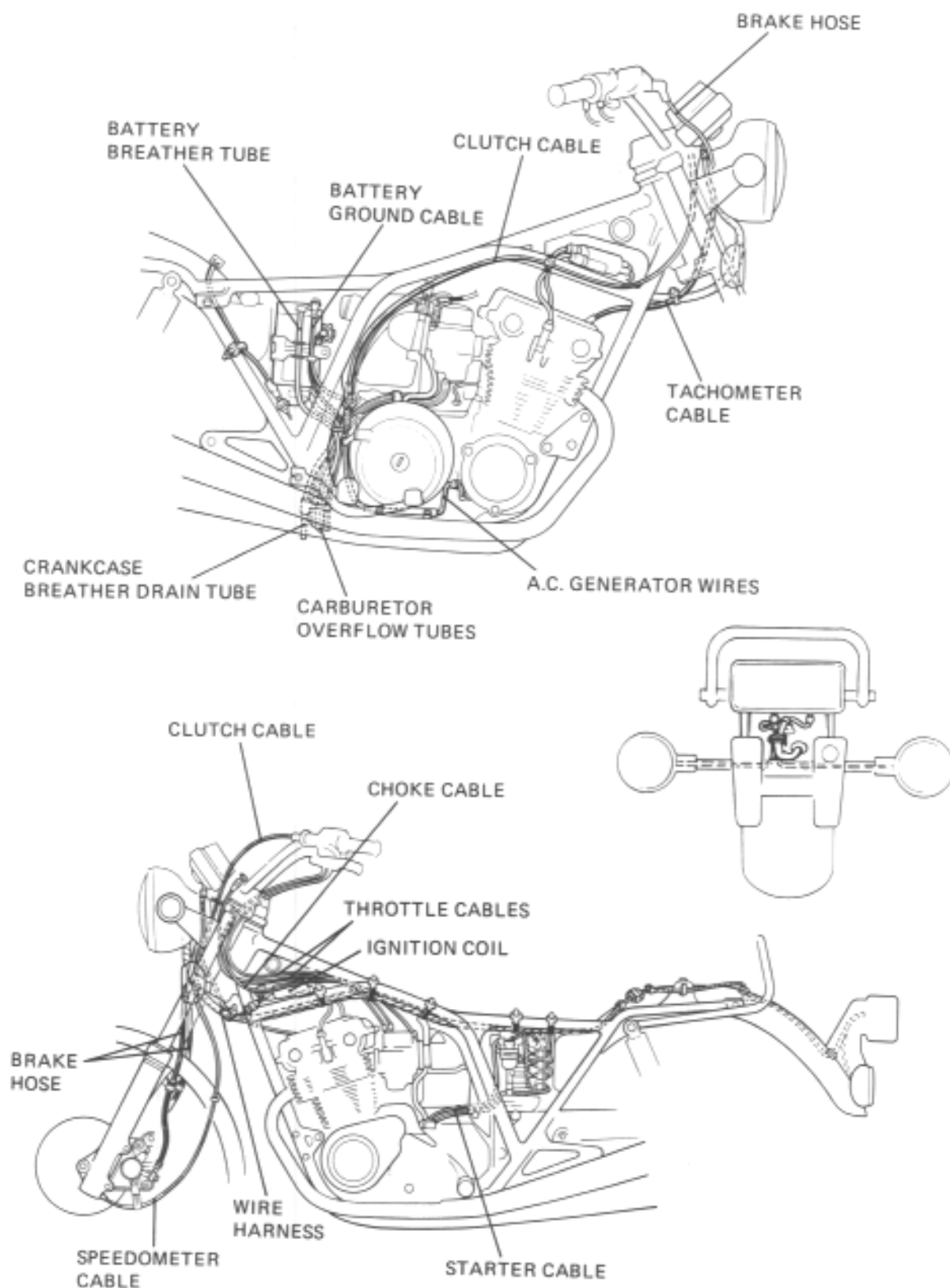
Description	Part No.	Q'ty	Alternate Tool Part No.	Ref. Page
Valve adjusting tool set	M9501-277-9472 (USA only)	1	07964-4220002	25-17

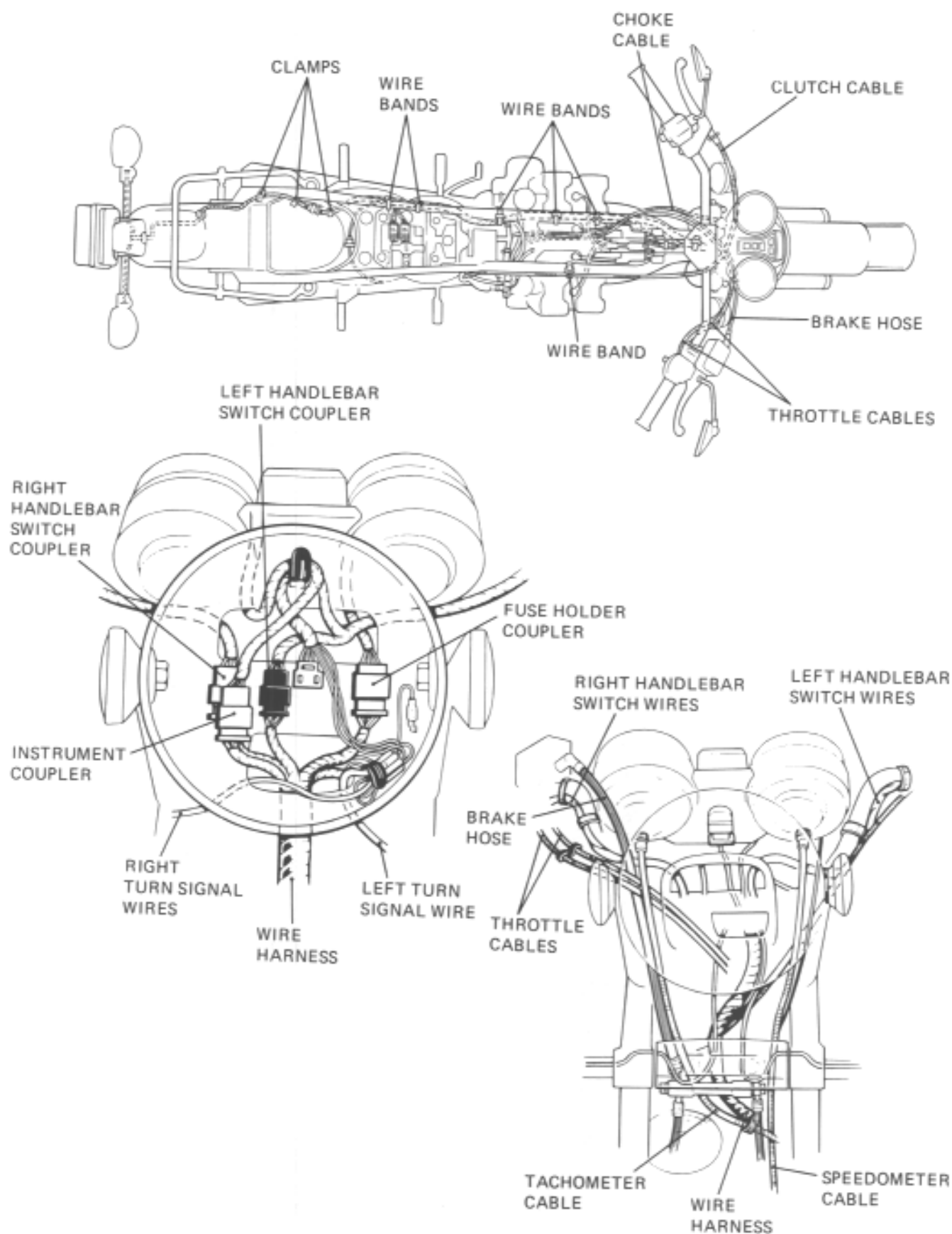


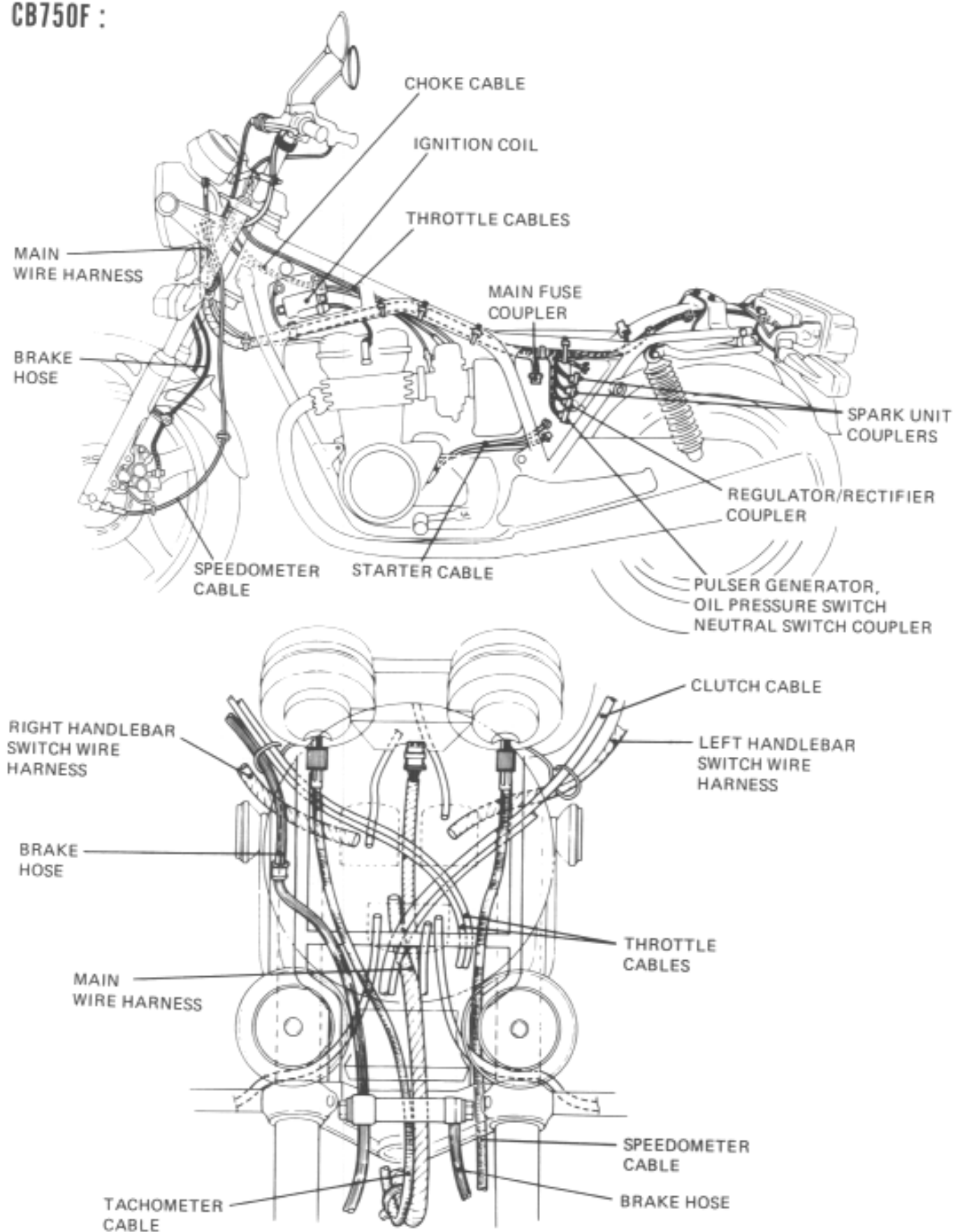
CABLE & HARNESS ROUTING CB750K :

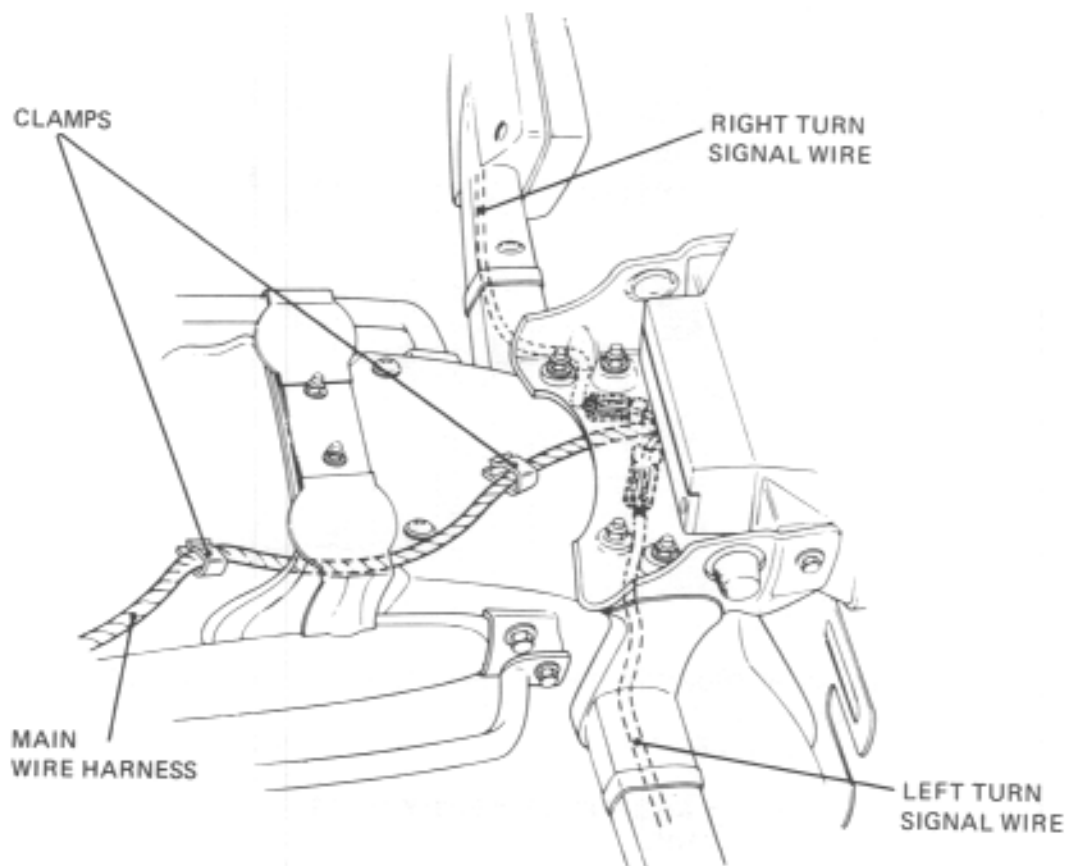
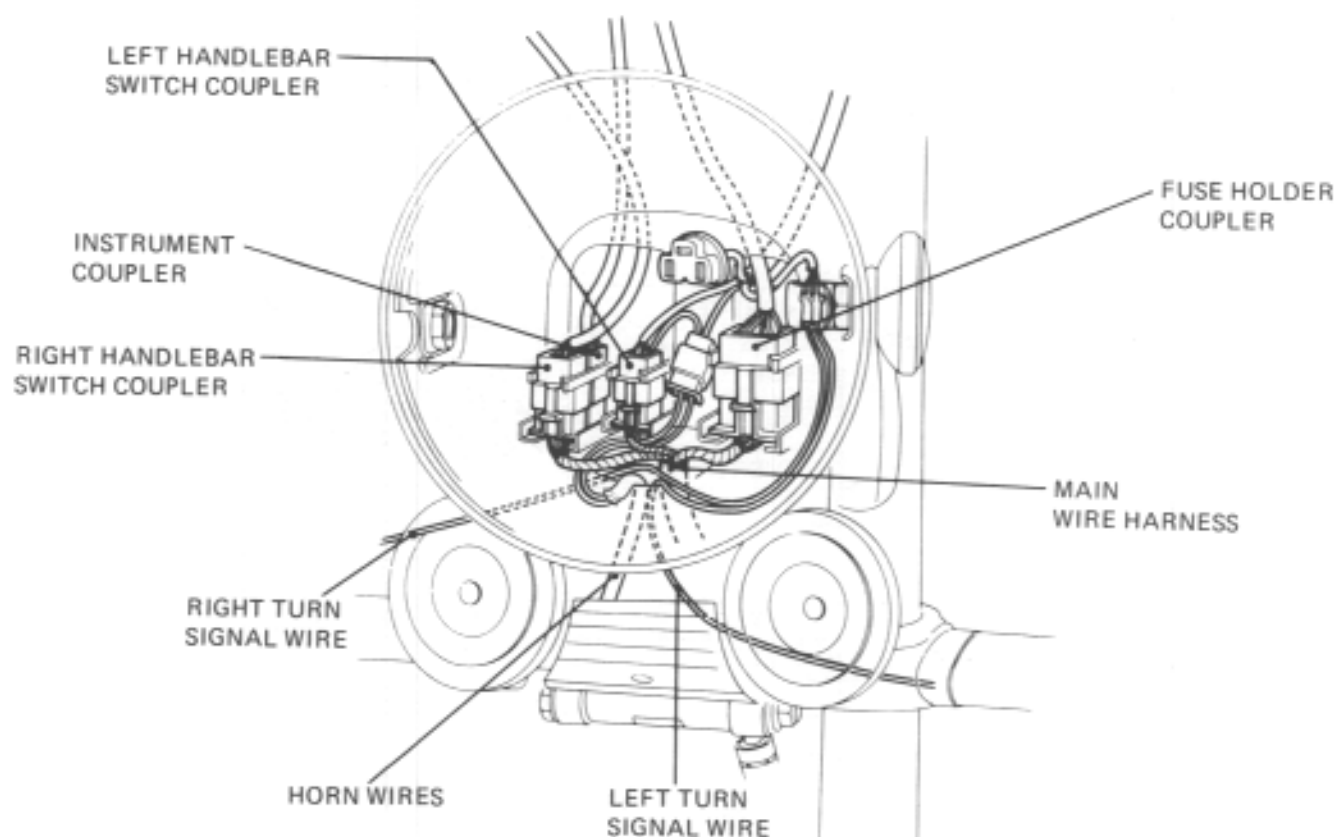





CB750C :





CB750F :






MAINTENANCE SCHEDULE

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

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

C : CLEAN

R : REPLACE

A : ADJUST

L : LUBRICATE

FREQUENCY		WHICHEVER COMES FIRST ↓	ODOMETER READING (NOTE 3)							Refer to page
			600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)		
ITEM		EVERY								
EMISSION RELATED ITEMS	* FUEL LINES			I	I	I	I	I	3- 3	
	* THROTTLE OPERATION		I	I	I	I	I	I	3-12	
	* CARBURETOR-CHOKE			I	I	I	I	I	3-12	
	AIR CLEANER	NOTE 1		C	R	C	R	C	3- 2	
	CRANKCASE BREATHER	NOTE 2		C	C	C	C	C	3- 2	
	SPARK PLUGS			R	R	R	R	R	23-14	
	* VALVE CLEARANCE		I	I	I	I	I	I	25-14	
	ENGINE OIL	YEAR	R	R	R	R	R	R	2- 2	
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	2- 2	
	* CAM CHAIN TENSION		A	A	A	A	A	A	25-17	
	* CARBURETOR-SYNCHRONIZE		I	I	I	I	I	I	3-13	
	* CARBURETOR-IDLE SPEED		I	I	I	I	I	I	3-15	
NON-EMISSION RELATED ITEMS	DRIVE CHAIN		I, L EVERY 300 mi (500 km)							3-16
	BATTERY	MONTH	I	I	I	I	I	I	3-17	
	BRAKE FLUID (FRONT)	MONTH I 2 YEARS* R	I	I	I	*R	I	I	3-17	
	BRAKE PAD/SHOE WEAR			I	I	I	I	I	3-18	
	BRAKE SYSTEM			I	I	I	I	I	CB750F: 25-20	
	* BRAKE LIGHT SWITCH			I	I	I	I	I	3-18	
	* HEADLIGHT AIM			I	I	I	I	I	3-19	
	CLUTCH			I	I	I	I	I	3-19	
	SIDE STAND			I	I	I	I	I	3-20	
	* SUSPENSION			I	I	I	I	I	3-21	
	* NUTS, BOLTS, FASTENERS			I	I	I	I	I	3-22	
	** WHEELS/SPOKES			I	I	I	I	I	3-23	
	** STEERING HEAD BEARING			I	I	I	I	I	3-22	
				I	I	I	I	I	3-23	

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

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

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

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

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



2. INSPECTION AND ADJUSTMENT VALVE CLEARANCE

NOTE

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

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

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

Remove the tachometer cable.

Remove the spark plug caps.

Remove the cylinder head cover bolts and cylinder head cover.

Remove the A.C. generator cover.

INSPECTION

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

VALVE CLEARANCE (COLD) :

0.06 – 0.13 mm (0.002 – 0.005 in)

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

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

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

No. 1 IN. and No. 3 IN.

Rotate the camshaft 90° clockwise and check the:

No. 2 EX. and No. 4 EX.

Rotate the camshaft 90° clockwise and check the:

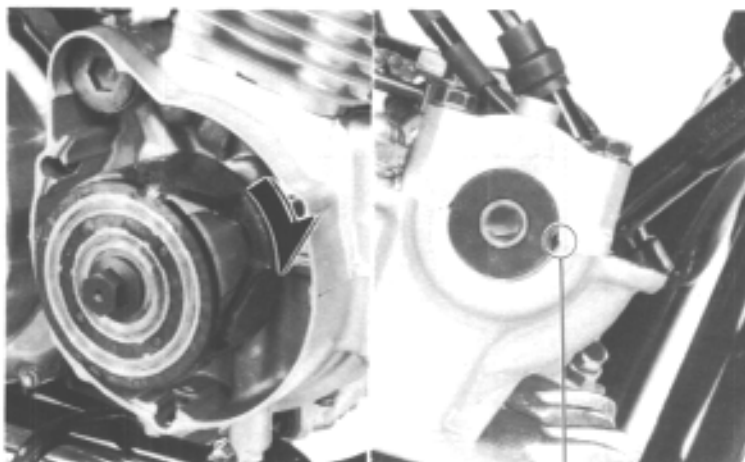
No. 2 IN. and No. 4 IN.



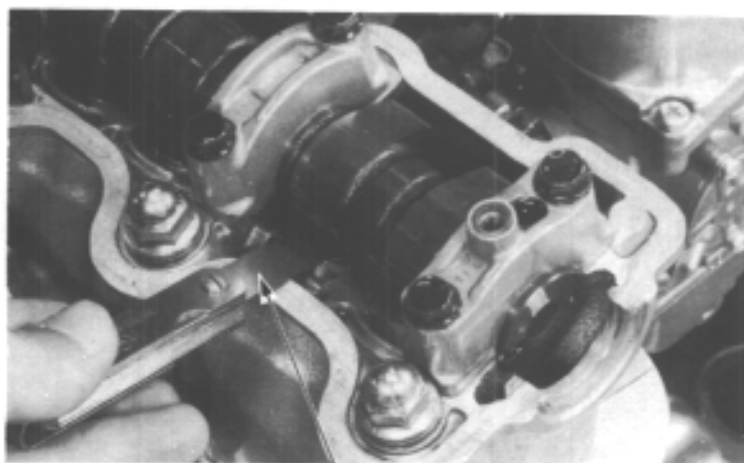
TACHOMETER CABLE



CYLINDER HEAD COVER



INDEX MARK



FEELER GAUGE



ADJUSTMENT

NOTE

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

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

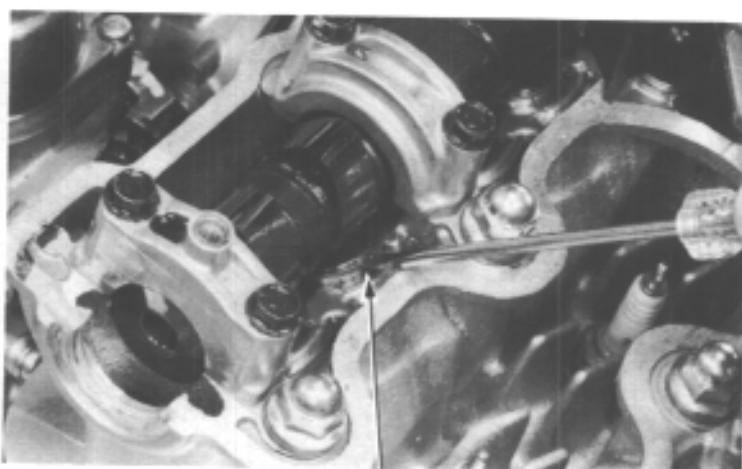
Rotate the valve lifter until the notch is facing the spark plug.

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

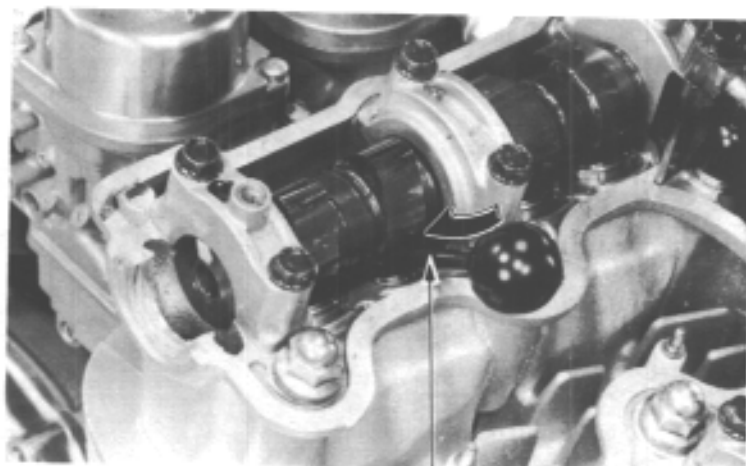
Insert the VALVE DEPRESSOR between the cam and shim, and push it in until it stops.

CAUTION

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

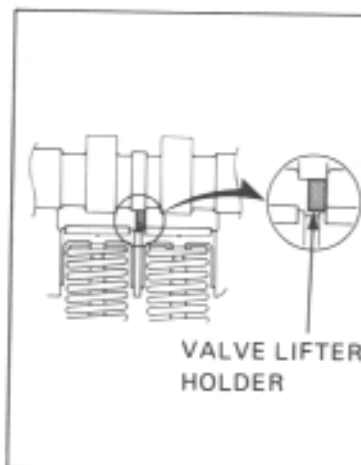


NOTCH

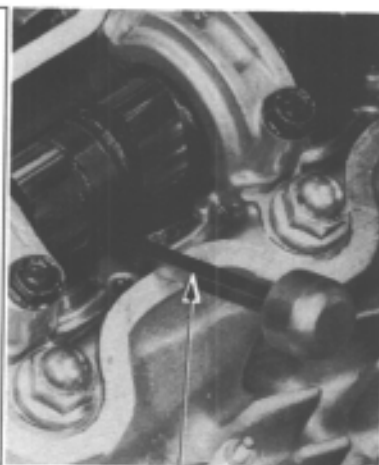


VALVE DEPRESSOR

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



VALVE LIFTER
HOLDER



VALVE LIFTER HOLDER



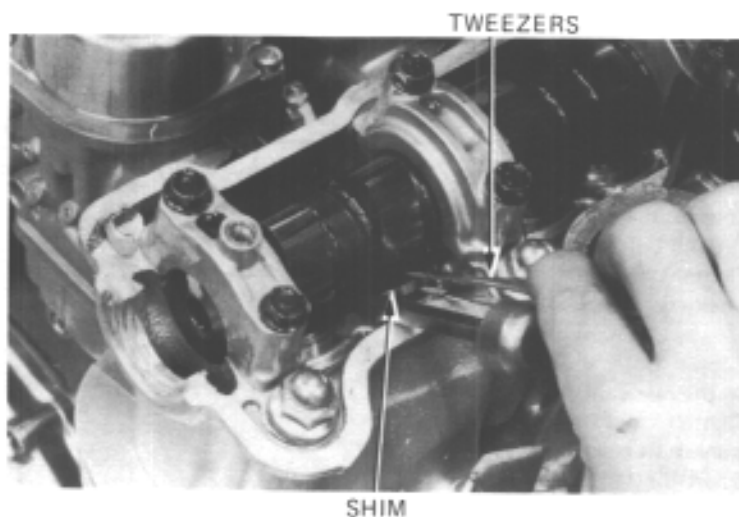
Pull out the VALVE DEPRESSOR and remove the shim with tweezers or a magnet.

NOTE

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

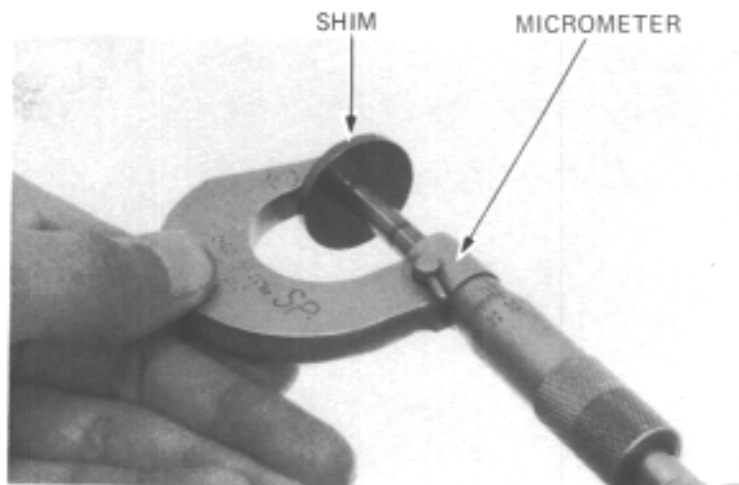
CAUTION

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



Measure the thickness of the removed shim with a micrometer.

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



Insert the replacement shim.

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

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



CAM CHAIN TENSIONER

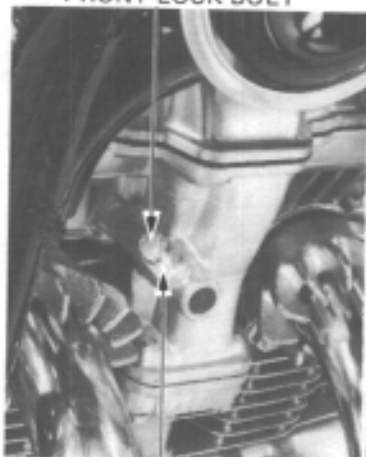
NOTE

Adjust cam chain tension while the engine is cold.

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

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

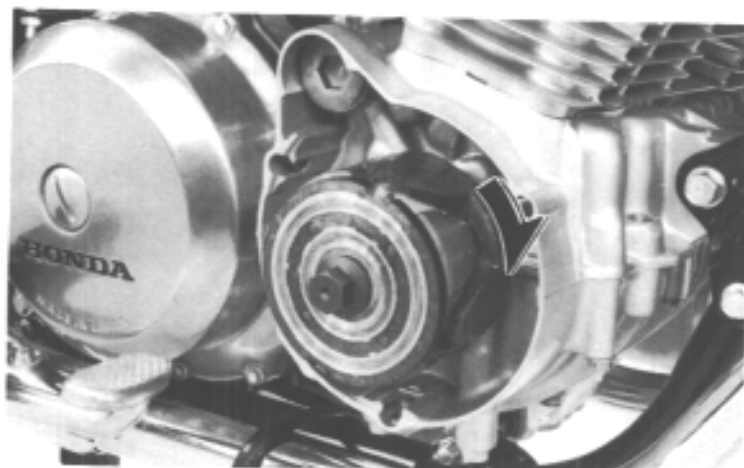
FRONT LOCK BOLT



FRONT LOCK NUT



REAR LOCK NUTS



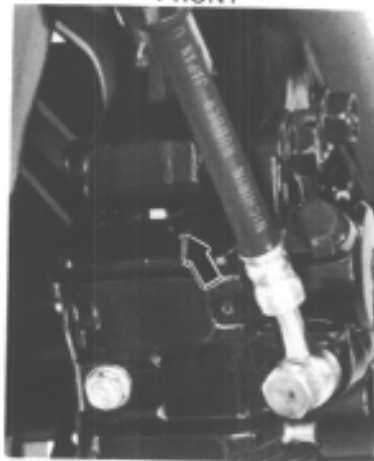
BRAKE PADS (CB750F)

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

CAUTION

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

FRONT



REAR





FRONT FORK AIR PRESSURE

Place the vehicle on its center stand.

Remove the valve cap and measure the front fork air pressure.

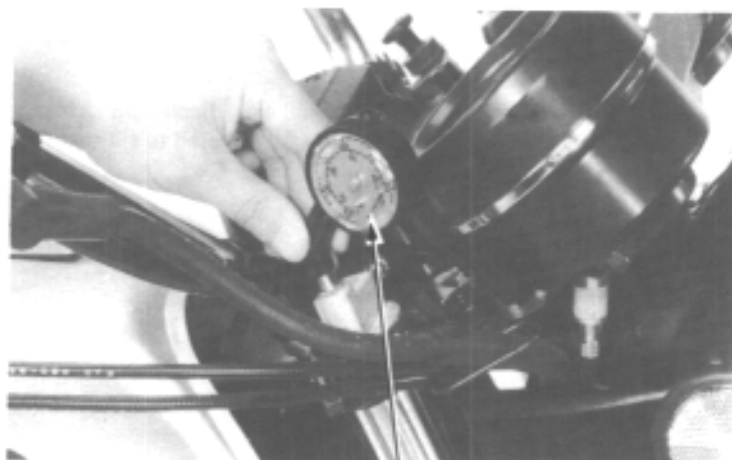
FRONT FORK AIR PRESSURE:

CB750K/C: 0.7–1.1 kg/cm² (10–16 psi)

CB750F : 0.8–1.2 kg/cm² (11–17 psi)

NOTE

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



AIR PRESSURE GAUGE



3. FUEL SYSTEM

GENERAL INFORMATION

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

TROUBLESHOOTING

Fuel line diaphragm

Fuel not reaching carburetors

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

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

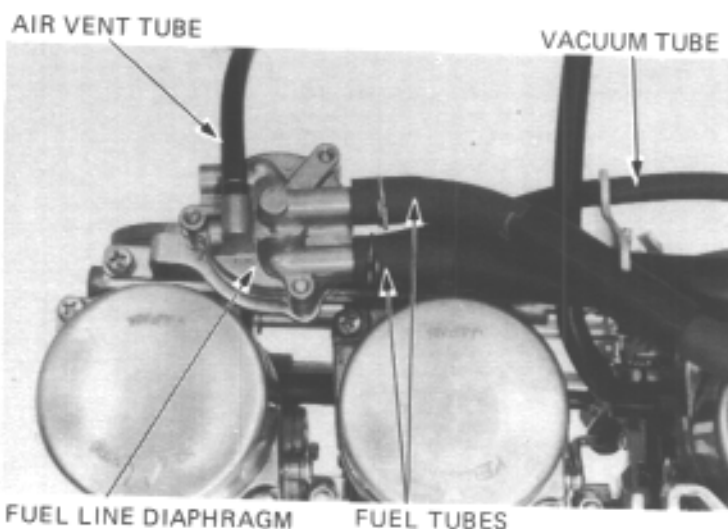
FUEL LINE DIAPHRAGM

REMOVAL

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

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

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



INSPECTION

Remove the fuel line diaphragm (see above).

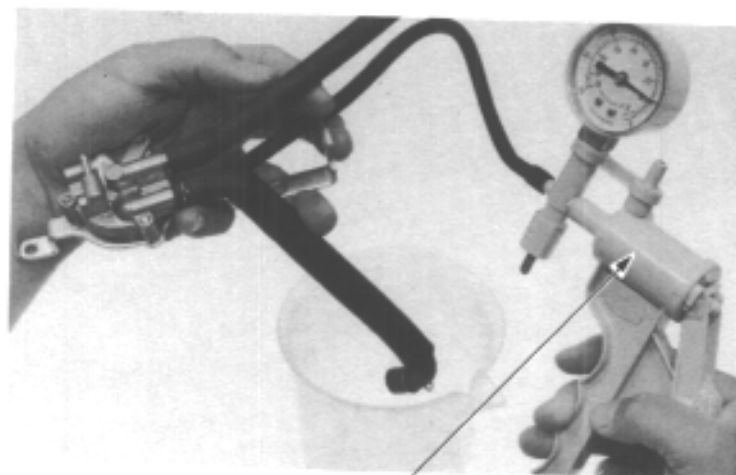
Disconnect the inlet fuel tube from the diaphragm, and connect a longer tube to the fuel tank.

Place a suitable drainage container under the outlet fuel tubes.

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

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

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

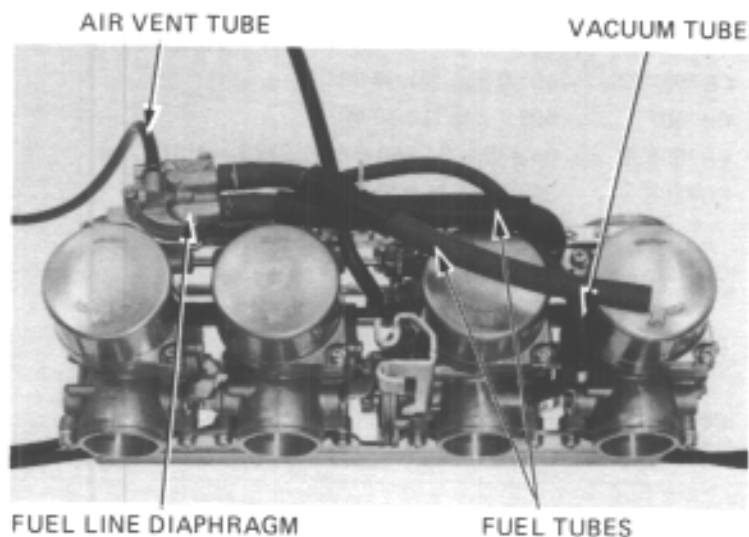


HAND VACUUM PUMP
 A973X-041-XXXXX (USA only)



CARBURETOR TUBE ROUTING

Route the carburetor tubes as shown.





4. FRONT WHEEL/SUSPENSION

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

SPECIFICATIONS

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

TROUBLESHOOTING

Soft Suspension

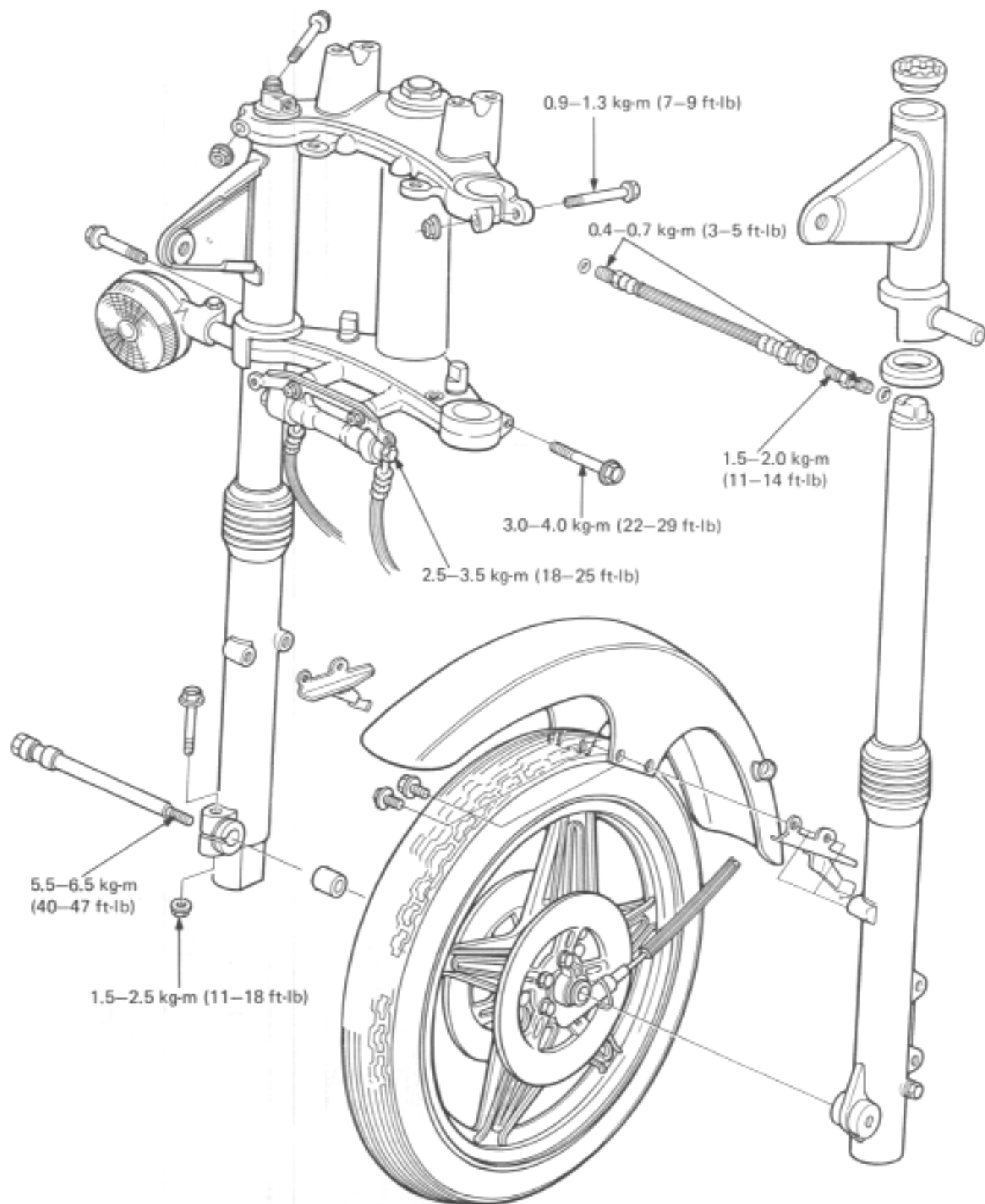
1. Weak fork springs.
2. Insufficient fluid in forks.
3. Low air pressure.

Hard Suspension

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



CB750C :





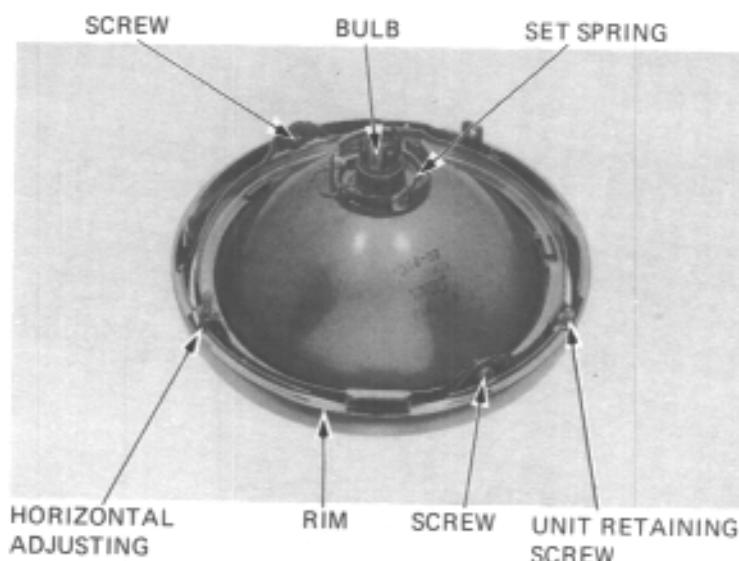
HEADLIGHT

HEADLIGHT DISASSEMBLY/ ASSEMBLY

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

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

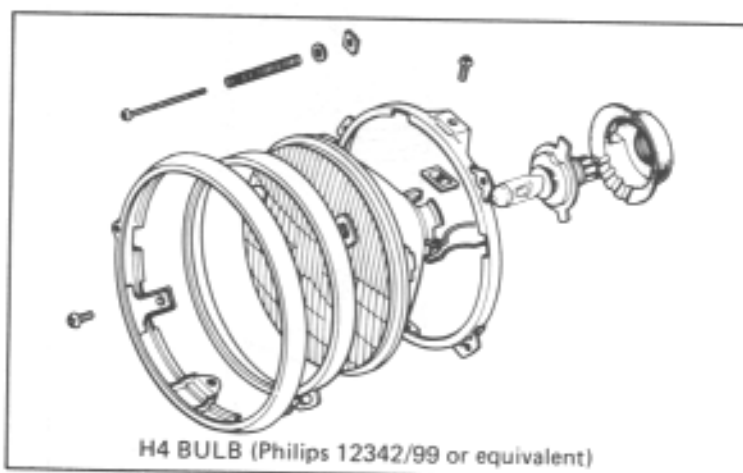
Assembly is the reverse of disassembly.



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

NOTE

Do not touch the bulb with your fingers.

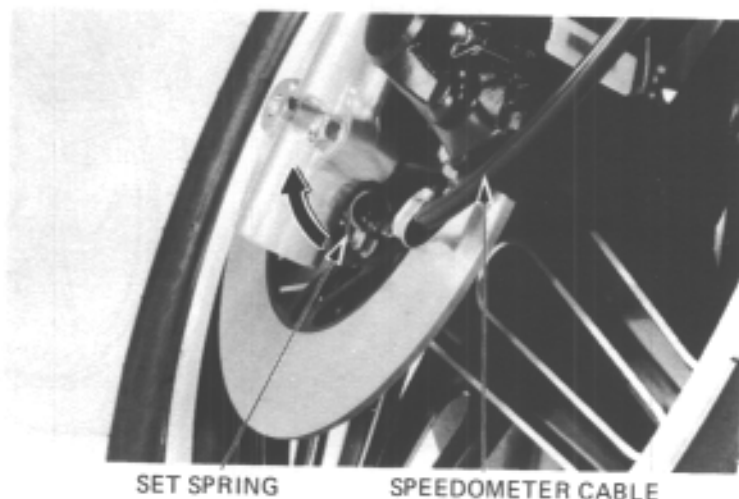


FRONT WHEEL (CB750C)

REMOVAL

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

Disconnect the speedometer cable by expanding the set spring.





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

NOTE

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

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

INSTALLATION

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

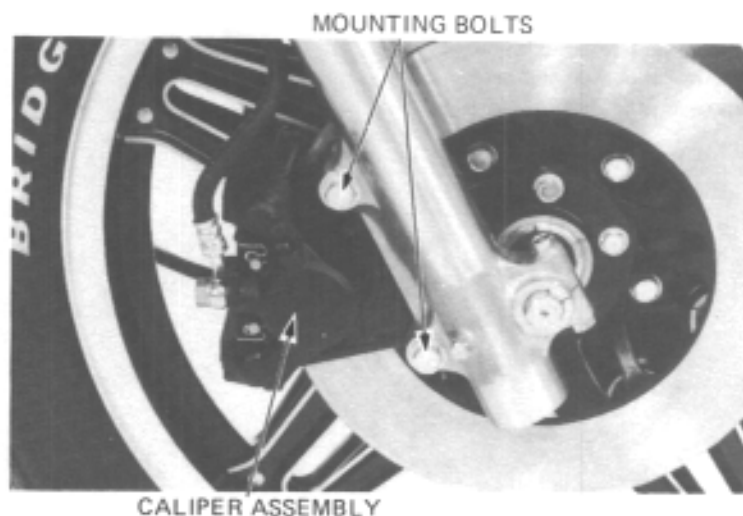
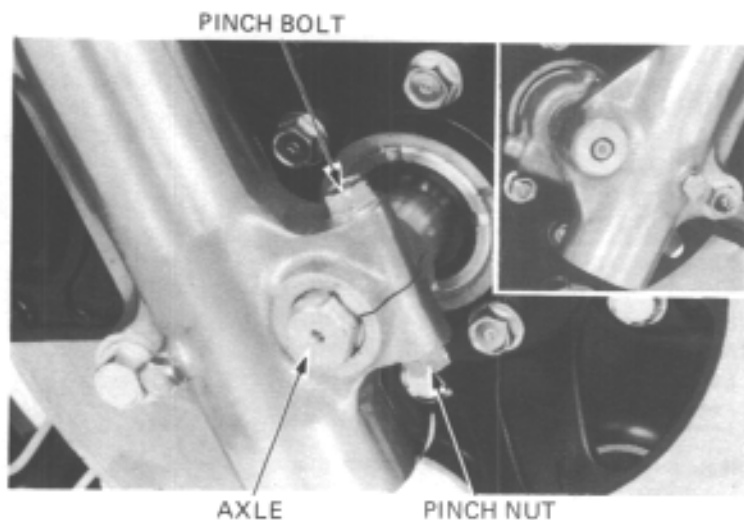
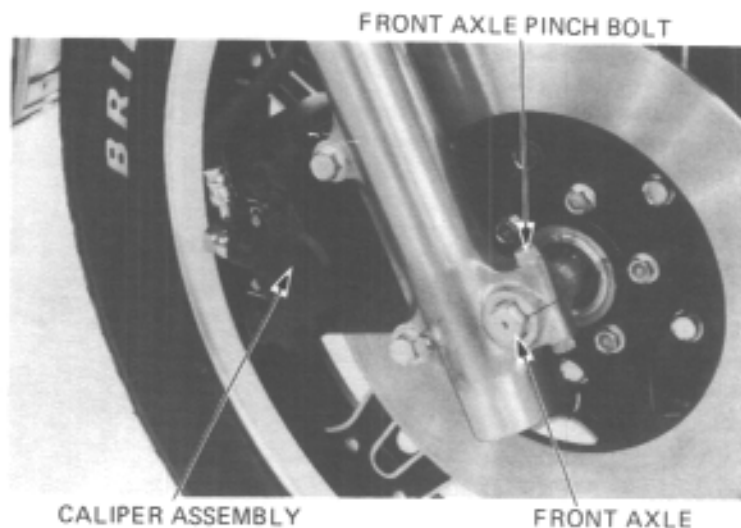
Tighten the axle to the specified torque.

TORQUE: 5.5–6.5 kg-m (40–47 ft-lb)

Install the pinch bolt and loosely tighten the nut.

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

TORQUE: 3.0–4.0 kg-m (22–29 ft-lb)





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

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

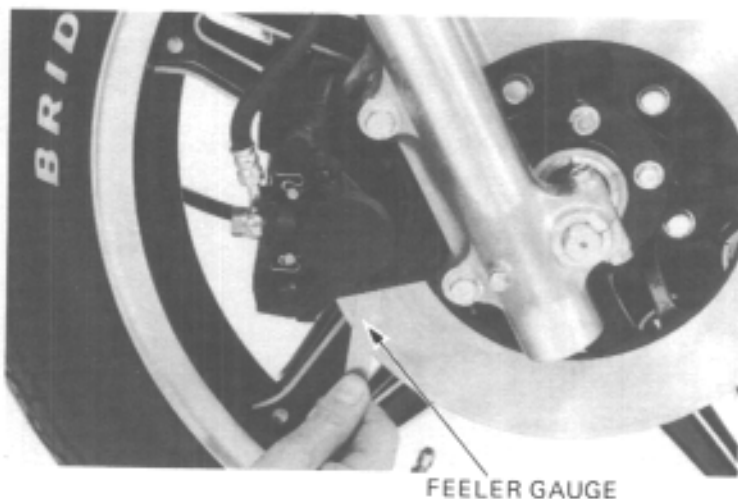
Tighten the axle holding nut to the specified torque.

TORQUE: 1.5–2.5 kg-m (11–18 ft-lb)

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

CAUTION

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



FRONT FORK

REMOVAL

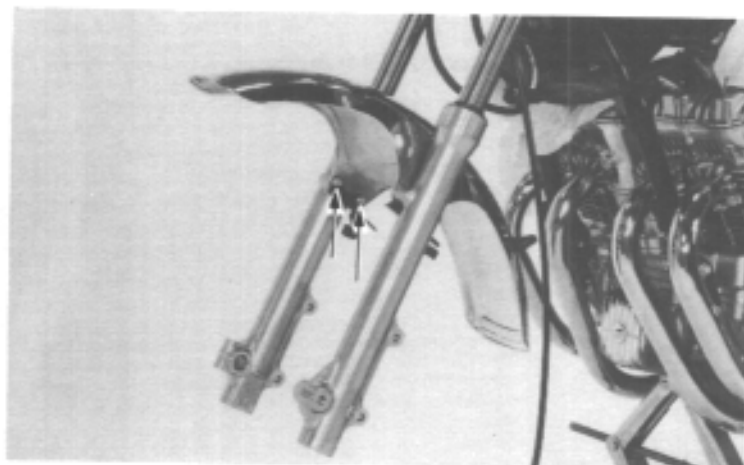
WARNING

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

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

Disconnect the air hose from the right front fork.

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





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

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



DISASSEMBLY

WARNING

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

NOTE

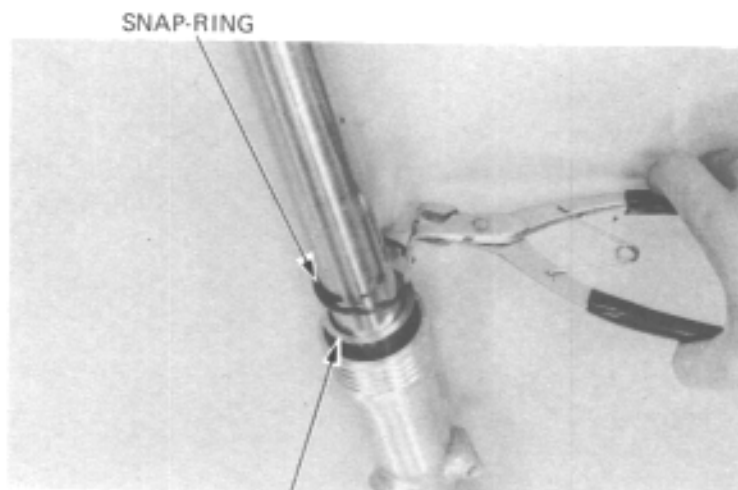
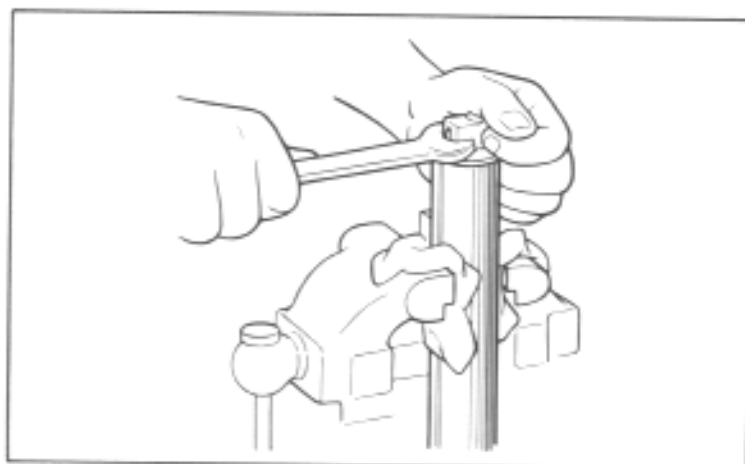
Fork seal replacement does not require inner fork tube and slider separation.

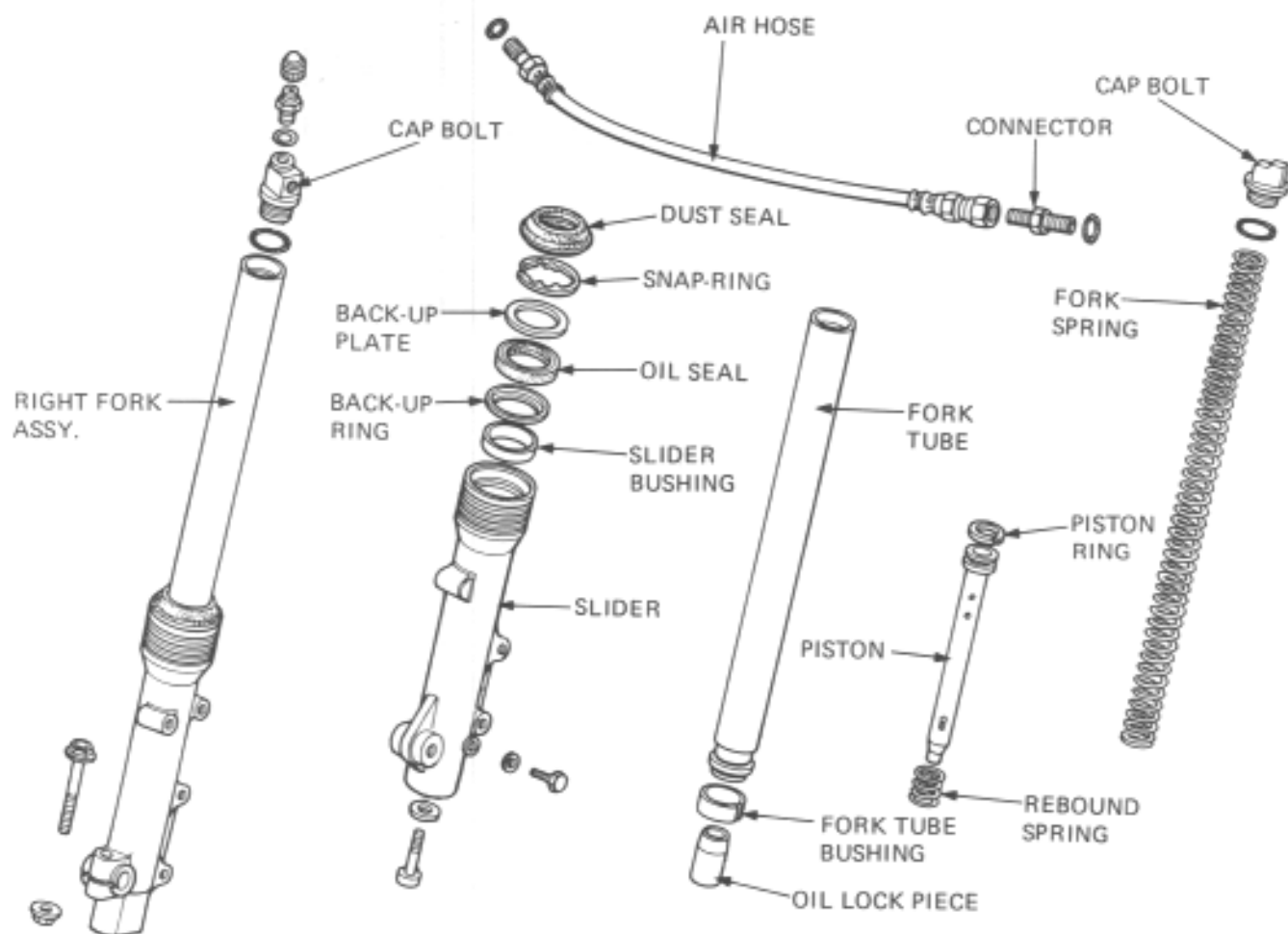
Remove the schrader valve and install the special plugs (H/C 095806, P/N M2280-999-95806) into the cap.

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

Remove the spring from inside the fork tube.

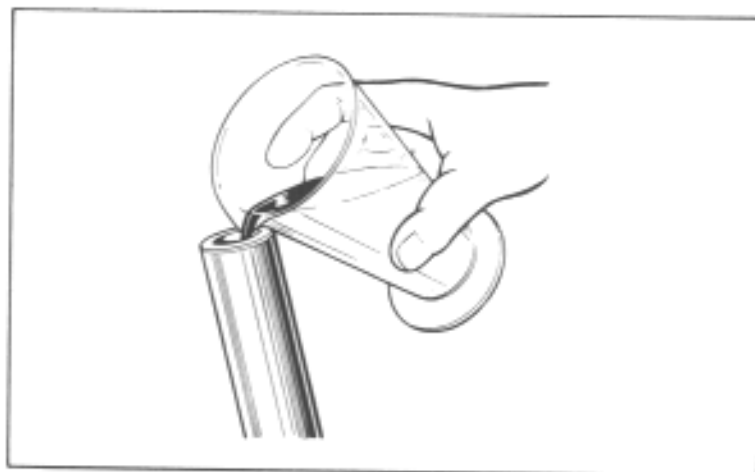
Remove the dust seal, snap-ring and back-up plate.





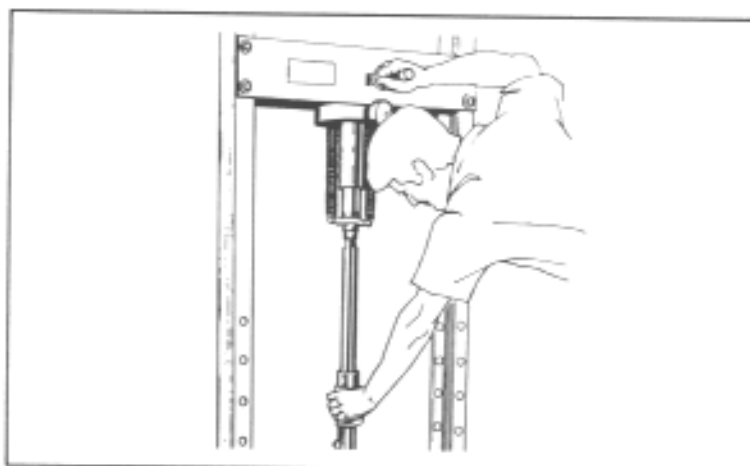


Extend the fork tube out all the way. Pour ATF into the fork tube up to the bottom of the cap threads and install the fork tube cap.



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

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



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

Remove the back-up ring with a magnet.

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

CAUTION

Do not distort the slider in a vise.



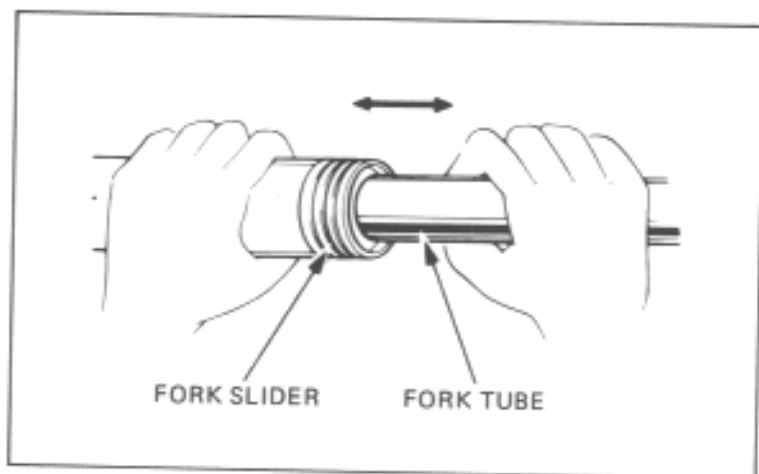


Pull the fork tube out until resistance is felt from the slider bushing. Then move the tube in and out, tapping the bushing lightly until the tube separates from the slider. The bushing will come out with the tube.

Remove and discard the oil seal.

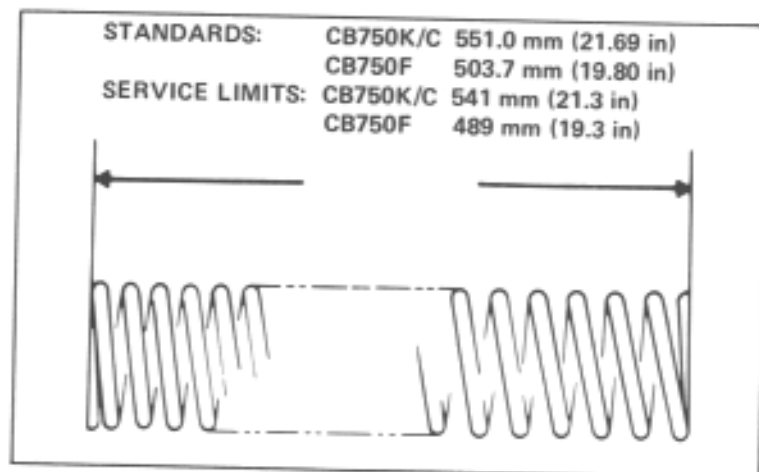
Remove the piston and rebound spring from the fork tube.

Remove the oil lock piece from inside the slider.



SPRING INSPECTION

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



FORK TUBE / SLIDER / PISTON INSPECTION

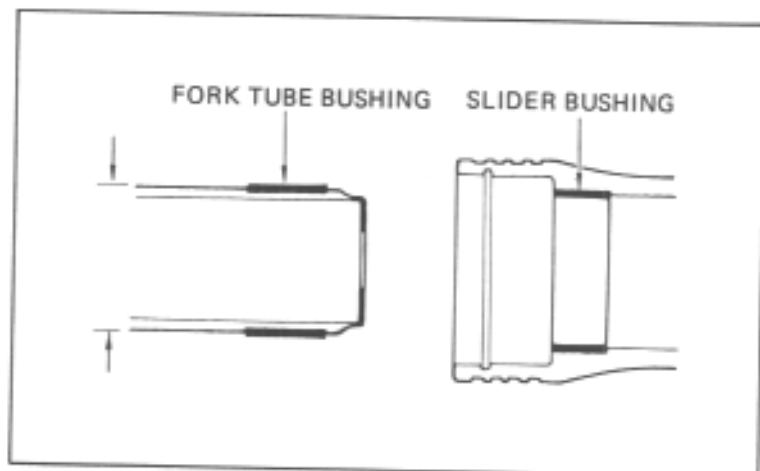
Check the fork tubes, fork sliders, bushings and pistons for score marks, scratches, or excessive or abnormal wear. Replace those parts which cannot be reused.

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

Front fork tube O.D.

SERVICE LIMIT:

CB750K/C	34.85 mm (1.372 in)
CB750F	36.90 mm (1.453 in)

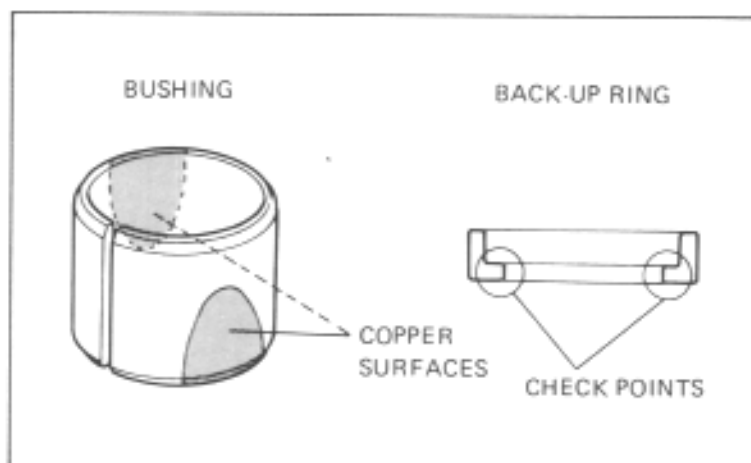




BUSHING / BACK-UP RING INSPECTION

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

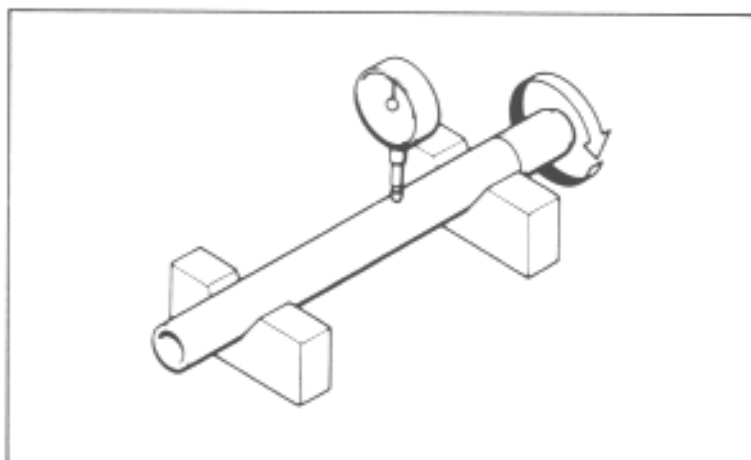
Replace the back-up ring if there is distortion at the points shown.



FORK TUBE INSPECTION

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

SERVICE LIMIT: 0.2 mm (0.01 in)

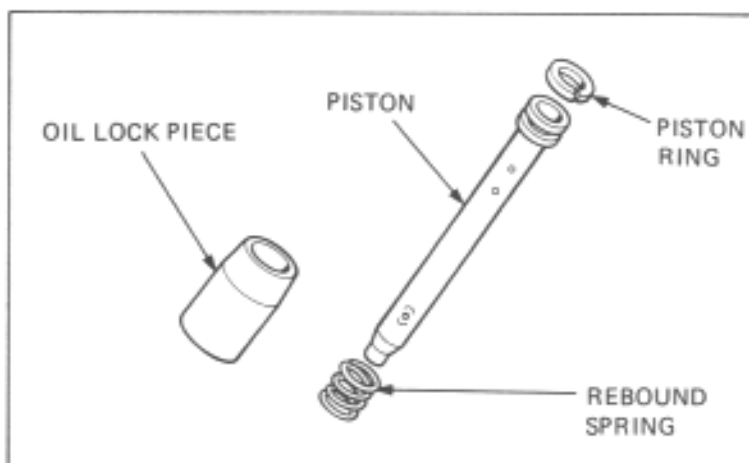


ASSEMBLY

Clean all disassembled parts.

Install the rebound spring and piston into the fork tube.

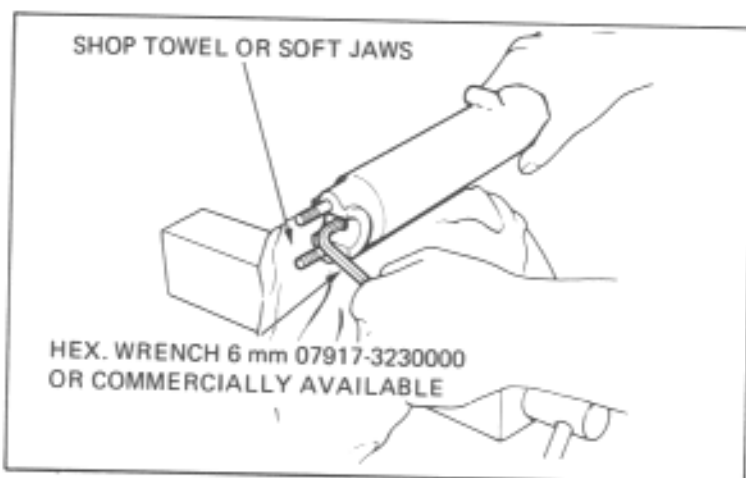
Place the oil lock piece over the piston end and insert the fork tube into the slider.





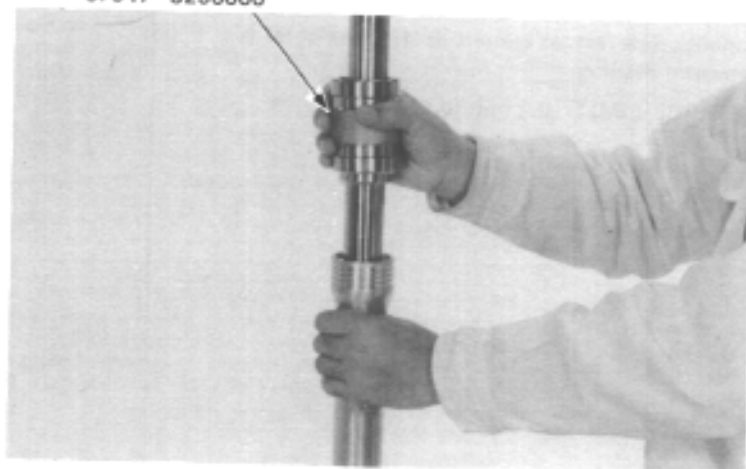
Install the fork spring with the narrow coils toward the top. Loosely install the fork tube cap.

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



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

FORK SEAL DRIVER
07947-3290000



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

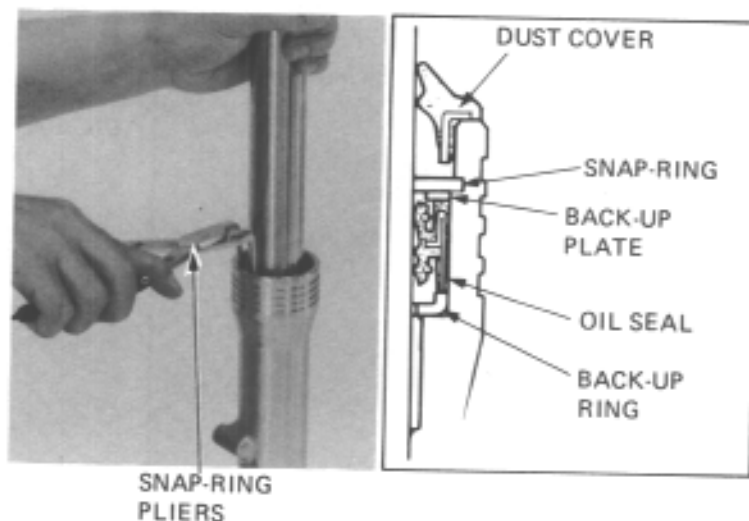
NOTE

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

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

NOTE

Install the snap ring with its radiused edge facing down.



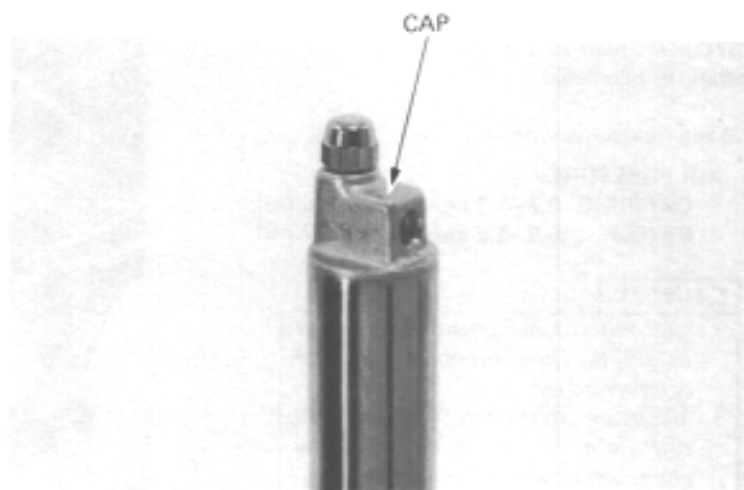


Remove the fork tube cap and fill the tube with ATF. Do not overfill.

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

Install and torque the fork tube cap.

TORQUE: 1.5–3.0 kg-m (11–22 ft-lb)



INSTALLATION

Install the front forks.

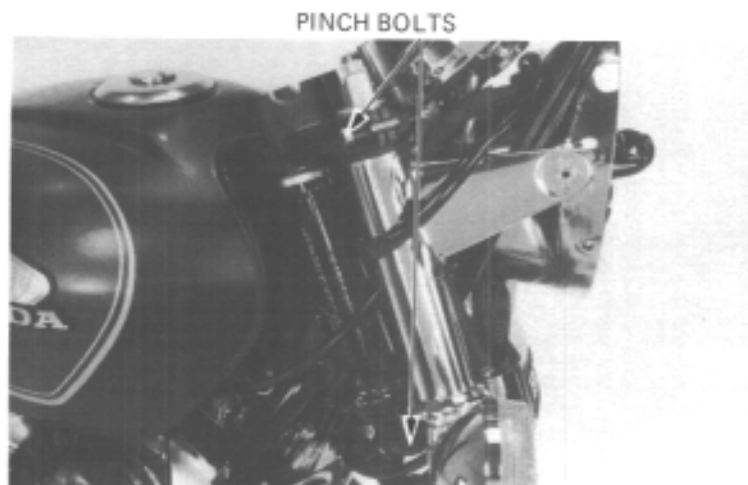
Make sure the tops of the fork tubes are even with the top of the fork bridge.

Tighten the fork bridge and steering stem pinch bolts.

TORQUE:

Fork Bridge 0.9–1.3 kg-m (7–9 ft-lb)

Steering stem 3.0–4.0 kg-m (22–29 ft-lb)



Apply grease to the new air hose O-rings.

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

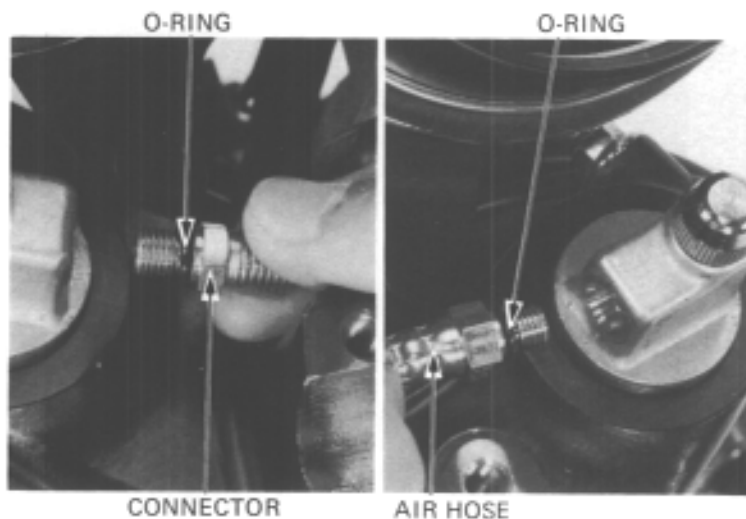
TORQUE: 0.4–0.7 kg-m (3–5 ft-lb)

Attach the air hose to the right fork cap.

TORQUE: 0.4–0.7 kg-m (3–5 ft-lb)

Connect the air hose to the left fork cap.

TORQUE: 1.5–2.0 kg-m (11–15 ft-lb)





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

Fill the fork tubes with air.

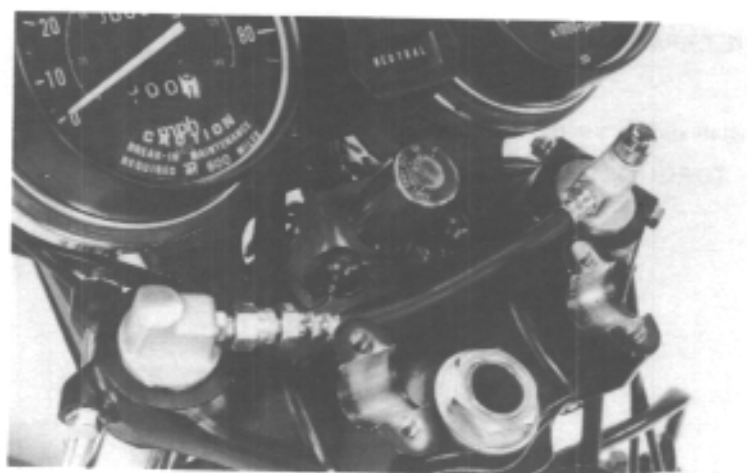
AIR PRESSURE:

CB750K/C 0.7–1.1 kg/cm² (10–16 psi)

CB750F 0.8–1.2 kg/cm² (11–17 psi)

CAUTION

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



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

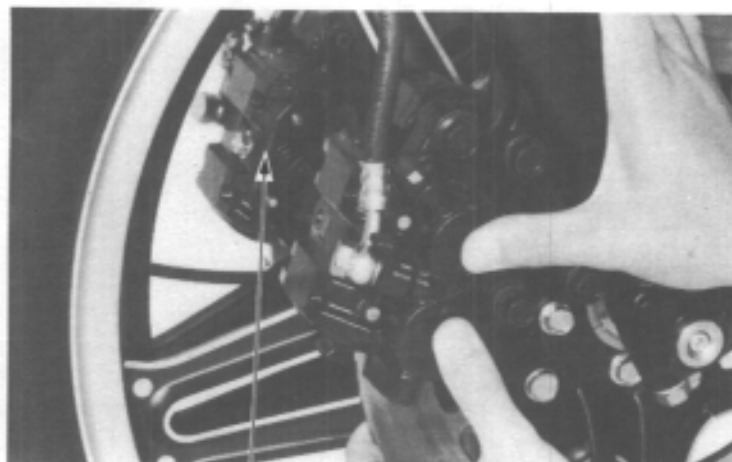


5. HYDRAULIC BRAKE (CB750F) SPECIFICATIONS

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

BRAKE PAD REPLACEMENT

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



PIN RETAINER

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

Remove the caliper mount bolt and turn the caliper up.

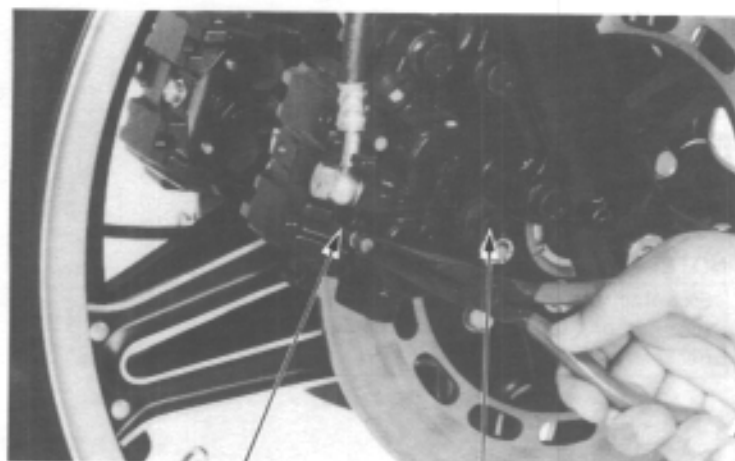
Install new brake pads and insert the pins. Install the mount bolt.

TORQUE: 2.0–2.5 kg-m (14–18 ft-lb)

Install the pin retainer.

NOTE

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



PAD PIN

CALIPER MOUNT BOLT



BRAKE CALIPER

REMOVAL

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

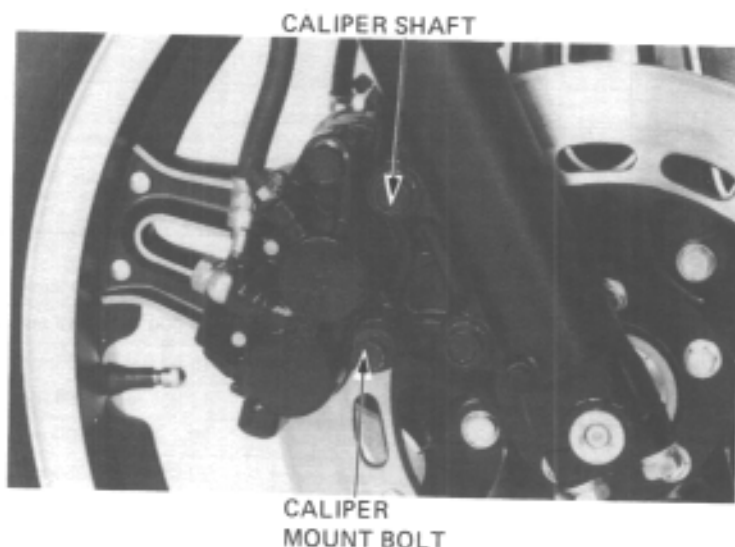
Remove the brake hose.

Remove the brake pads (Page 25-37).

NOTE

Avoid spilling brake fluid on painted surfaces.

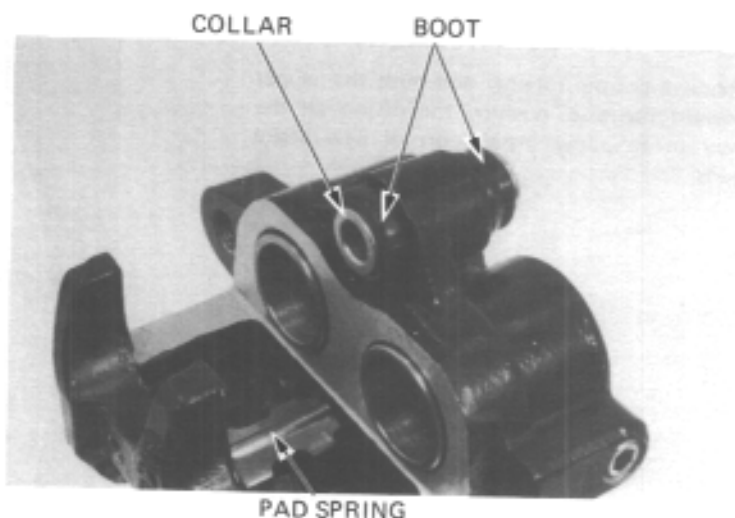
Remove the caliper shafts and mount bolts.



DISASSEMBLY

Remove the piston boot and collar.

Remove the brake pad spring.



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

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

WARNING

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

NOTE

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





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

PISTON O.D. INSPECTION

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

SERVICE LIMIT:

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

Replace the piston if smaller than the service limit.

CYLINDER I.D. INSPECTION

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

SERVICE LIMIT:

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

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

ASSEMBLY

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

INSTALLATION

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

TORQUE:

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

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

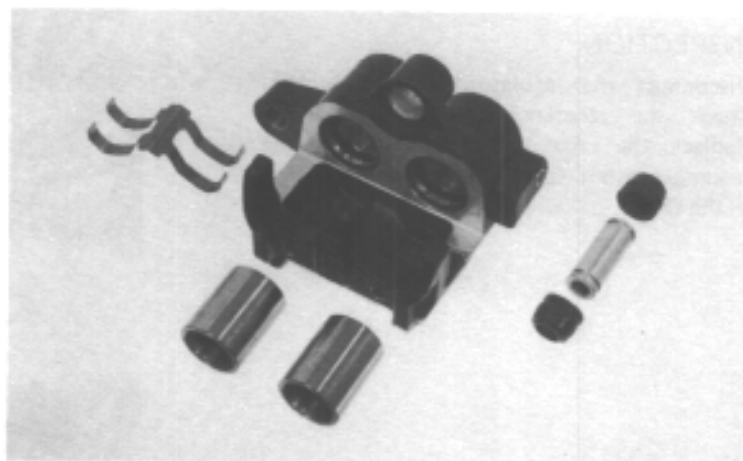
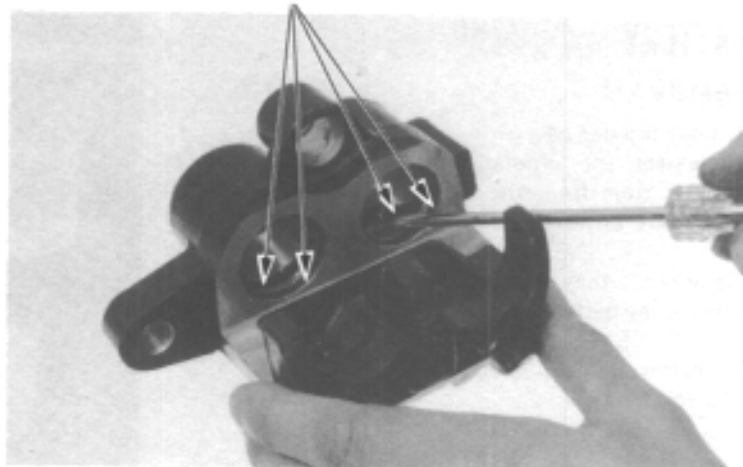
Be certain the caliper shaft boot is seated in the shaft groove.

Install the brake pads.

Connect the brake hose.

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

OIL SEALS





6. BATTERY/CHARGING SYSTEM

BATTERY

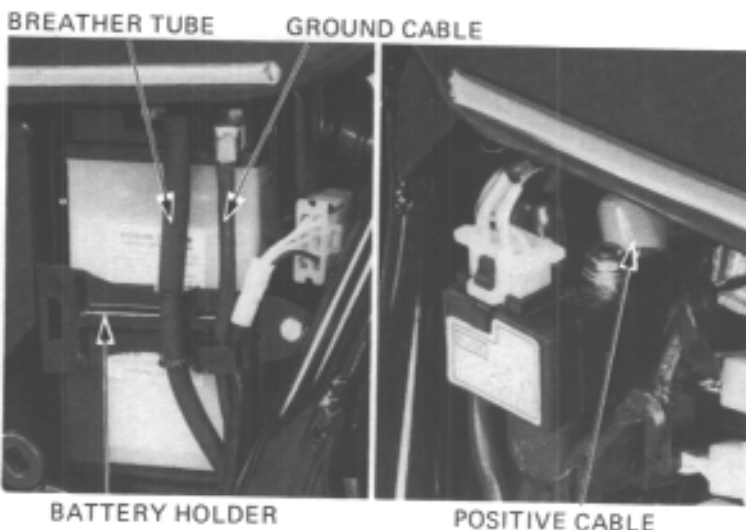
REMOVAL

Remove the side covers.

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

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

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

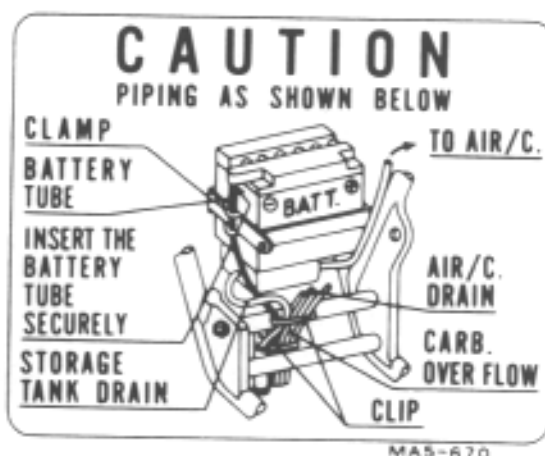


INSTALLATION

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

CAUTION

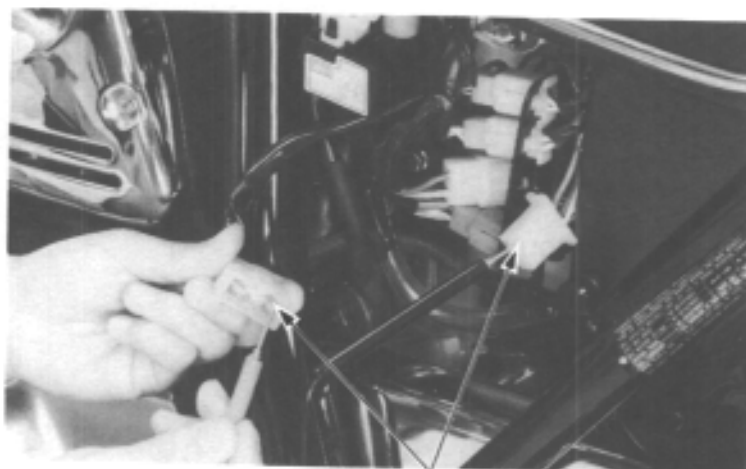
Make sure the battery breather tube is connected to the battery breather outlet.



VOLTAGE REGULATOR/RECTIFIER

INSPECTION

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



REGULATOR/RECTIFIER COUPLERS



NOTE

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

MEASURING RANGE:

SANWA SP-10D : XKΩ

KOWA TH-5H : X100Ω

RECTIFIER

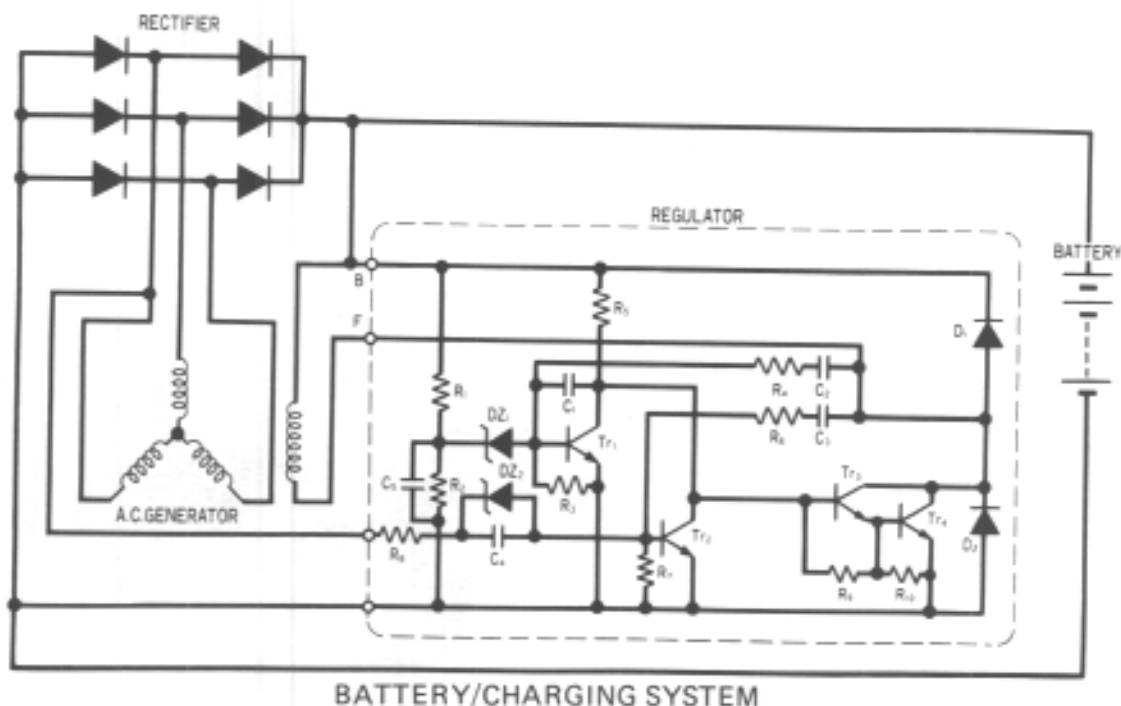
UNIT: kΩ

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

REGULATOR

UNIT: kΩ

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

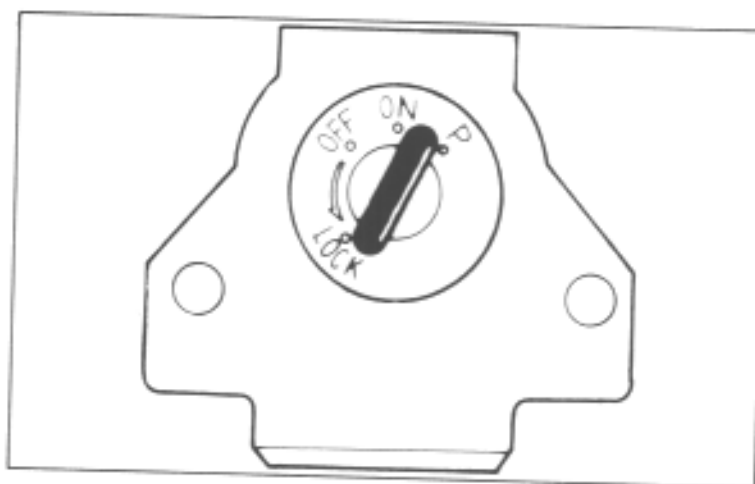




7. SWITCHES

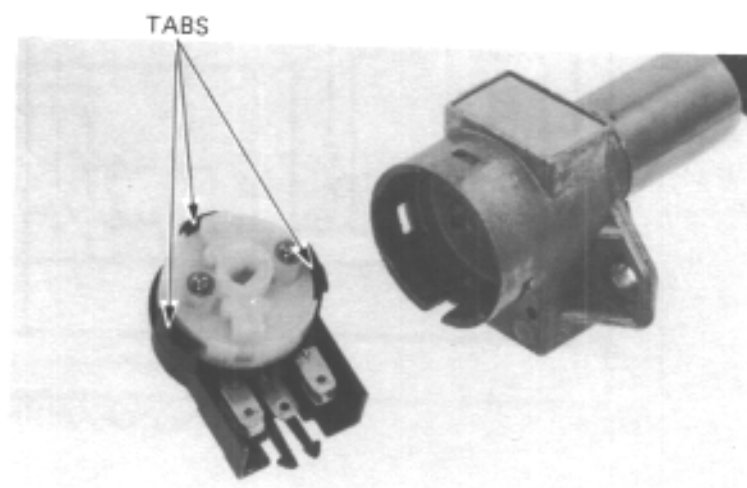
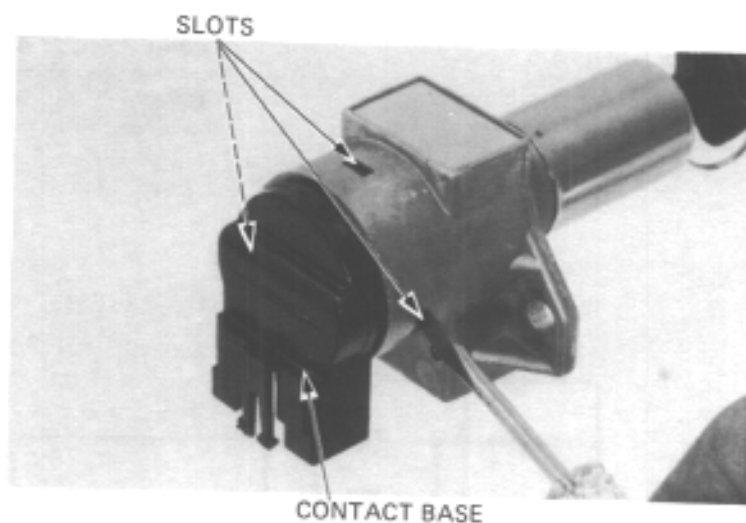
IGNITION SWITCH

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



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

Assembly is the reverse of removal.



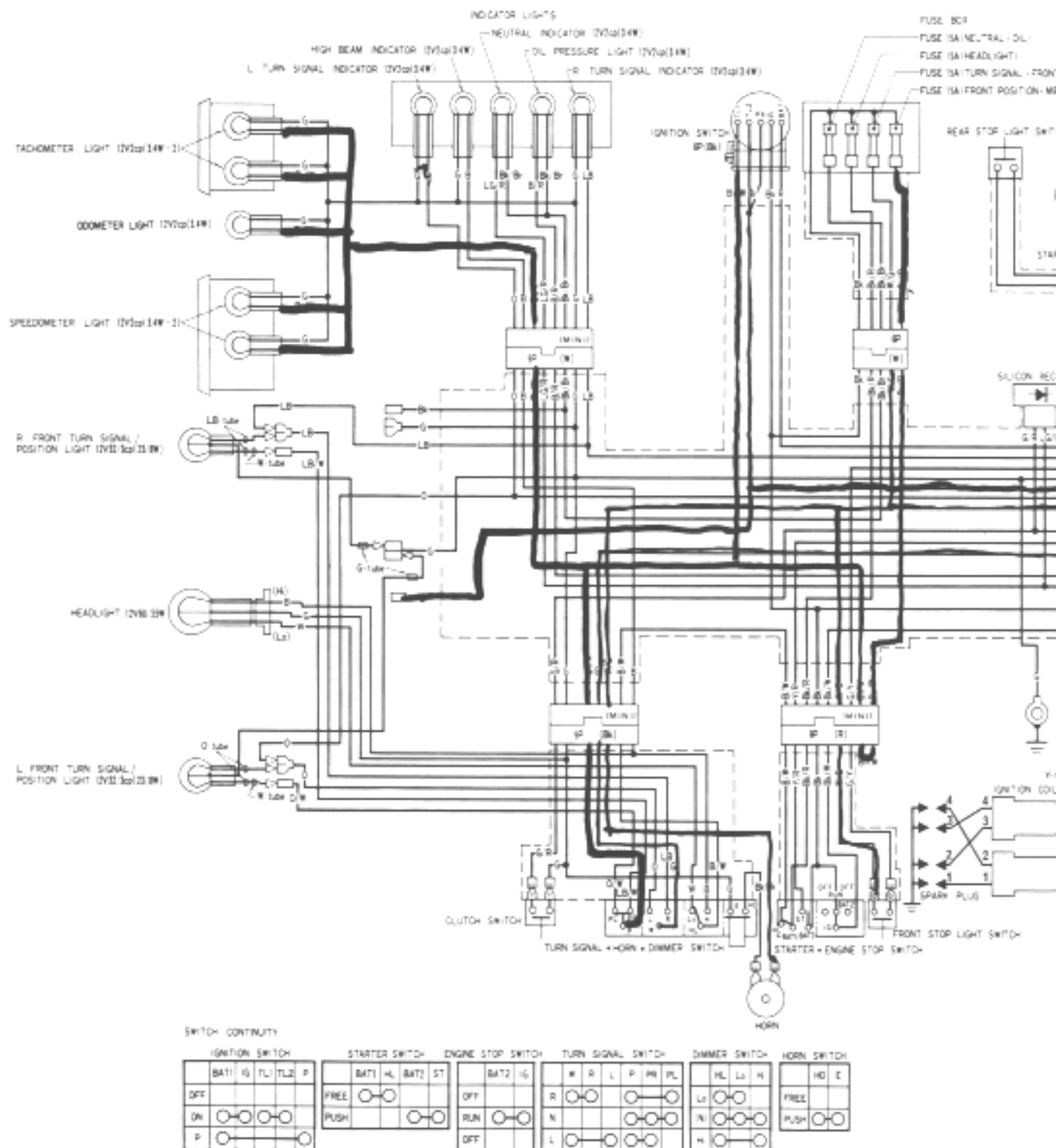


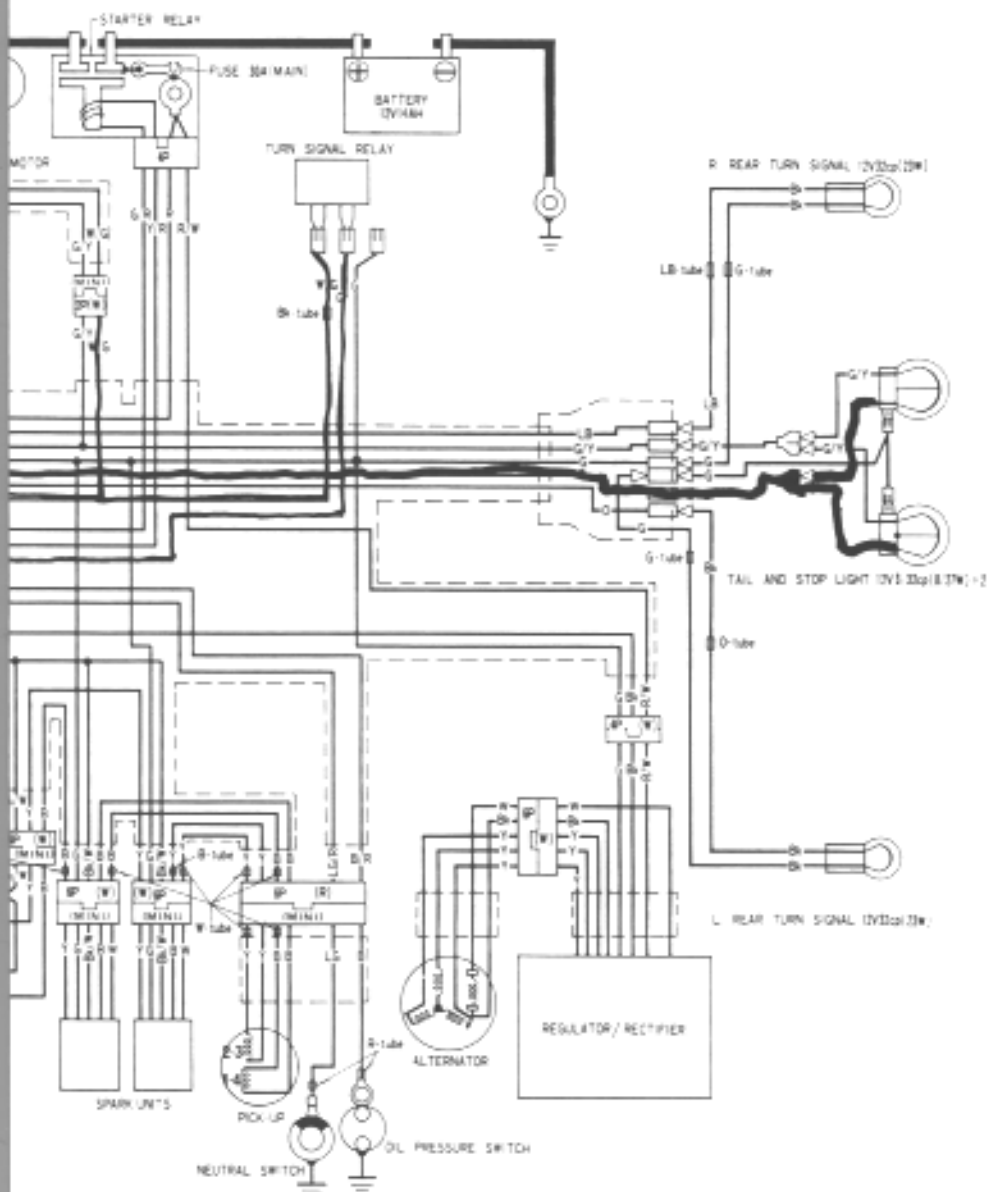
HONDA
CB750K · CB750C
CB750F

'81 CB750K · CB750C · CB750F AD

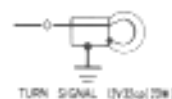
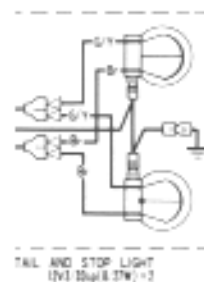
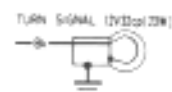
8. WIRING DIAGRAMS

CB750K



BRAKE - HORN
 LIGHT - TAIL


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



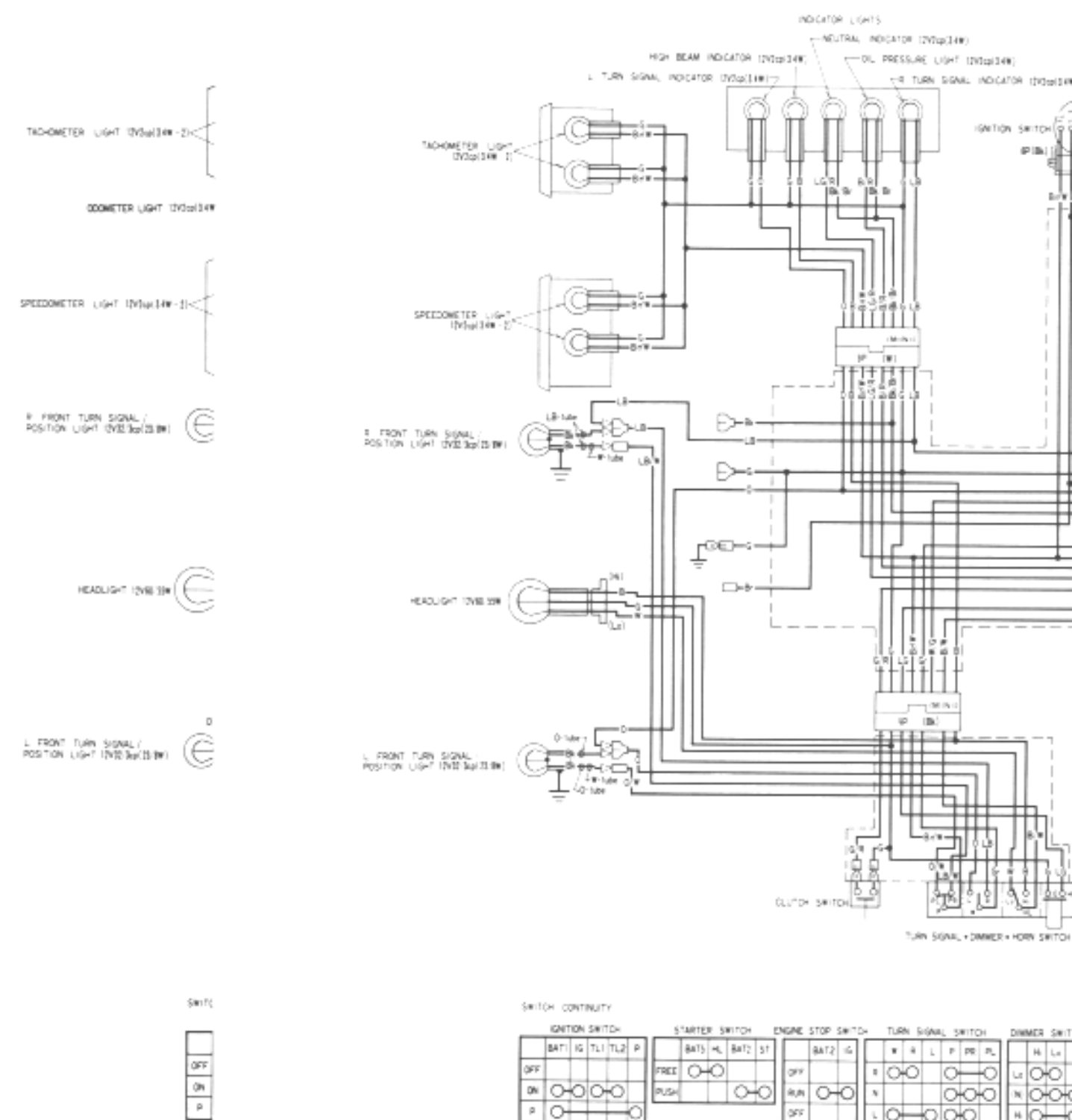
0030Z—MA4—6700

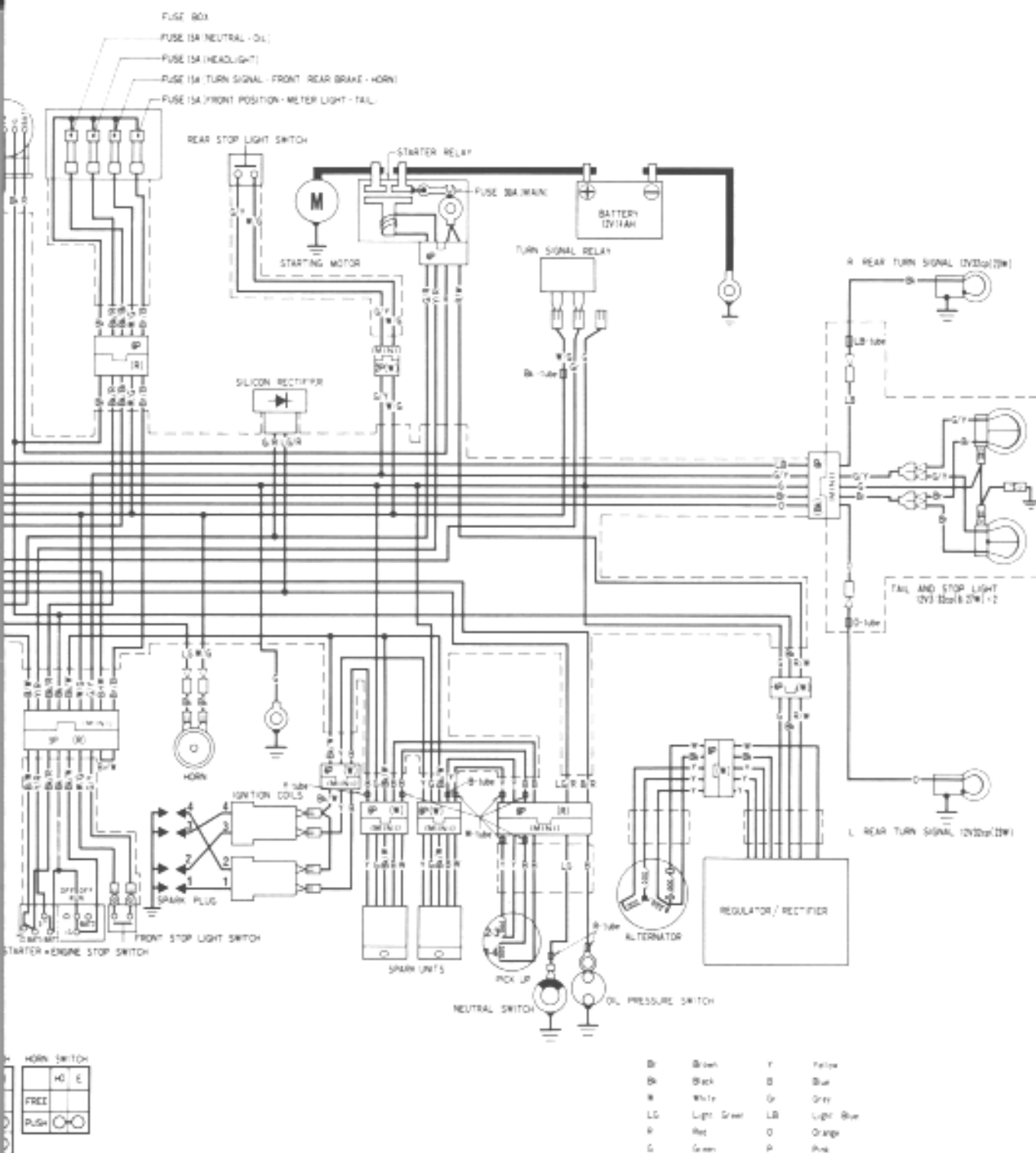
—MA5—6700



WIRING DIAGRAM CB750K

CB750C

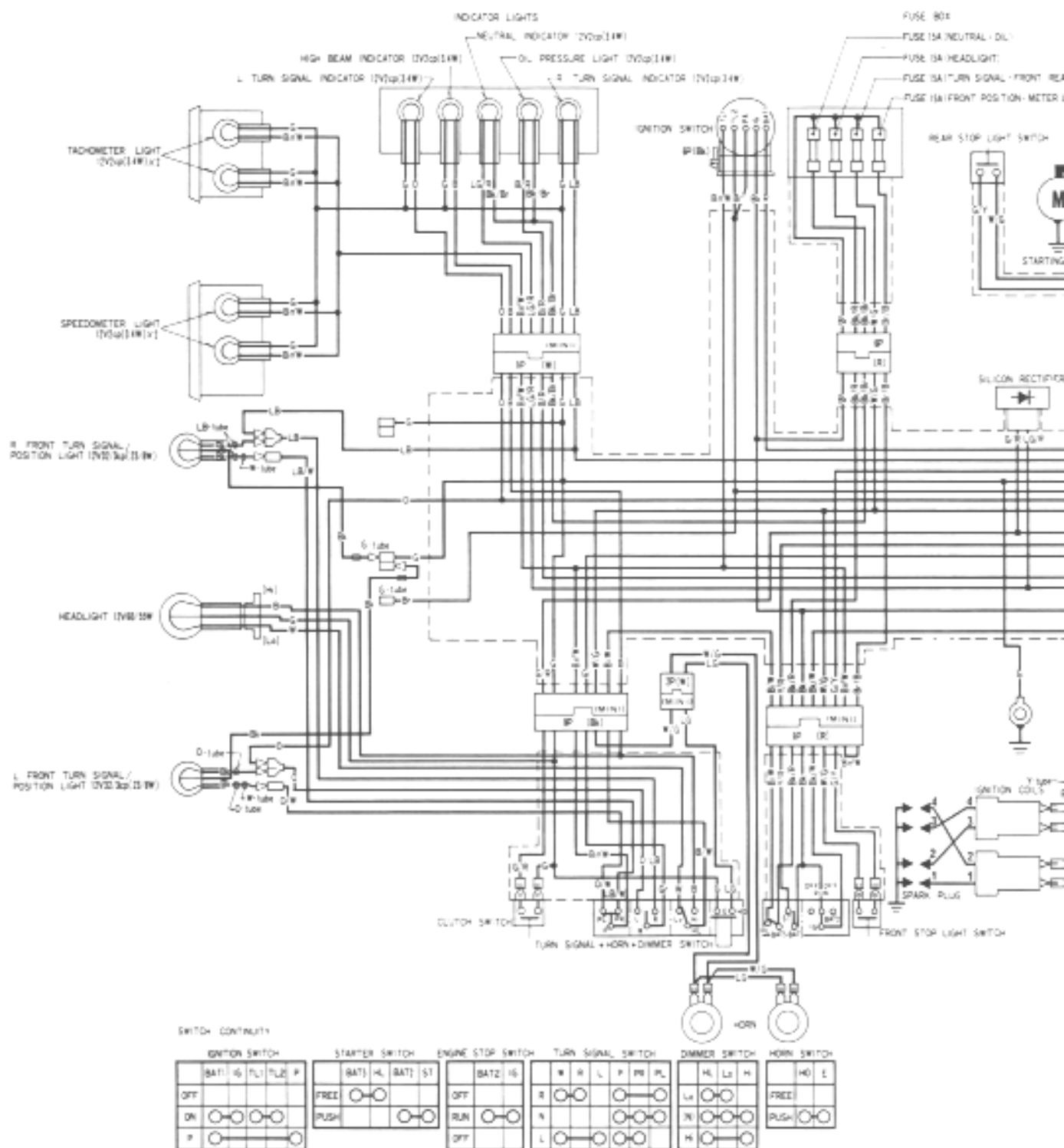




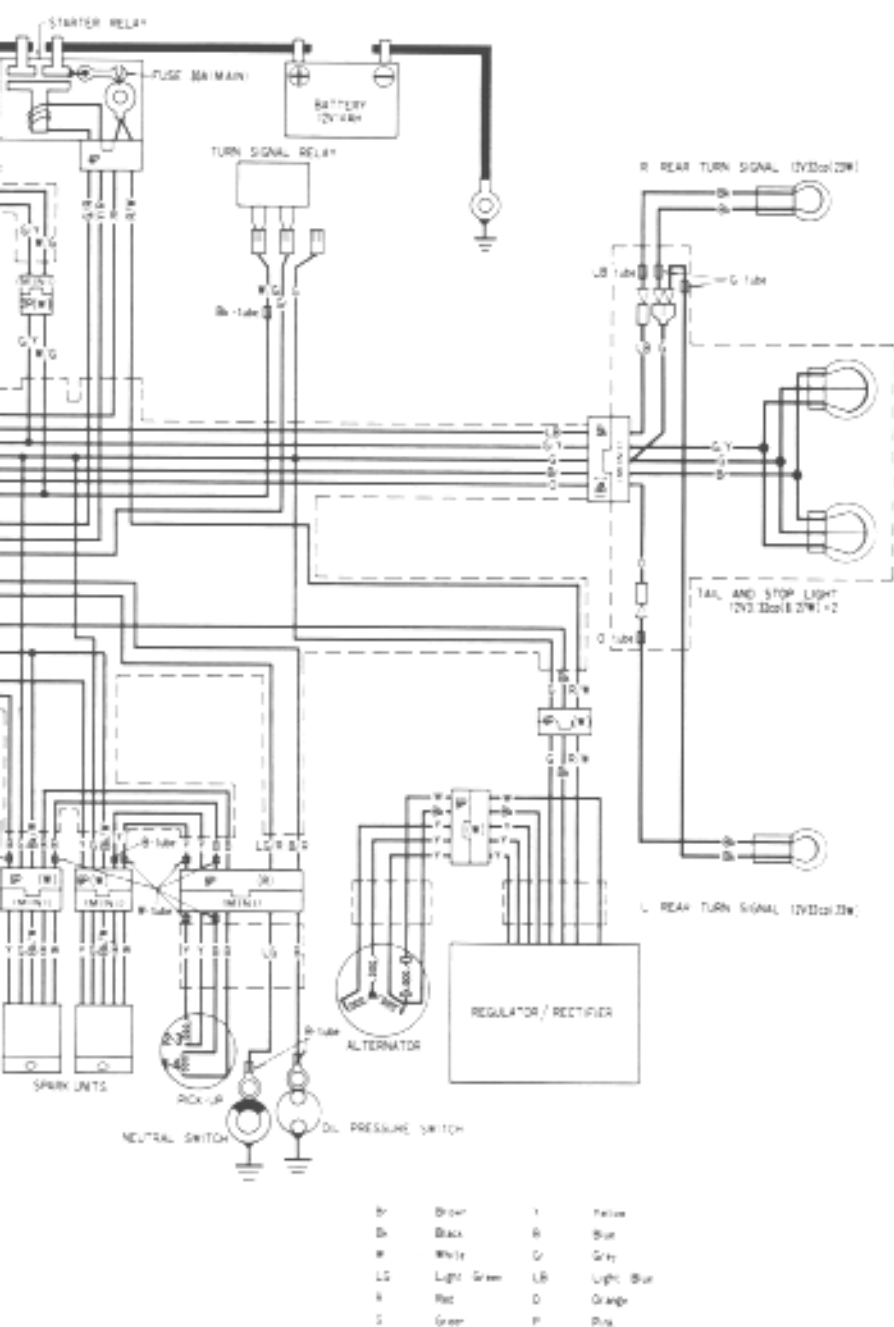
0030Z—MA5—6700



CB750F



E - HORN
KL



0030Z-445-6300



INTRODUCTION

This addendum contains service information for the 1982 CB750K, CB750C and CB750F. Refer to the base shop manual and previous addendums for information not included in this addendum.

TABLE OF CONTENTS

1. GENERAL INFORMATION.....	26-2
SPECIFICATIONS	26-2
TORQUE VALUES (CB750K/C)	26-3
MAINTENANCE SCHEDULE.....	26-4
2. INSPECTION AND ADJUSTMENT.....	26-5
ENGINE OIL RECOMMENDATION	26-5
SPARK PLUGS	26-5
FUEL STRAINER.....	26-6
CRANKCASE BREATHER.....	26-6
BRAKE PADS	26-7
VALVE CLEARANCE.....	26-11
3. FUEL SYSTEM.....	26-8
4. FRONT WHEEL (CB750C).....	26-9
5. HYDRAULIC BRAKE (CB750K/C)	26-10

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SERVICE PUBLICATIONS OFFICE



1. GENERAL INFORMATION

SPECIFICATIONS

This addendum lists only specifications which are different from 1979-1981 specifications. Refer to the base shop manual and to the previous addendums for information not covered here.

ITEM			
FRAME CB750K	Gross vehicle weight rating	470 kg (1035 lb)	
	Vehicle capacity load	217 kg (480 lb)	
	Front brake lining swept area	Disc brake: Type I — 498 cm ² (77.0 sq in) Type II — 516 cm ² (80.0 sq in)	
CB750C	Gross vehicle weight rating	468 kg (1030 lb)	
	Vehicle capacity load	217 kg (480 lb)	
	Front brake lining swept area	Disc brake: Type I — 920 cm ² (143 sq in) (double) Type II — 952 cm ² (148 sq in)	
CB750F	Gross vehicle weight rating	468 kg (1030 lb)	
	Vehicle capacity load	217 kg (480 lb)	
	Front brake lining swept area Rear brake lining swept area	Disc brake: (double) 952 cm ² (148 sq in) Disc brake: (single) 516 cm ² (80.0 sq in)	
ELECTRICAL	Spark plug (K/C/F)	Standard	DR8ES-L (NGK) or X24ESR-U (ND)
		For cold climate below 5°C (41°F)	DR7ES (NGK) or X22ESR-U (ND)
		For extended high speed riding	DR8ES (NGK) or X27ESR-U (ND)



TORQUE VALUES (CB750K/C)

● CHASSIS

Item	Qty, K/C	Thread Dia, mm	Torque (kg-m, ft-lb)
BRAKE CALIPER			
Type I			
Caliper shaft nut	1/2	10	3.0-3.6, (22-26)
Caliper mount bolt	1/2	8	1.8-2.3, (13-17)
Pad pin retainer bolt	1/2	8	0.5-0.8, (4-6)
Type II			
Caliper shaft	1/2	12	2.5-3.0, (18-22)
Caliper mount bolt	1/2	8	2.0-2.5, (14-18)
Pad pin retainer bolt	1/2	8	0.8-1.3, (6-9)

TYPE I (shown on page 26-9)

TYPE II (shown on page 26-9)



MAINTENANCE SCHEDULE

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

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

C : CLEAN

R : REPLACE

A : ADJUST

L : LUBRICATE

ITEM		FREQUENCY	WHICHEVER COMES FIRST ↓	ODOMETER READING (NOTE 3)							Refer to page
				600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)		
EMISSION RELATED ITEMS	* FUEL LINES				I	I	I	I	I	3- 3	
	FUEL STRAINER		C	C	C	C	C	C	C	26-6	
	* THROTTLE OPERATION		I	I	I	I	I	I	I	3-12	
	* CARBURETOR-CHOKE			I	I	I	I	I	I	3-12	
	AIR CLEANER	NOTE 1		C	R	C	R	C		3- 2	
	CRANKCASE BREATHER	NOTE 2		C	C	C	C	C		26-6	
	SPARK PLUGS			R	R	R	R	R		26-5	
	* VALVE CLEARANCE		I	I	I	I	I	I		26-11	
	ENGINE OIL	YEAR	R	R	R	R	R	R		2- 2	
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R		2- 2	
	* CAM CHAIN TENSION		A	A	A	A	A	A		25-17	
	* CARBURETOR-SYNCHRONIZE		I	I	I	I	I	I		3-13	
	* CARBURETOR-IDLE SPEED		I	I	I	I	I	I		3-15	
NON-EMISSION RELATED ITEMS	DRIVE CHAIN		I, L EVERY 300 mi (500 km)							3-16	
	BATTERY	MONTH	I	I	I	I	I	I		3-17	
	BRAKE FLUID (FRONT)	MONTH I 2 YEARS* R	I	I	I	*R	I	I		3-17	
	BRAKE PAD/SHOE WEAR			I	I	I	I	I		3-18, 25-20, 26-7	
	BRAKE SYSTEM		I	I	I	I	I	I		3-18	
	* BRAKE LIGHT SWITCH		I	I	I	I	I	I		3-19	
	* HEADLIGHT AIM		I	I	I	I	I	I		3-19	
	CLUTCH		I	I	I	I	I	I		3-20	
	SIDE STAND			I	I	I	I	I		3-21	
	* SUSPENSION		I	I	I	I	I	I		3-22	
	* NUTS, BOLTS, FASTENERS		I	I	I	I	I	I		3-23	
	** WHEELS/SPOKES		I	I	I	I	I	I		3-22	
	** STEERING HEAD BEARING		I		I		I			3-23	

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

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

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

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

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



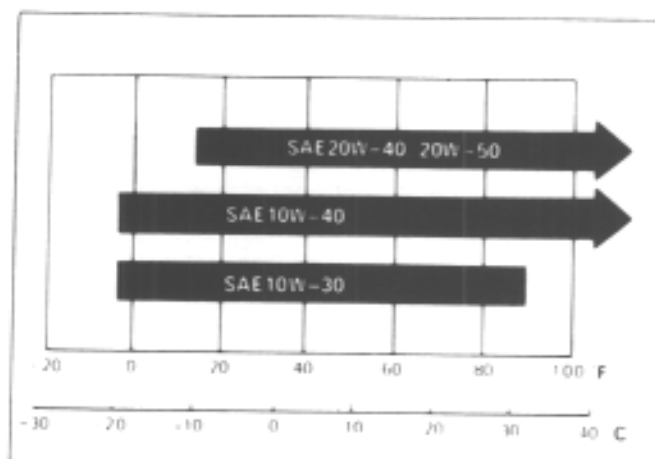
2. INSPECTION AND ADJUSTMENT

ENGINE OIL RECOMMENDATION

Use HONDA 4-STROKE OIL or equivalent.
API SERVICE CLASSIFICATION: SE or SF
VISCOSITY: SAE 10W-40

Other viscosities shown in the chart may be used when the average temperature in your riding area is within the indicated range.

RECOMMENDED OIL VISCOSITIES



SPARK PLUGS

for 1982, resistor type spark plugs are specified. They are identified in the table below.

Usage Manufacturer	For cold climate (below 5°C, 41°F)	Standard	For extended high speed riding
ND	X22ESR-U	X24ESR-U	X27ESR-U
NGK	DR7ES	DR8ES-L	DR8ES

Disconnect the spark plug caps. Clean any dirt from around the spark plug base. Remove and discard the spark plugs.

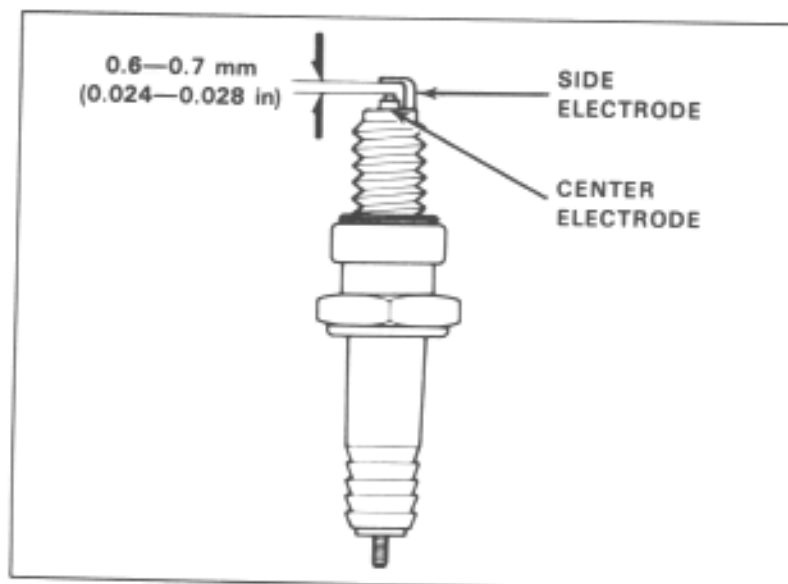
Measure the new spark plug gaps using a wire-type feeler gauge.

SPARK PLUG GAP: 0.6—0.7 mm
(0.024—0.028 in)

Adjust by bending the side electrode carefully.

With the plug washer attached, thread the spark plugs in by hand to prevent cross-threading.

Tighten the spark plug 1/2 turn with a spark plug wrench to compress the washer. Connect the spark plug caps.





FUEL STRAINER

Turn the fuel valve OFF.

Remove the fuel cup, O-ring and filter screen and drain the gasoline into a suitable container.

WARNING

Gasoline is flammable and is explosive under certain conditions. Do not smoke or allow flames or sparks near the equipment while draining fuel.

Wash the cup and filter screen in clean non-flammable or high flash point solvent.

Reinstall the screen, aligning the index marks on the fuel valve body and filter screen. Install a new O-ring into the fuel valve body.

Reinstall the fuel cup, making sure the new O-ring is in place. Hand tighten the fuel cup. Torque it to specification.

TORQUE: 0.3-0.5 kg-m. (2-4 ft-lb)

After installing, turn the fuel valve ON and check that there are no fuel leaks.

CRANKCASE BREATHER

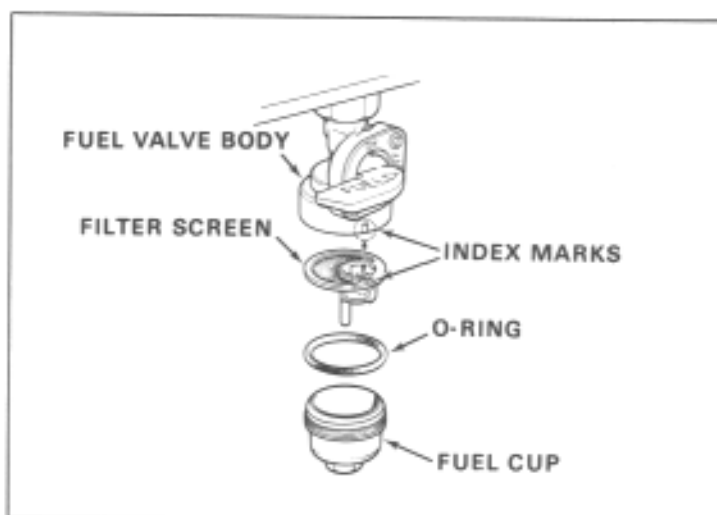
Remove the right side cover and the drain tube from the clip on the battery holder.

Remove the drain plug from the tube and drain deposits.

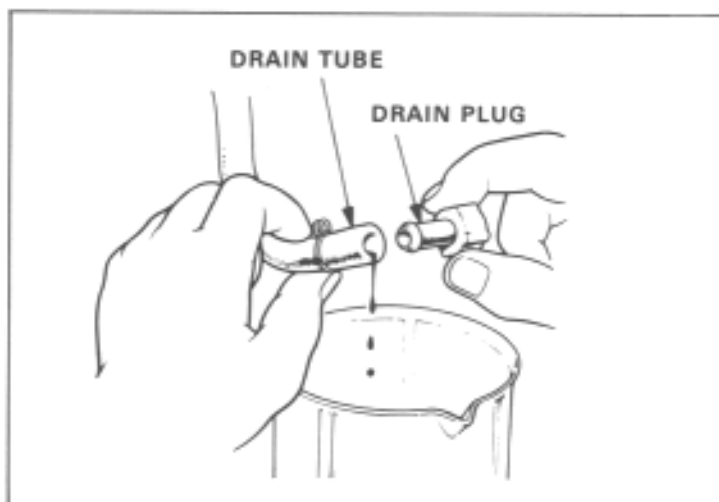
Reinstall the drain plug.

NOTE

Service more frequently when driven in rainy conditions or at wide open throttle, or when the deposit level can be seen in the transparent section of the drain tube.



DRAIN PLUG





BRAKE PADS

For 1982, CB750K and CB750C models are equipped with two types of brake calipers, designated as Type I and Type II. Type I is shown here. Type II is shown on pages 25-20 and 25-37.

NOTE

The two types use different brake pads.

Inspect the brake pads for wear as described on page 25-20.

If pad replacement is required, refer to page 25-37.

INDICATOR LINE





3. FUEL SYSTEM

SLOW JET

Remove the carburetor (page 4-3).
 Remove the float chamber body.
 Remove the slow jet plug.
 Remove the slow jet.
 Blow out the slow jet with compressed air.
 Inspect the slow jet for damage.
 Screw in the slow jet until resistance is felt,
 then tighten it an additional 3/4 turn.
 Install the slow jet plug and float chamber
 body.
 Install the carburetor.

HIGH ALTITUDE ADJUSTMENT

When the vehicle is to be operated continuously above 6,500 feet (2,000 meters), the carburetor must be readjusted as described below to improve driveability and decrease exhaust emissions.

Warm up the engine to operating temperature. Stop and go driving for 10 minutes is sufficient.

Turn each pilot screw clockwise 1/2 turn.
 Adjust the idle speed to $1,000 \pm 100$ rpm with the throttle stop screw.

NOTE

These adjustments must be made at high altitude to ensure proper high altitude operation.

Attach the Vehicle Emission Control Information Update label as shown.

NOTE

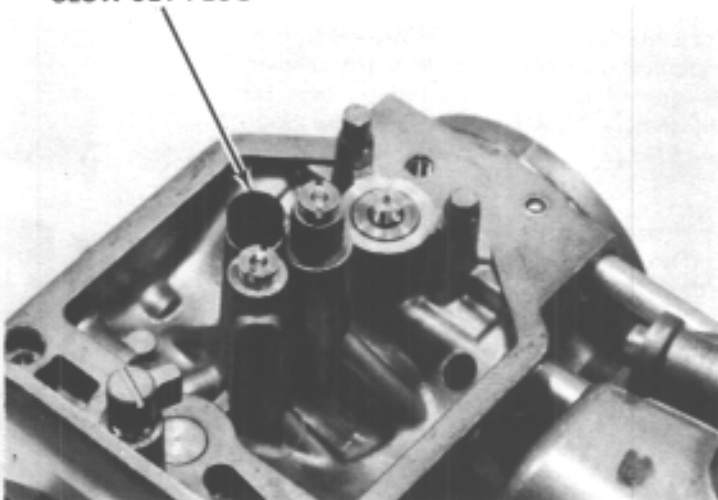
- Instructions for obtaining Vehicle Emissions Control Update labels are given in Service Newsletter No. 132.
- Do not attach the label to any part that can be easily removed from the vehicle.

CAUTION

Operation at an altitude lower than 5,000 feet (1,500 meters) with the carburetors adjusted for high altitudes may cause the engine to idle roughly and stall.

When the vehicle is to be operated continuously below 5,000 feet (1,500 meters), turn each pilot screw counter-clockwise to its original position against its stop and adjust the idle speed to $1,000 \pm 100$ rpm. Be sure to do these adjustments at low altitude.

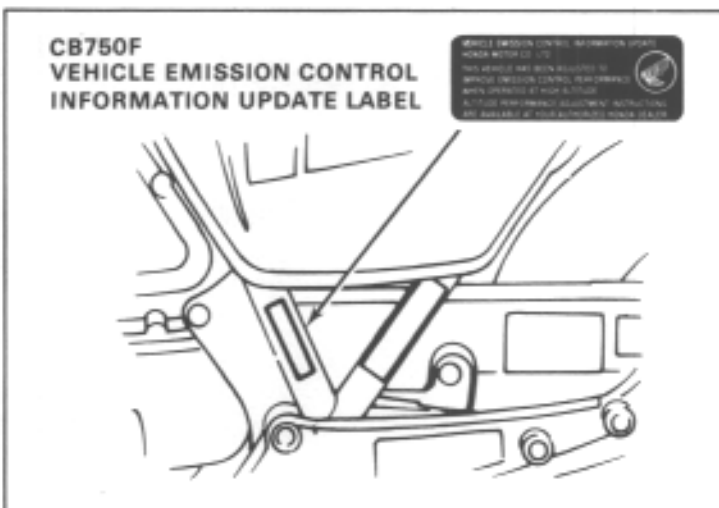
SLOW JET PLUG



CB750K/C
VEHICLE EMISSION CONTROL
INFORMATION UPDATE LABEL



CB750F
VEHICLE EMISSION CONTROL
INFORMATION UPDATE LABEL





4. FRONT WHEEL (CB750C)

INSTALLATION

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

Tighten the axle to the specified torque.

TORQUE: 5.5—6.5 kg-m (40—47 ft-lb)

Install the pinch bolt and loosely tighten the nut.

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

TORQUE: 3.0—4.0 kg-m (22—29 ft-lb)

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

NOTE

For Type II brakes, measure the clearance between both surfaces and the caliper holder.

If the feeler gauge cannot be inserted easily, pull or push the right fork as required until the gauge can be inserted.

Tighten the axle pinch bolt to the specified torque.

TORQUE: 1.5—2.5 kg-m (11—18 ft-lb)

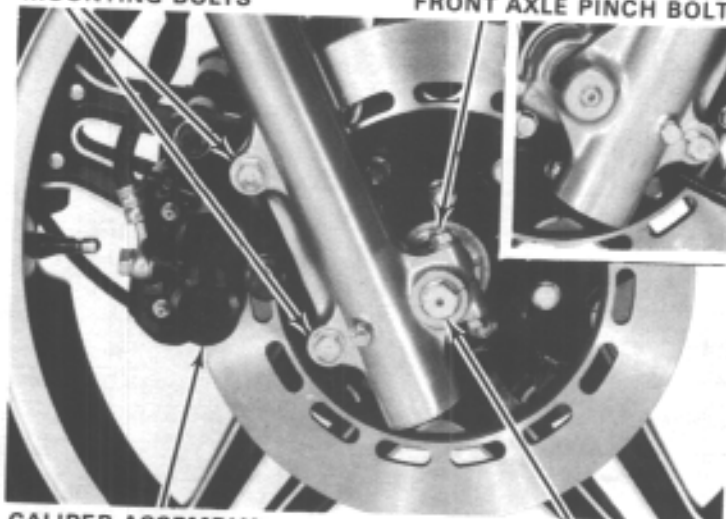
There should be at least 0.7 mm (0.028 in) clearance between the caliper holder and disc.

CAUTION

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

MOUNTING BOLTS

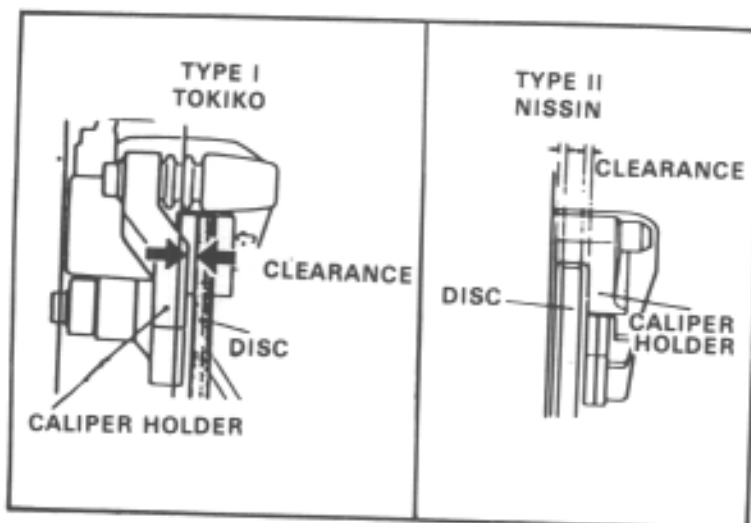
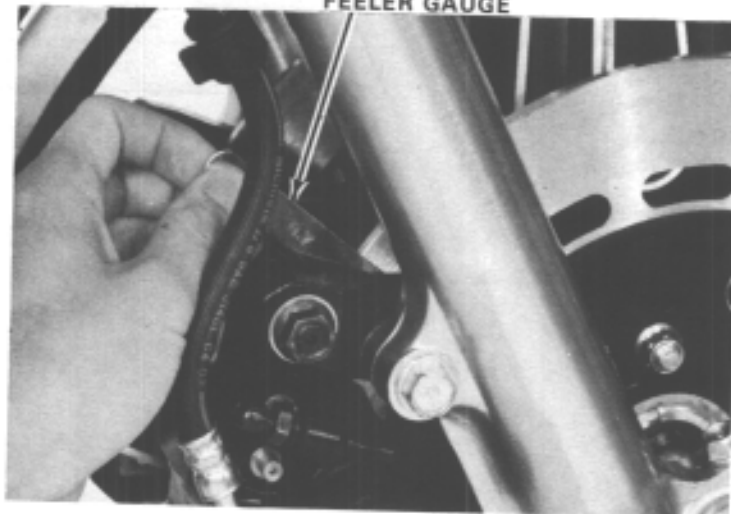
FRONT AXLE PINCH BOLT



CALIPER ASSEMBLY

FRONT AXLE

FEELER GAUGE





For 1982, CB750K and CB750C models are equipped with two types of brake calipers, designated Type I and Type II. Type II, manufactured by NISSIN, will be installed on all K and C models manufactured up to July 31, 1981. Type I, manufactured by KOKIKO, will be installed on all K and C models manufactured from August 1, 1981.

SPECIFICATIONS

		STANDARD	SERVICE LIMIT
Disc thickness	CB750C	4.9 — 5.1 mm (0.19 — 0.20 in)	4.0 mm (0.16 in)
	CB750K	6.9 — 7.1 mm (0.27 — 0.28 in)	6.0 mm (0.24 in)
Disc runout	CB750C	_____	0.30 mm (0.012 in)
	CB750K	_____	0.30 mm (0.012 in)
Master cylinder I.D.	CB750C	15.870 — 15.913 mm (0.6248 — 0.6265 in)	15.925 mm (0.6270 in) ¹
	CB750K	14.000 — 14.043 mm (0.5512 — 0.5529 in)	14.055 mm (0.5533 in)
Master piston O.D.	CB750C	15.827 — 15.854 mm (0.6231 — 0.6242 in)	15.815 mm (0.6226 in)
	CB750K	13.957 — 13.984 mm (0.5495 — 0.5506 in)	13.945 mm (0.5490 in)
Caliper cylinder I.D. (CB750K/C)	TYPE I	30.230 — 30.306 mm (1.1902 — 1.1931 in)	30.316 mm (1.1935 in)
	TYPE II	30.230 — 30.280 mm (1.1902 — 1.1921 in)	30.290 mm (1.1925 in)
Caliper piston O.D. (CB750K/C)	TYPE I	30.150 — 30.200 mm (1.1870 — 1.1890 in)	30.142 mm (1.1867 in)
	TYPE II	30.148 — 30.198 mm (1.1869 — 1.1889 in)	30.140 mm (1.1866 in)



VALVE CLEARANCE

NOTE

Inspect valve clearance while the engine is cold (below 35°C; 95°F).

Remove the fuel tank, side covers, tachometer cable and spark plug caps. Drain the engine oil.

Lean the motorcycle to the right and left to drain residual oil from the cylinder head, then remove the cylinder head cover.

Remove the AC generator cover.

Rotate the crankshaft clockwise to align index mark #1 on the exhaust camshaft right end with the forward cylinder head mating surface. Measure the clearance of the No. 1 and No. 3 exhaust valves by inserting a feeler gauge between the camshaft and the valve lifter shim.

Rotate the crankshaft clockwise and align index mark #2 with the forward mating surface. Check the clearance of the No. 1 and No. 3 intake valves.

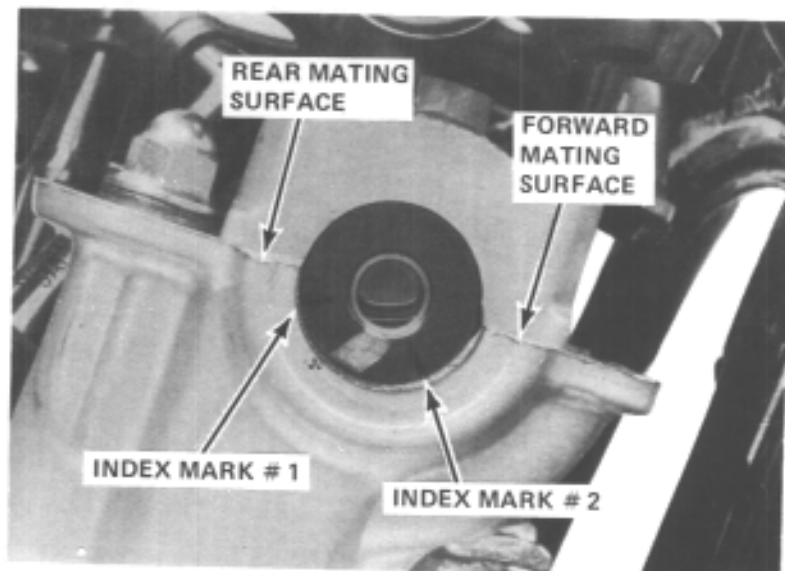
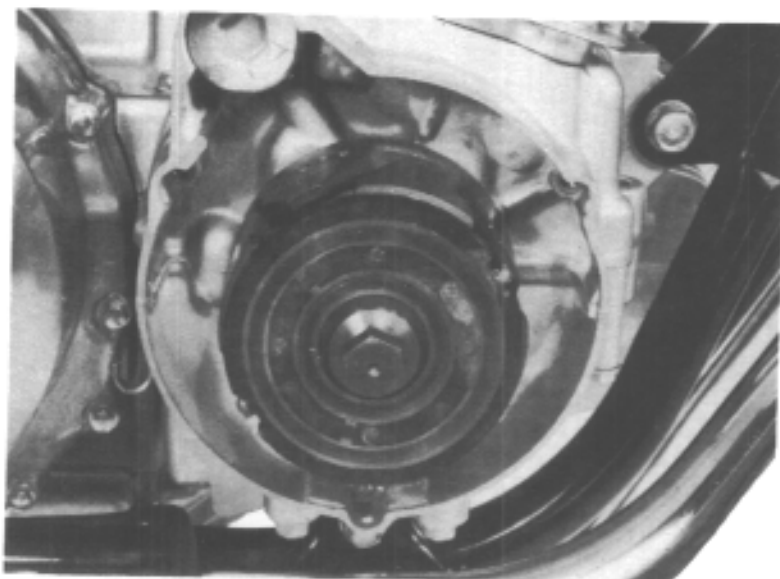
Rotate the crankshaft clockwise and align index mark #1 with the rear cylinder head mating surface. Measure the clearance of the No. 2 and No. 4 exhaust valves.

Rotate the crankshaft once more and align index mark #2 with the rear mating surface. Measure the No. 2 and No. 4 intake valve clearances.

VALVE CLEARANCE (cold):

0.06—0.13 mm (0.002—0.005 in)

If clearances are not within the specified range, see "Adjustment", page 25-18.





INTRODUCTION

This addendum contains service information for the 1982 CB750SC.

Refer to the base shop manual and previous addendums for information not included in this addendum.

ALL INFORMATION, ILLUSTRATIONS, DIRECTIONS AND SPECIFICATIONS INCLUDED IN THIS PUBLICATION ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF APPROVAL FOR PRINTING. HONDA MOTOR CO., LTD. RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE AND WITHOUT INCURRING ANY OBLIGATION WHATEVER.

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HONDA MOTOR CO., LTD.
Service Publications Office

CONTENTS

1. GENERAL INFORMATION

- Specifications 27-2
- Torque Values 27-3
- Maintenance Schedule 27-3
- Cable and Harness Routing 27-4

2. FRONT WHEEL

- Removal 27-6
- Disassembly 27-6
- Inspection 27-7
- Assembly 27-8
- Installation 27-9

3. REAR WHEEL

- Dissassembly 27-10
- Inspection 27-11
- Assembly 27-12

4. SUSPENSION

- Front Fork Disassembly 27-13
- Fork Spring Inspection 27-15
- T.R.A.C. System Disassembly 27-16
- T.R.A.C. System Inspection 27-16
- Front Fork Assembly 27-17
- Rear Shock Absorber Spring Free Length 27-20

5. BRAKE

- Left Brake Caliper Holder 27-20

6. FUEL GAUGE

- Function Test 27-22
- Fuel Gauge Sensor 27-23

7. WIRING DIAGRAM 27-24



1. GENERAL INFORMATION

SPECIFICATIONS

This addendum lists only specifications which are different from 1979 CB750K specifications (Page 1-2).

	ITEMS			
DIMENSIONS	Overall length			2,290 mm (90.2 in)
	Overall width			850 mm (33.5 in)
	Overall height			1,185 mm (46.7 in)
	Wheelbase			1,545 mm (60.8 in)
	Seat height			785 mm (30.9 in)
	Foot peg height			320 mm (12.6 in)
	Dry weight			241 kg (531 lbs)
FRAME	Front suspension, travel			Telescopic fork with T.R.A.C., 160 mm (6.3 in)
	Front suspension air pressure			0.7—1.1 kg/cm ² (10—16 psi)
	Rear suspension, travel			Swingarm; 100 mm (3.9 in)
	Front tire size			M120/90-18 Tubeless
	Rear tire size			M140/90-16 71H Tubeless
	Cold tire pressure	Up to 90 kg (200 lbs) load	Front	2.25 kg/cm ² (32 psi)
			Rear	2.25 kg/cm ² (32 psi)
		Up to vehicle capacity load	Front	2.25 kg/cm ² (32 psi)
			Rear	2.80 kg/cm ² (40 psi)
	Front brake, lining swept area			Double disc brake, 904 cm ² (140.1 sq-in)
	Rear brake, lining swept area			Internal expanding shoes, 221 cm ² (34.3 sq-in)
Fuel capacity			17.5 liters (4.6 US gal)	
Fuel reserve capacity			3.0 liters (0.8 US gal)	
Caster angle			60°30'	
Trail			120 mm (4.7 in)	
Front fork oil capacity			Right fork: 347.5—352.5 cm ³ (11.75—11.92 oz) Left fork: 357.5—362.5 cm ³ (12.09—12.26 oz)	
ENGINE	Maximum torque			6.3 kg-m (45.6 ft-lb)/7,000 rpm
	Valve clearance			0.06—0.13 mm (0.002—0.005 in)
CARBURETION	Identification number			VB42A
	Pilot screw			Refer to page 24-10
DRIVE TRAIN	Final reduction ratio			2.388 (43/18)
	Drive chain			DID 50V or RK50 MO, 106 links
ELECTRICAL	Spark plugs			
	Standard			DR8ES-L (NGK) or X22ESR-U (ND)
	For cold climate below 5°C (41°F)			DR7ES (NGK) or X22ESR-U (ND)
	For extended high speed riding			DR8ES (NGK) or X27ESR-U (ND)
LIGHTS	Fuses			15A X 4, 30A (Main fuse)
	Headlight (High/Low)			60/55W H4 Bulb (Philips 12342/99 or equivalent)



TORQUE VALUES

• CHASSIS

ITEMS	QTY.	THREAD DIA. (mm)	TORQUE			REMARKS
			N·m	kg·m	ft·lb	
Front fork cap bolt	2	31	15-30	1.5-3.0	11-22	Apply a locking agent to threads and under the bolt head.
Front fork socket bolt	2	8	15-25	1.5-2.5	11-18	
Brake caliper carrier mount bolts	2	10	30-40	3.0-4.0	22-29	
— Right socket bolt	1	10	35-45	3.5-4.5	25-33	
— Left upper bolt	1	8	20-25	2.0-2.5	14-18	

MAINTENANCE SCHEDULE

Perform the PRE-RIDE INSPECTION in the Owner's manual at each scheduled maintenance period.
I: Inspect and Clean, Adjust, Lubricate, or Replace if necessary.
C: Clean
R: Replace
A: Adjust
L: Lubricate

FREQUENCY		WHICHEVER COMES FIRST	ODOMETER READING (NOTE 3)						Refer to page
			600 mi (1,000 km)	4,000 mi (6,400 km)	8,000 mi (12,800 km)	12,000 mi (19,200 km)	16,000 mi (25,600 km)	20,000 mi (32,000 km)	
EMISSION RELATED ITEMS	ITEM	EVERY							
	* FUEL LINES			I	I	I	I	I	3-3
	FUEL STRAINER		C	C	C	C	C	C	26-6
	* THROTTLE OPERATION		I	I	I	I	I	I	3-12
	* CARBURETOR-CHOKE			I	I	I	I	I	3-12
	AIR CLEANER	NOTE 1		C	R	C	R	C	3-2
	CRANKCASE BREATHER	NOTE 2		C	C	C	C	C	26-6
	SPARK PLUGS			R	R	R	R	R	26-5
	* VALVE CLEARANCE		I	I	I	I	I	I	26-11
	ENGINE OIL	YEAR	R	R	R	R	R	R	2-2
	ENGINE OIL FILTER	YEAR	R	R	R	R	R	R	2-2
	* CAM CHAIN TENSION		A	A	A	A	A	A	25-17
	* CARBURETOR-SYNCHRONIZE		I	I	I	I	I	I	3-13
	* CARBURETOR-IDLE SPEED		I	I	I	I	I	I	3-15
NON-EMISSION RELATED ITEMS	DRIVE CHAIN		I, L EVERY 300 mi (500 km)						3-16
	BATTERY	MONTH	I	I	I	I	I	I	3-17
	BRAKE FLUID (FRONT)	MONTH I 2 YEARS* R	I	I	I	*R	I	I	3-17
	BRAKE PAD/SHOE WEAR			I	I	I	I	I	3-18, 25-20, 26-7
	BRAKE SYSTEM		I	I	I	I	I	I	3-18
	* BRAKE LIGHT SWITCH		I	I	I	I	I	I	3-19
	* HEADLIGHT AIM		I	I	I	I	I	I	3-19
	CLUTCH		I	I	I	I	I	I	3-20
	SIDE STAND			I	I	I	I	I	3-21
	* SUSPENSION		I	I	I	I	I	I	3-22
	* NUTS, BOLTS, FASTENERS		I	I	I	I	I	I	3-23
	** WHEELS/SPOKES		I	I	I	I	I	I	3-22
	** STEERING HEAD BEARING		I	I	I	I	I	I	3-23

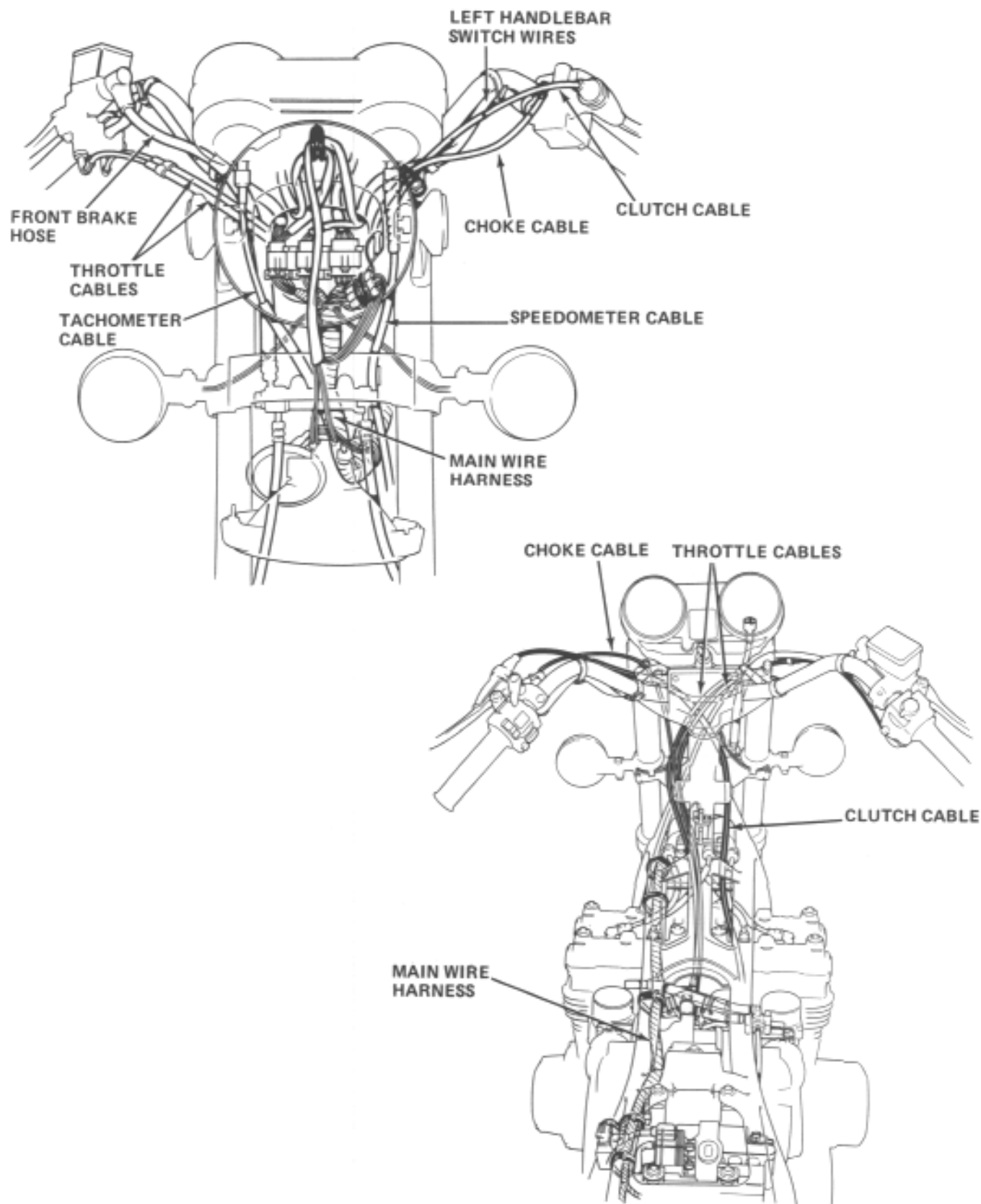
* Should be serviced by an authorized Honda dealer, unless the owner has proper tools and service data and is mechanically qualified.

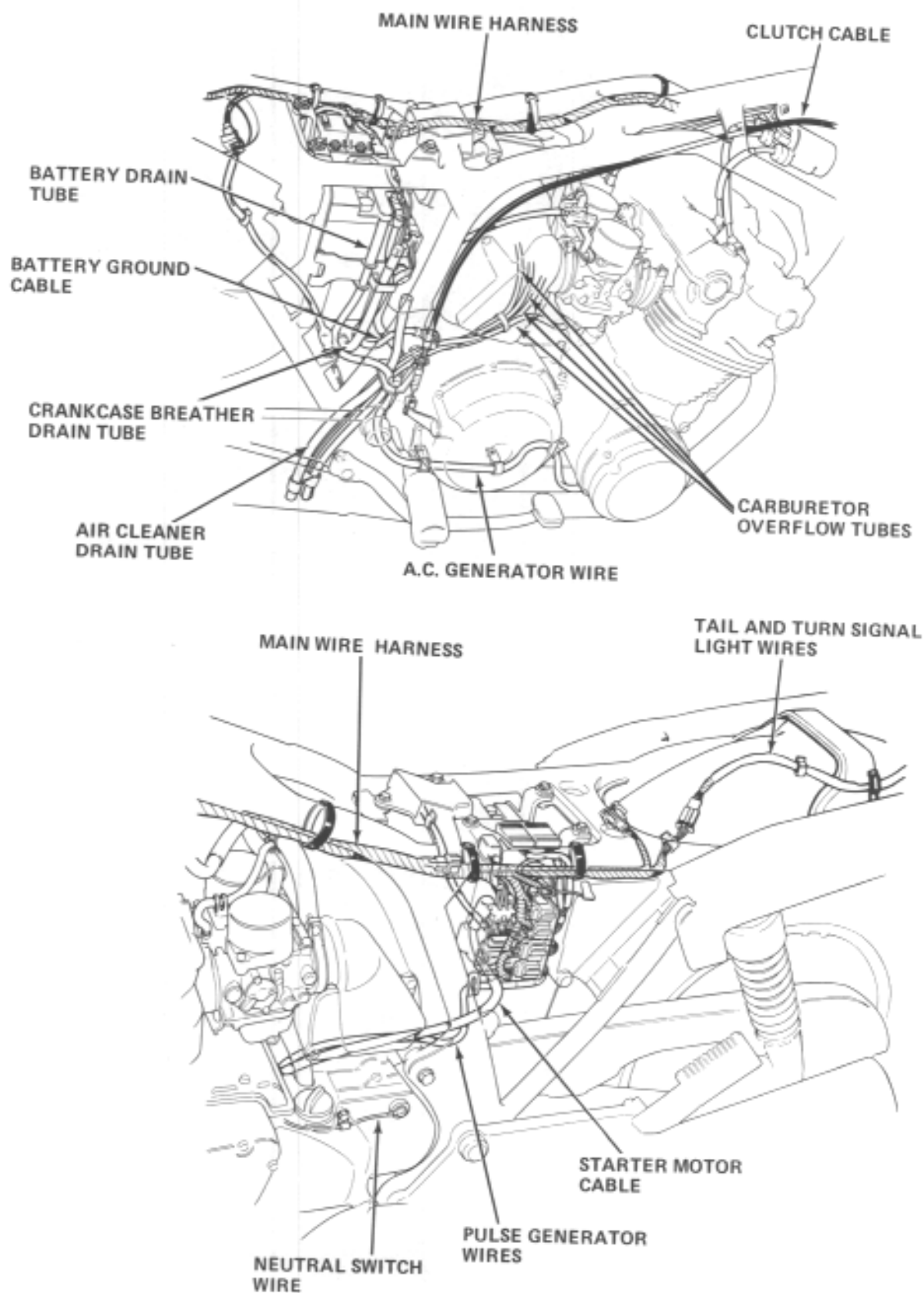
** In the interest of safety, we recommend these items be serviced only by an authorized Honda dealer.

NOTES: 1. Service more frequently when riding in dusty areas.
2. Service more frequently when riding in rain or at full throttle (U.S.A. only).
3. For higher odometer readings, repeat at the frequency interval established here.



CABLE AND WIRE HARNESS ROUTING







2. FRONT WHEEL

• REMOVAL

Place the motorcycle on its center stand.

Raise the front wheel off the ground by placing a support block under the engine.

Remove the speedometer cable set screw and cable.

Remove the right brake caliper from the fork leg by removing the two caliper socket bolts.

CAUTION

Support the caliper assembly so that it does not hang by the hose.

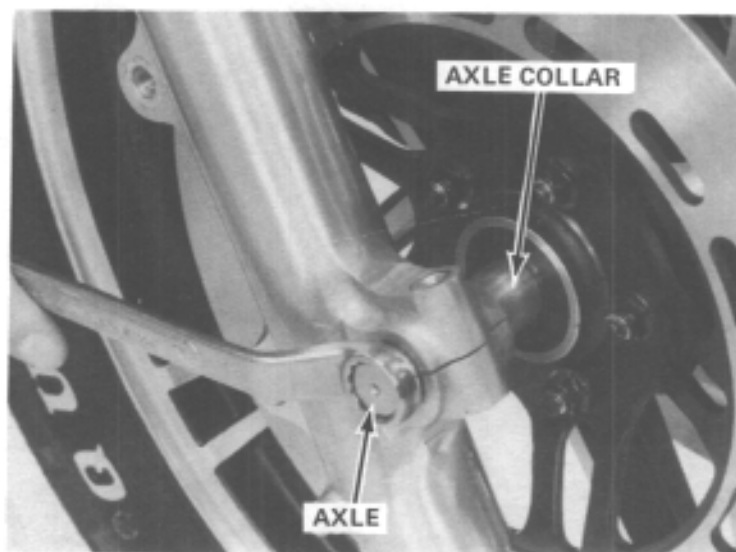
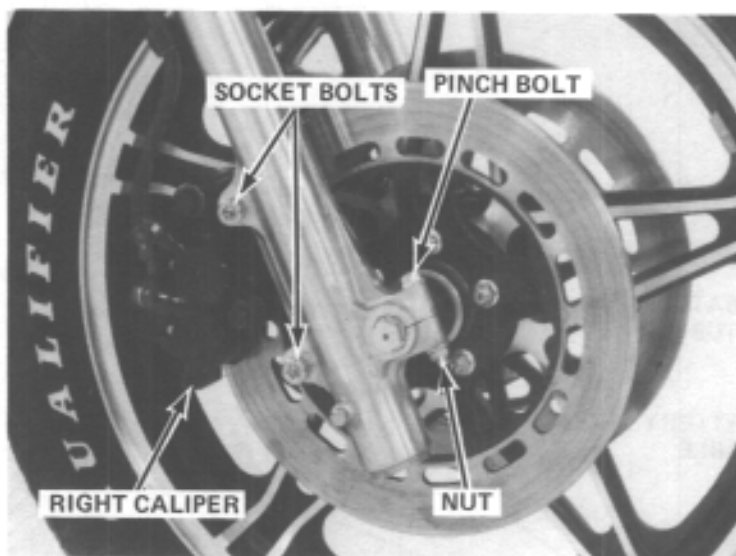
Remove the axle pinch bolt and nut.

Unscrew and pull out the front axle and collar.

Remove the front wheel.

NOTE

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



• DISASSEMBLY

Remove the speedometer gear box.

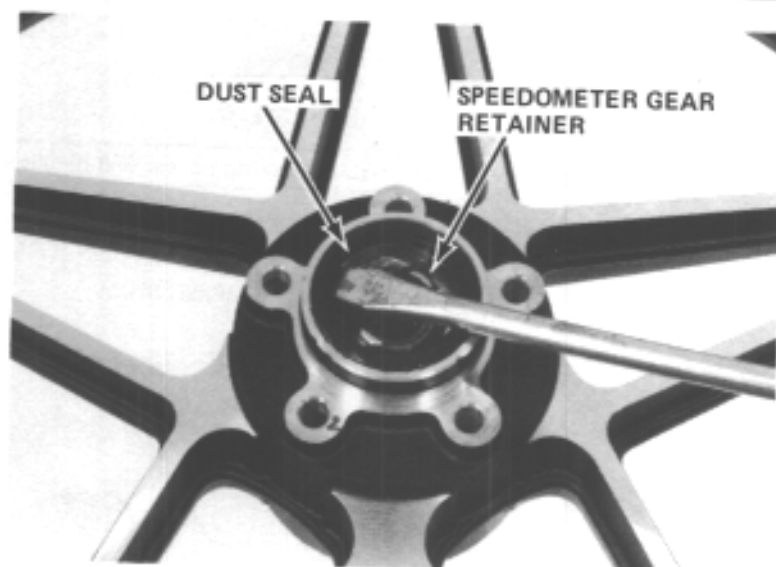
Remove the five bolts from each disc to remove the discs.





Remove the dust seals from each side.

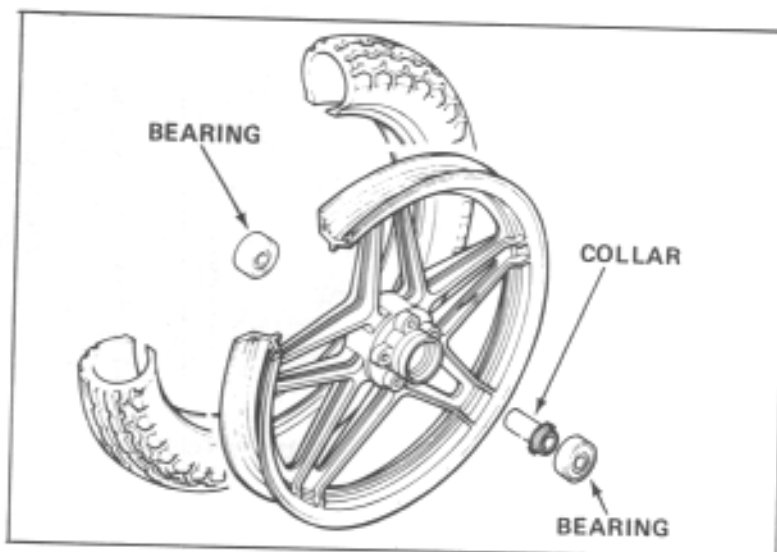
Remove the speedometer gear retainer.



Remove the wheel bearings and collar from the wheel.

NOTE

If the bearings are removed, replace them with new bearings during reassembly.



● **INSPECTION**

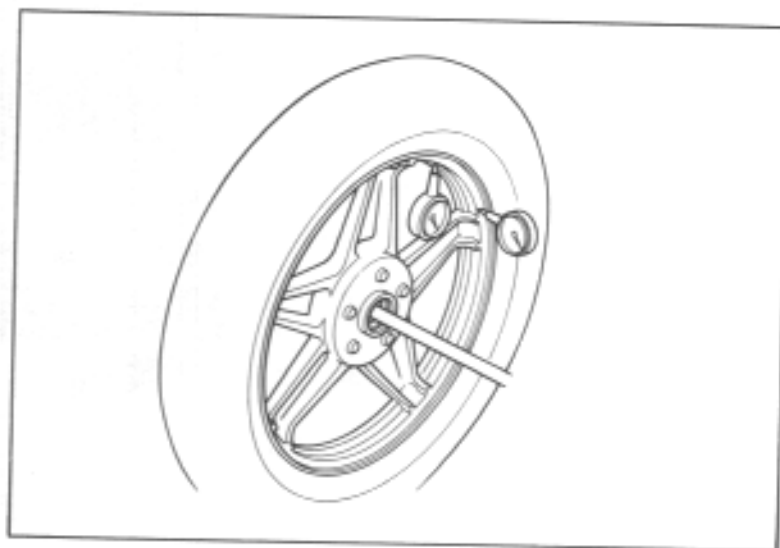
Place the wheel in a truing stand. Spin the wheel slowly and measure the runout with a dial indicator.

SERVICE LIMITS:

RADIAL RUNOUT: 2.0 mm (0.08 in)

AXIAL RUNOUT: 2.0 mm (0.08 in)

Replace the wheel if the service limits are exceeded.

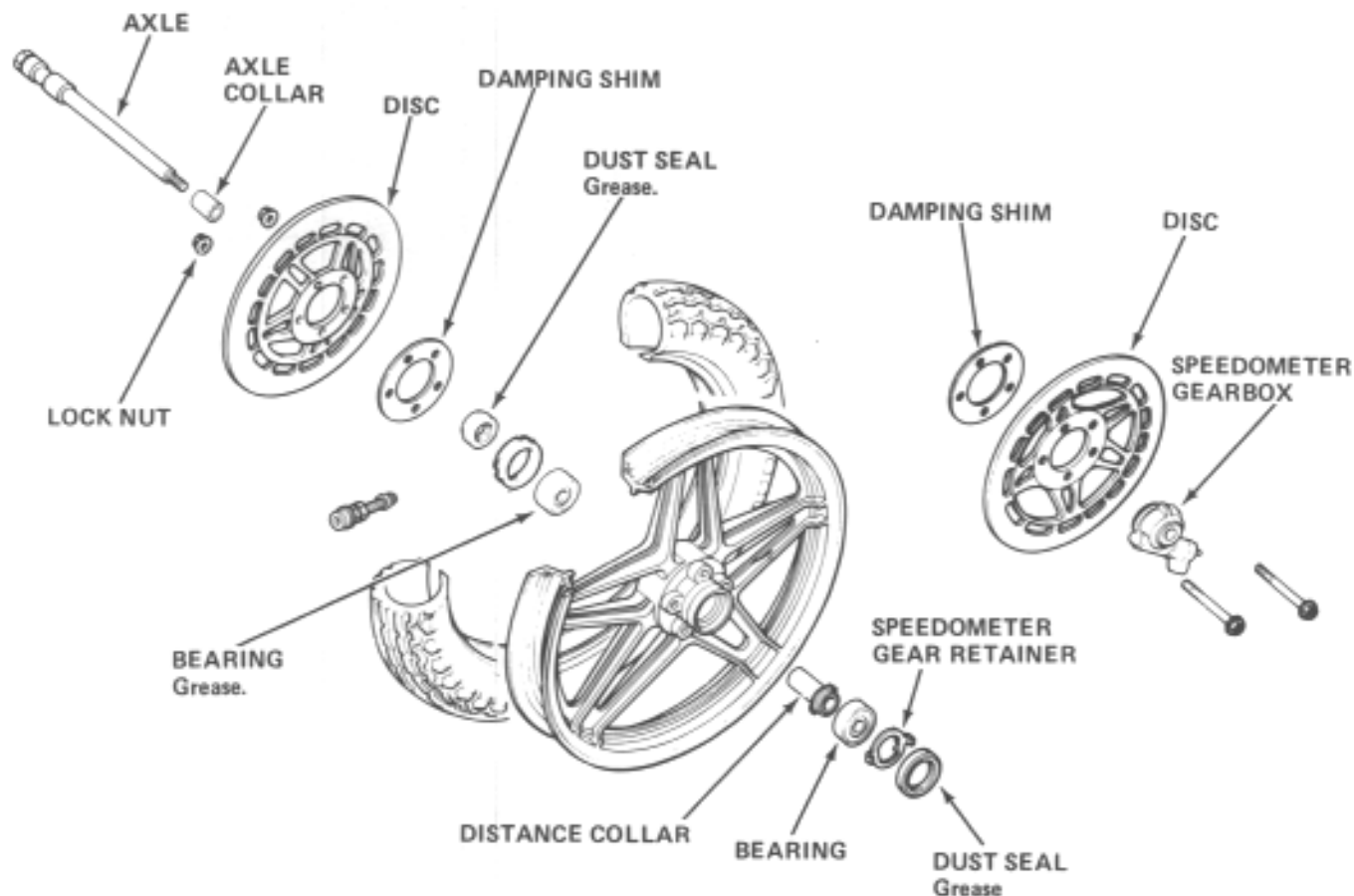




● ASSEMBLY

WARNING

Do not get grease on the brake disc or braking power will be eliminated.



Pack all bearings cavities with grease and drive in the right bearing.

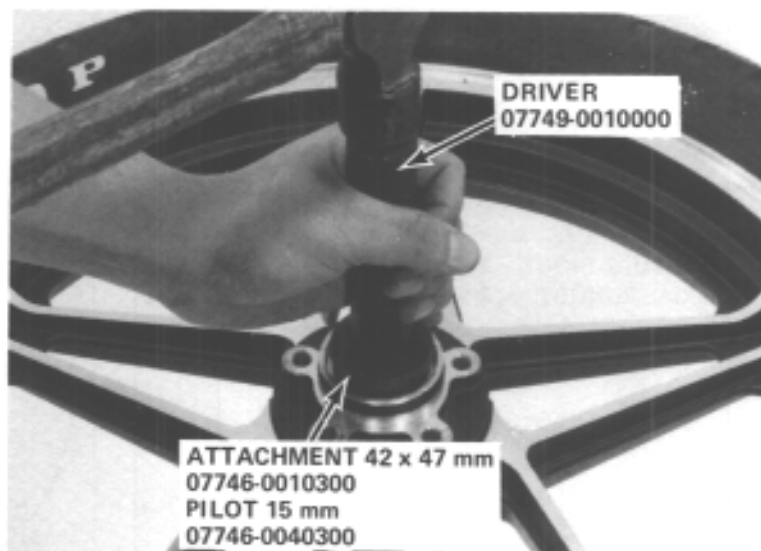
Press the distance collar into place.

NOTE

Be certain the distance collar is in position before installing the left bearing.

Drive the left bearing in squarely, making sure it is fully seated.

Install the bearing retainer (page 22-23).





Lubricate the dust seal lips with grease.

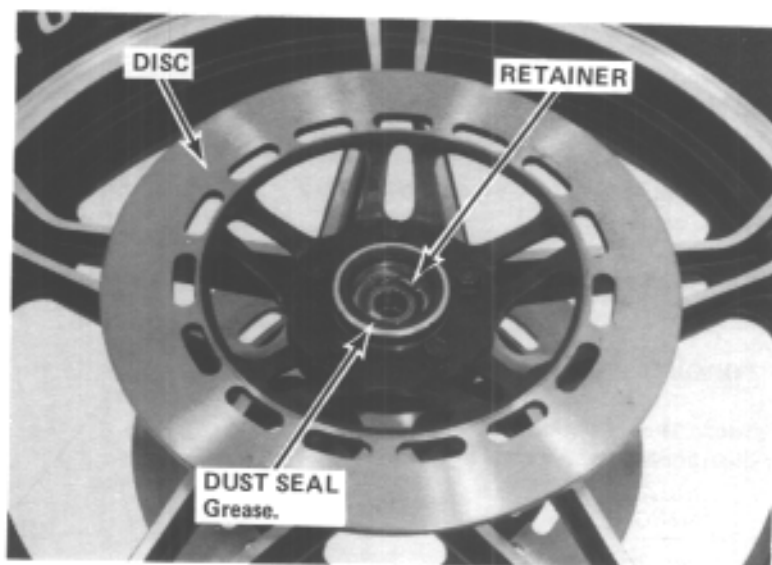
CAUTION

Remove all the grease from around the outside of the dust seal.

Install the speedometer gear retainer and the dust seals.

Install the discs and disc bolts.

TORQUE: 2.7—3.3 kg-m (20—24 ft-lb)

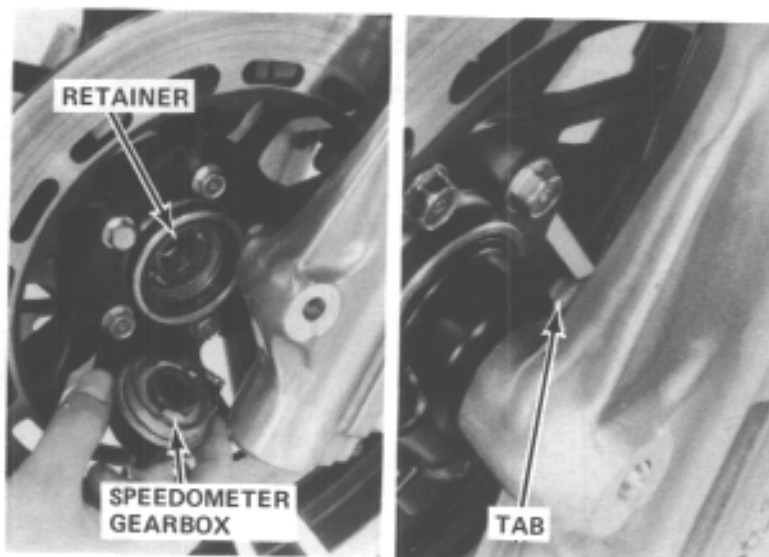


● **INSTALLATION**

Install the speedometer gearbox aligning the lugs on the speedometer gear with the tabs on the retainer.

Fit the brake disc carefully between the pads of the left caliper and lower the forks. Make sure that the lug on the speedometer gearbox is aligned with the tab on the left fork leg.

Insert the axle from the right side through the right fork leg collar and hub. Thread it into the left fork slider.



Tighten the axle to the specified torque.

TORQUE: 5.5—6.5 kg-m (40—47 ft-lb)

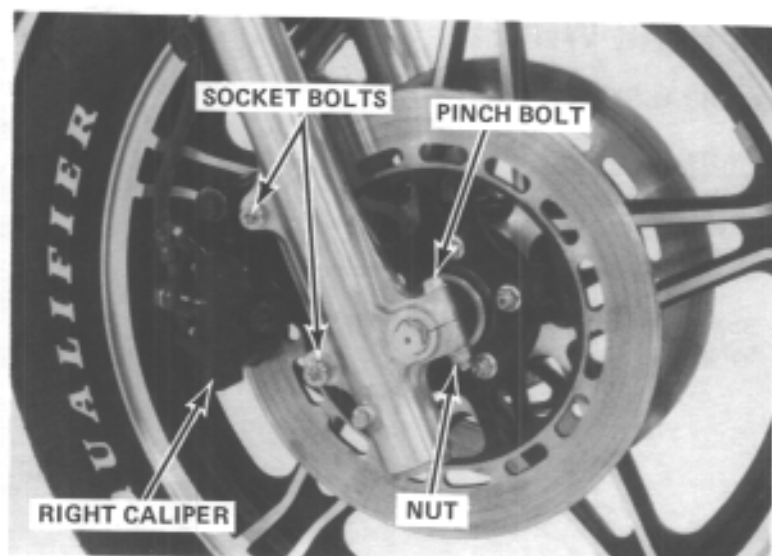
Install the axle pinch bolt and tighten the nut loosely.

Fit the right brake caliper over the disc and install the caliper.

Tighten the caliper socket bolts.

TORQUE: 3.0—4.0 kg-m (22—29 ft-lb)

Install the speedometer cable.





Measure the clearance between each brake disc and caliper holder with a 0.7 mm (0.028 in) feeler gauge.

If the feeler gauge cannot be inserted easily, pull or push the fork as required until the gauge can be inserted.

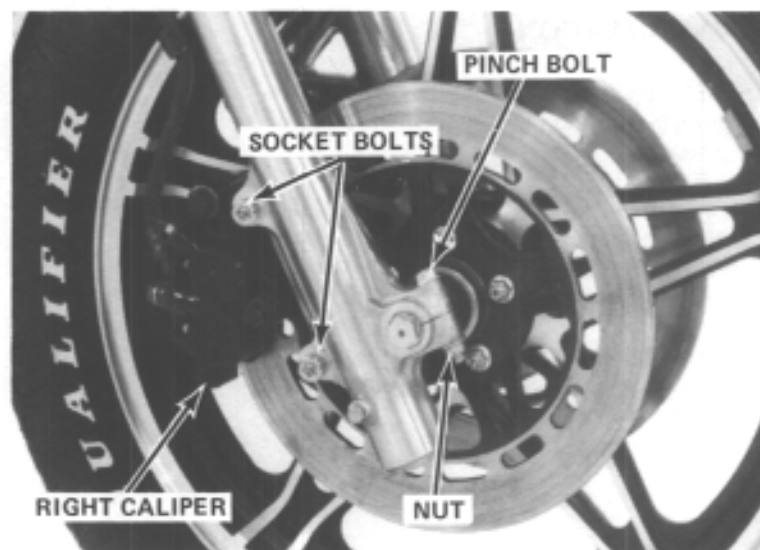
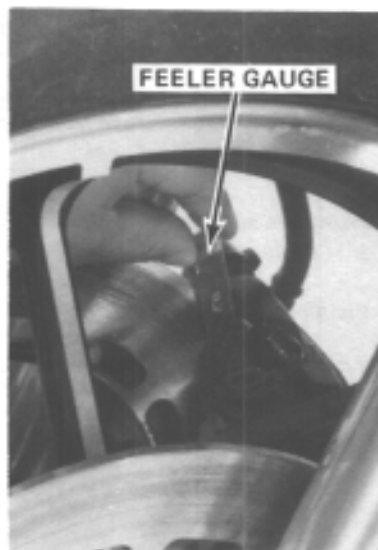
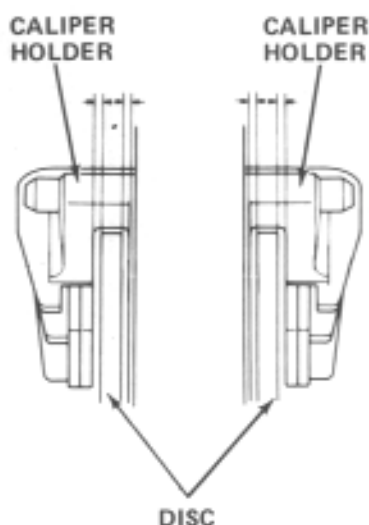
Tighten the axle pinch bolt to the specified torque.

TORQUE: 1.5—2.5 kg-m (11—18 ft-lb)

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

CAUTION

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



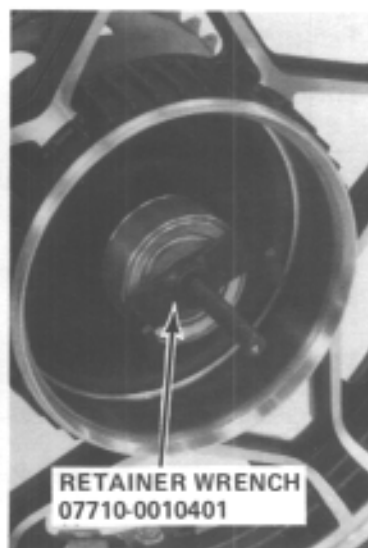
3. REAR WHEEL

• DISASSEMBLY

NOTE

Refer to page 14-3 for rear wheel removal and page 14-9 for installation procedures.

Remove the bearing retainer from the driven flange.





Remove the driven flange.

Remove the damper rubbers.

Inspect the damper rubbers and replace them if they are damaged or deteriorated.

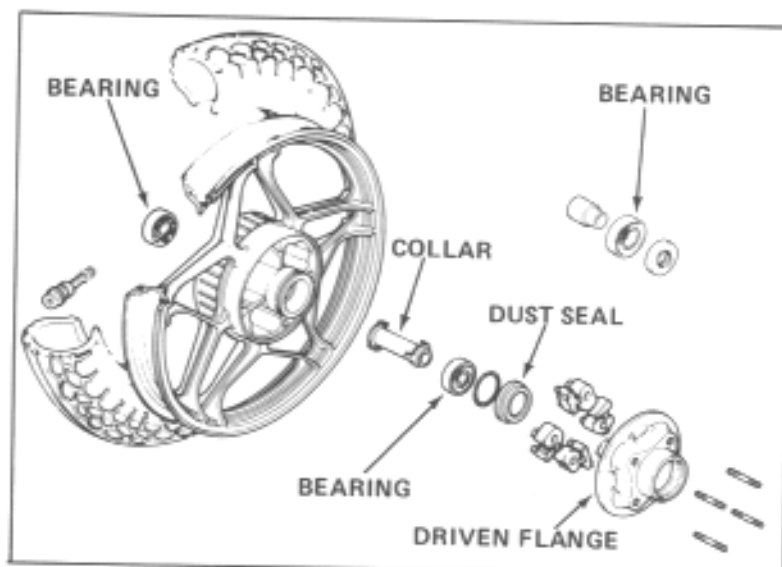
Remove the bearing retainer, bearings and collars from the wheel hub (page 14-4).



Remove the wheel bearing from the driven flange.

NOTE

If the bearings are removed, replace them with new bearings during reassembly.



● **INSPECTION**

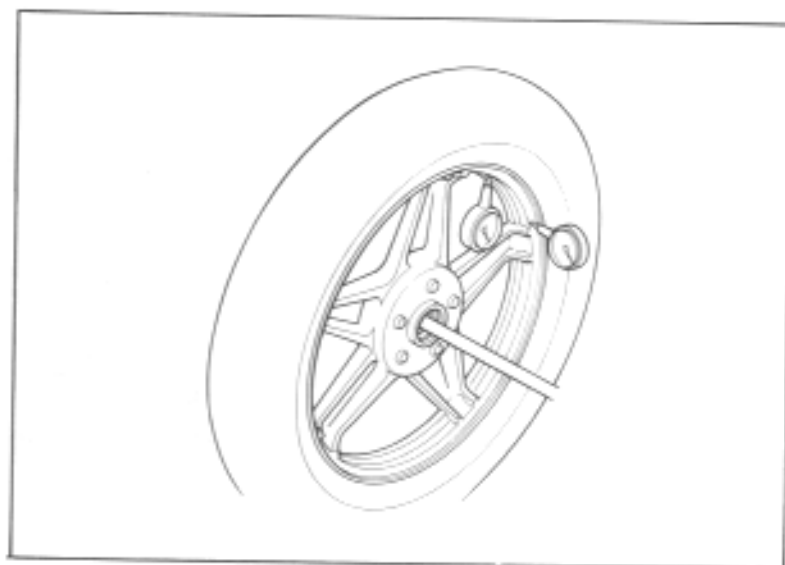
Place the wheel in a truing stand. Spin the wheel slowly and measure the runout with a dial indicator gauge.

SERVICE LIMITS:

RADIAL RUNOUT: 2.0 mm (0.08 in)

AXIAL RUNOUT: 2.0 mm (0.08 in)

Replace the wheel if the service limits are exceeded.

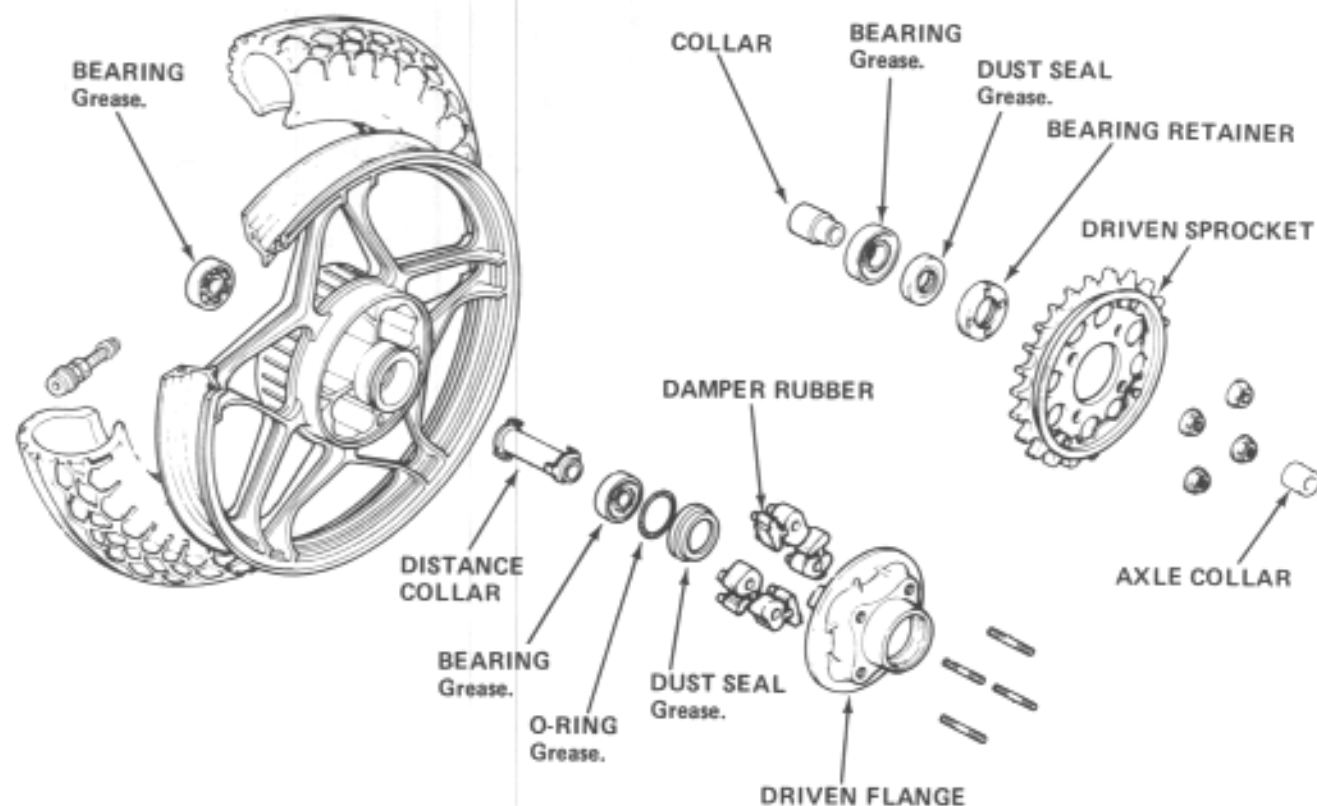




● ASSEMBLY

WARNING

Contaminated brake linings reduce stopping power. Keep grease off the brake linings. Wipe excess grease off the cam and anchor pins.



Pack all bearing cavities with grease.

Drive in the left bearing first and press the distance collar into place.

NOTE

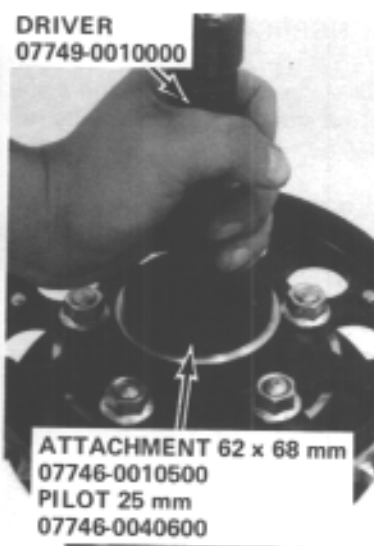
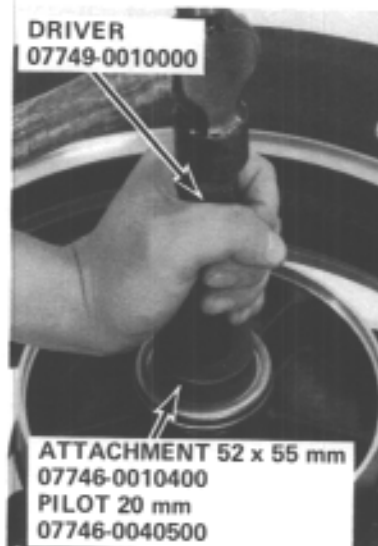
Be certain the distance collar is in position before installing the right bearing.

Drive the right bearing into the wheel.

Drive in the driven flange bearing.

NOTE

Drive in the bearings squarely. Make sure that they are fully seated.



**HONDA****CB750K • CB750C****CB750F • CB750SC****'82 CB750SC ADDENDUM**

425

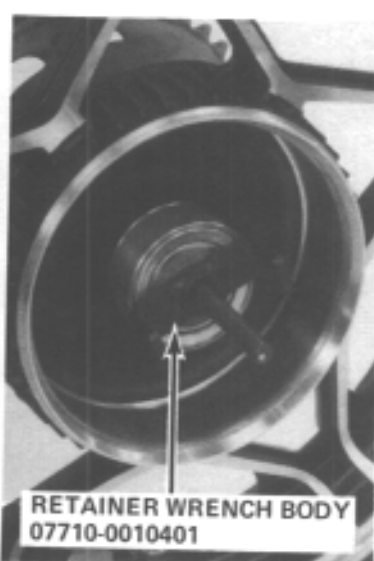
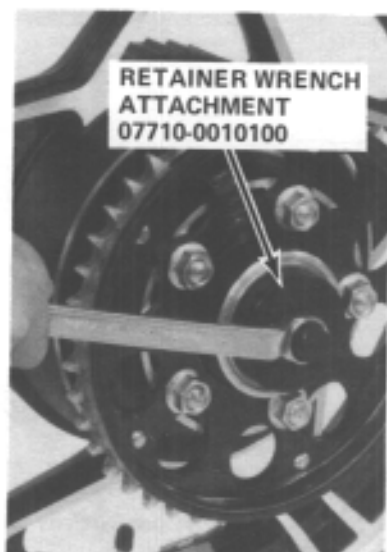
Install the damper rubbers.

Install the final driven flange and sprocket assembly on the damper rubbers.

Install the bearing retainer with the same tool that was used to remove it. Peen it to the hub (page 14-8).

NOTE

Check the condition of the bearing retainer.
Replace the retainer if the threads are damaged.



4. SUSPENSION

• FRONT FORK DISASSEMBLY

Release fork air pressure.

NOTE

For right fork disassembly, refer to page 25-29.

Remove the front wheel (page 27-5).

Remove the front fork tubes (page 25-28).

Hold the fork tube in a vise with soft jaws or a shop towel.

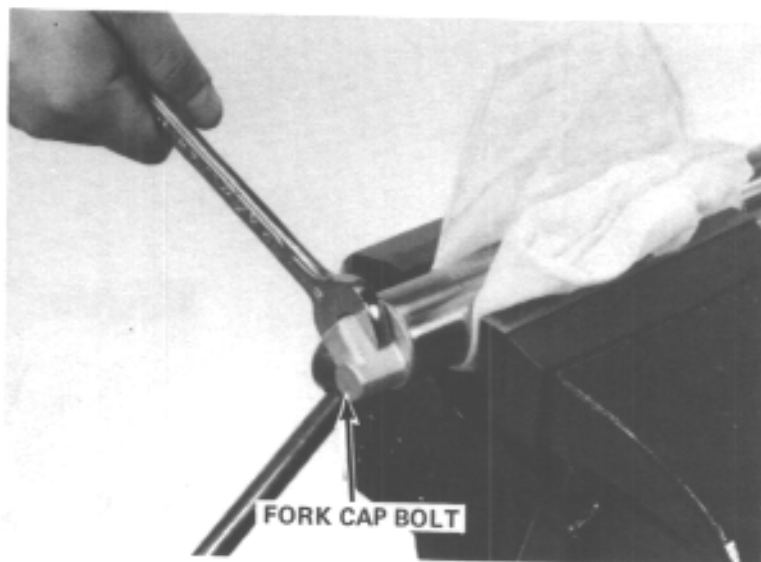
Remove the fork cap bolt.

CAUTION

Do not damage or bend the sliding surface.

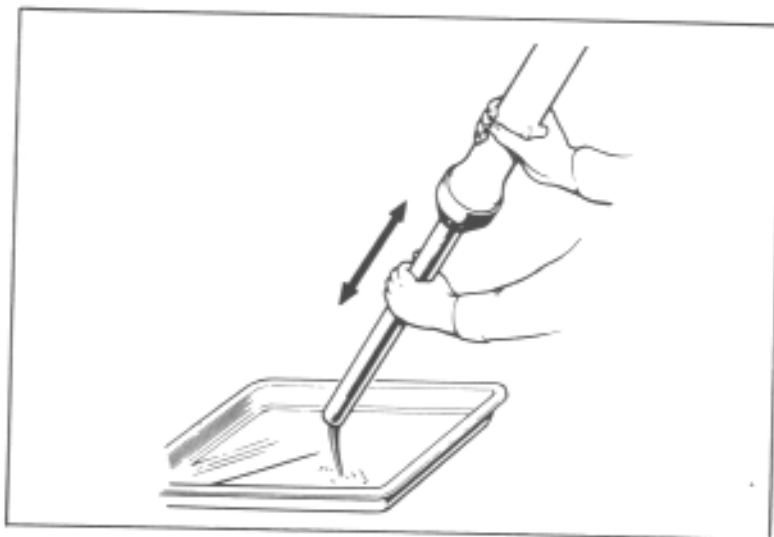
WARNING

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



Remove the fork spacer and spring.

Pour out any remaining fork fluid by pumping the fork up and down several times.





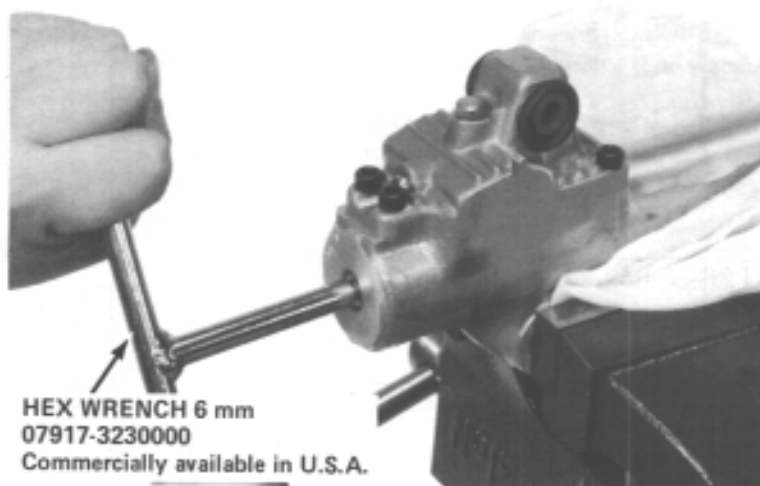
Hold the fork slider in a vise with soft jaws or a shop towel and remove the hex bolt.

CAUTION

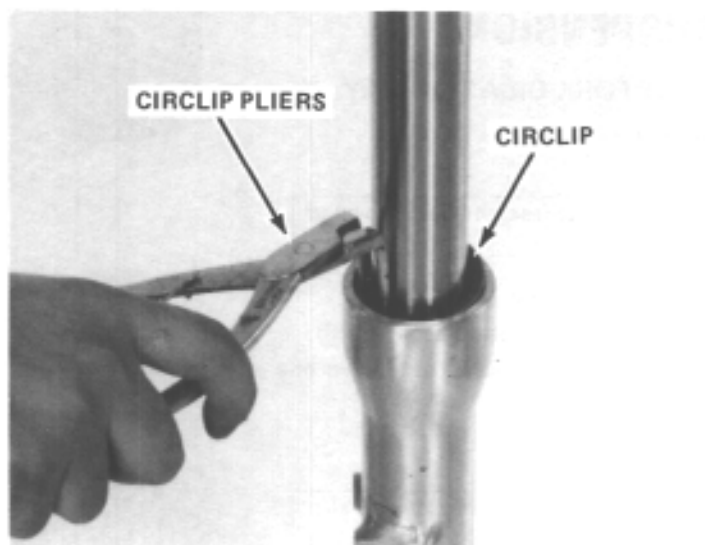
Excessive vise pressure can damage the fork slider.

NOTE

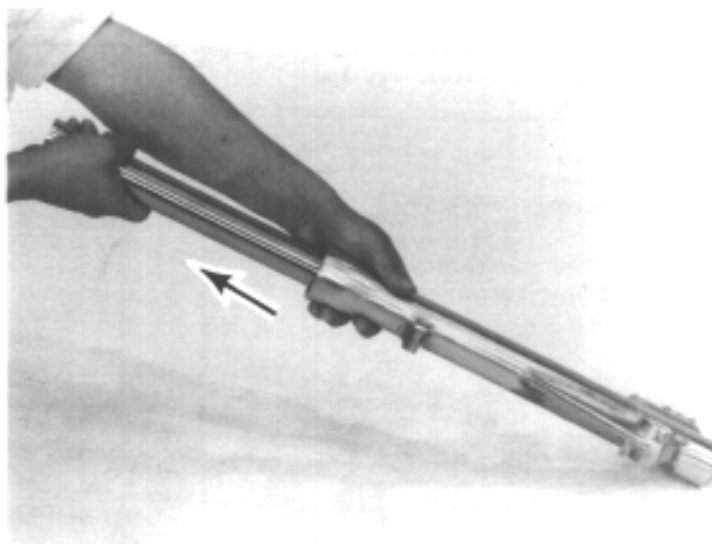
Temporarily install the spring, spacer and fork bolt if difficulty is encountered in removing the hex bolt.



Remove the dust seal and circlip.



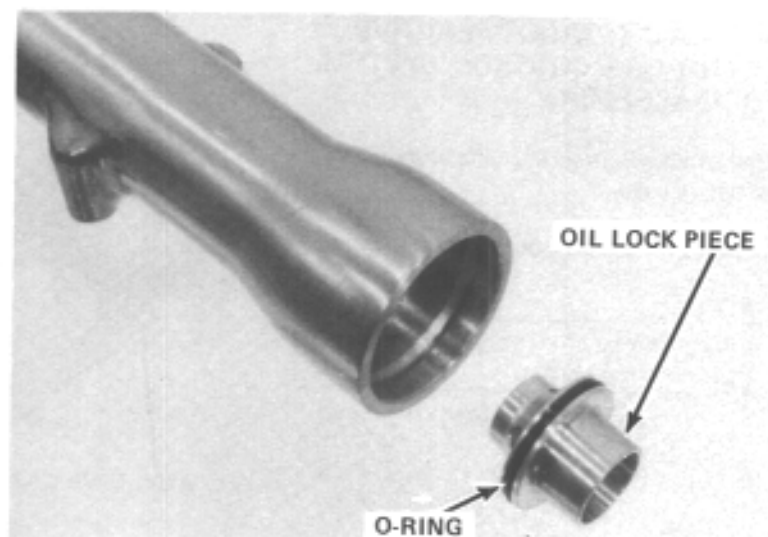
Pull the fork tube out until resistance is felt from the slider bushing. Then move the tube in and out, tapping the bushing lightly until the tube separates from the slider. The bushing will come out with the tube.





Remove the oil lock piece from the fork slider.

Inspect the O-ring for damage or deterioration.



Remove the oil seal, back-up ring and slider bushing from the fork tube.

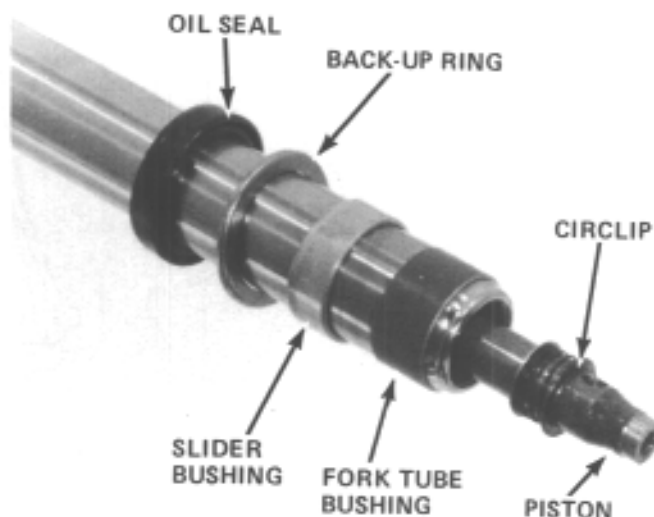
NOTE

Do not remove the fork tube bushing unless it is necessary to replace it with a new one.

Remove the circlip, spring and washers from the piston.

Remove the piston from inside the fork tube.

Inspect the bushing, back-up ring and fork tube trueness (page 25-33).



● **FORK SPRING INSPECTION**

Measure the fork spring free length.

STANDARD: 571.4 mm (22.50 in)

SERVICE LIMIT: 560.0 mm (22.05 in)





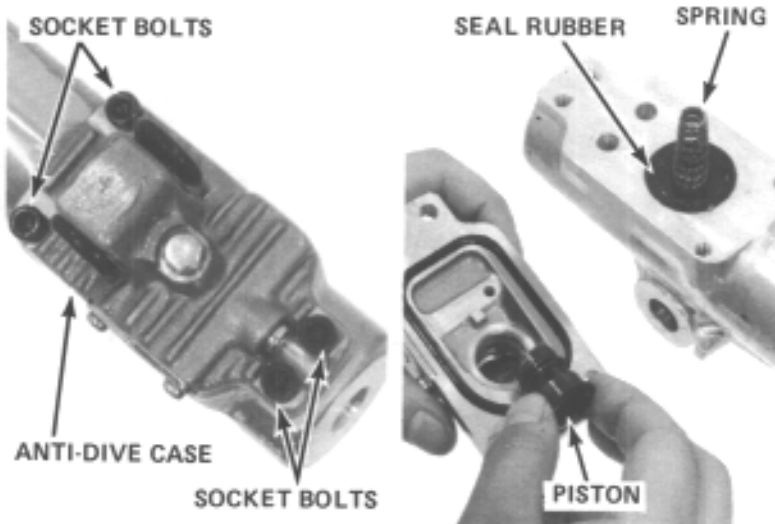
● T.R.A.C. (TORQUE REACTIVE ANTI-DIVE CONTROL) SYSTEM DISASSEMBLY

Remove the four socket bolts and remove the anti-dive case.

Remove the piston, spring and seal rubber.

NOTE

Place the steel ball and spring where they will not be lost.

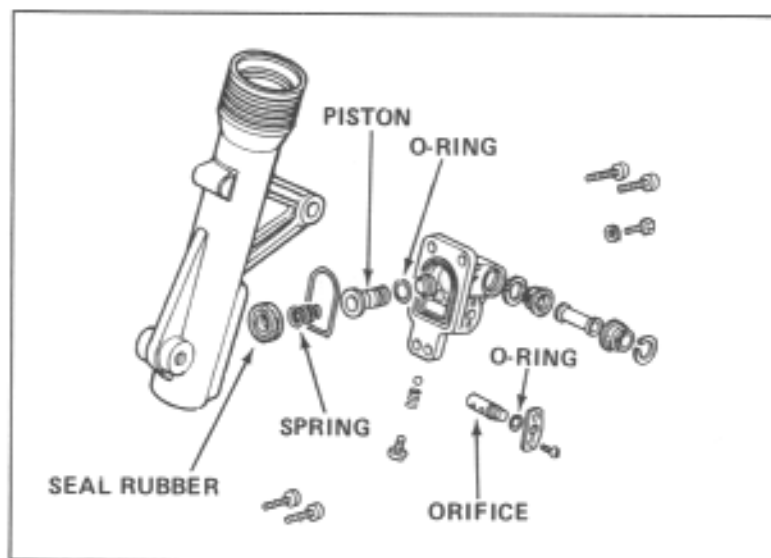


● T.R.A.C. SYSTEM INSPECTION

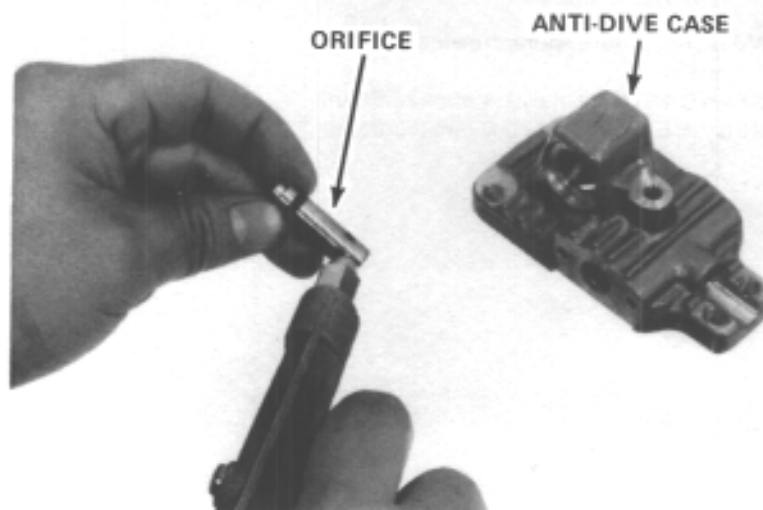
Inspect the O-rings for damage or deterioration.

Check the spring and piston for wear or damage.

Check for damage to the orifice.



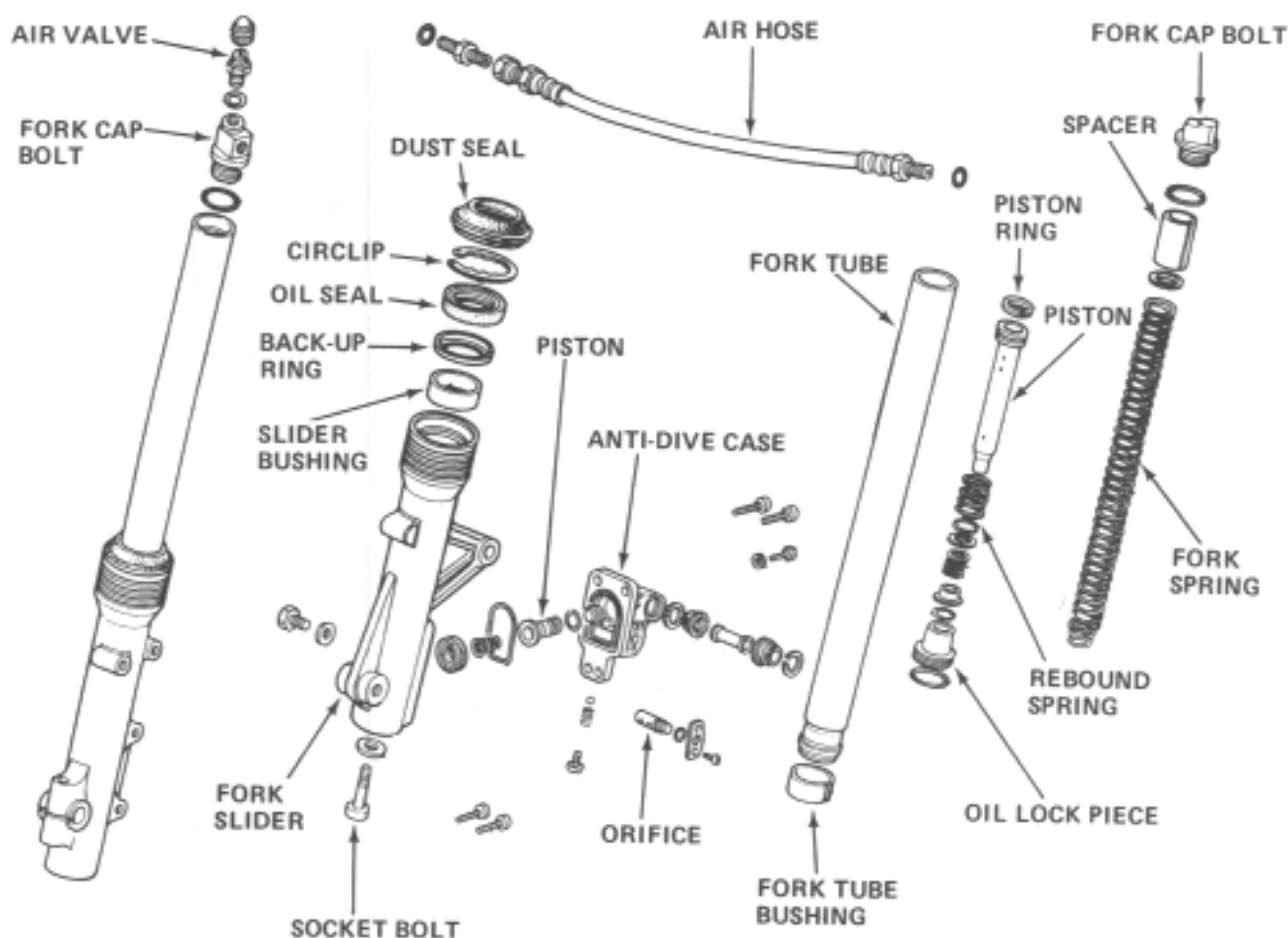
Check the orifice and case for clogging by applying compressed air to them.





• FRONT FORK ASSEMBLY

Before assembly, wash all parts with a high flash point or non-flammable solvent and wipe them off completely.



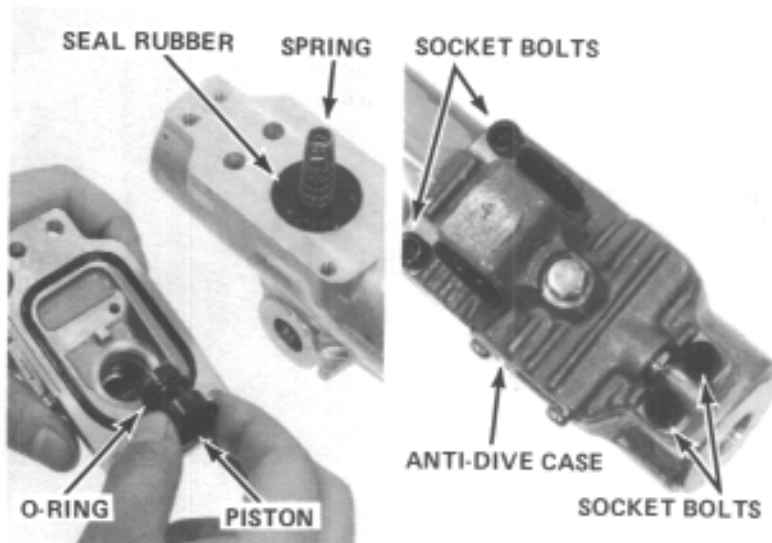
Assemble the removed T.R.A.C. system parts and install the assembly onto the left fork slider.

Tighten the socket bolts to the specified torque.

TORQUE: 6.0—9.0 kg-m (4.3—6.5 ft-lb)

NOTE

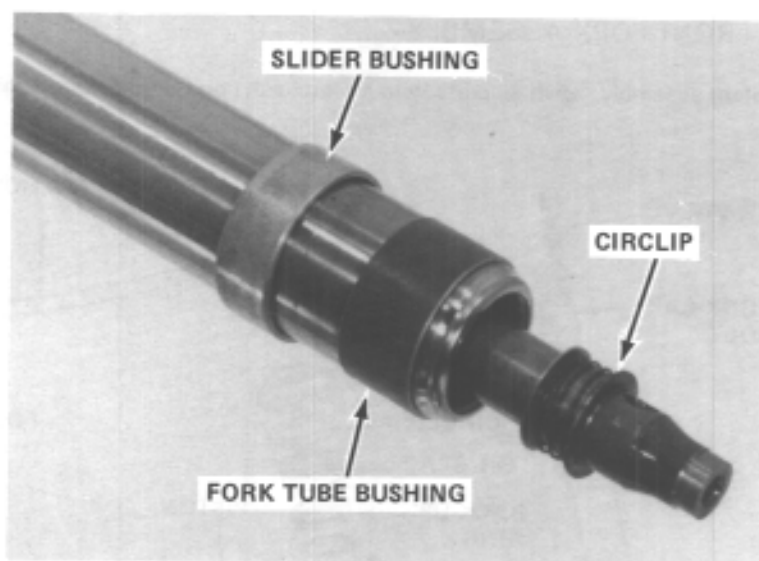
- Apply a locking agent to the threads of the screws and socket bolts before assembly.
- Lubricate the O-ring and piston with A.T.F. (automatic transmission fluid) before assembly.
- Check that the piston moves freely.
- Apply silicone grease to the sliding faces of the collar.
- Do not damage the sealing lips of the rubber seal.



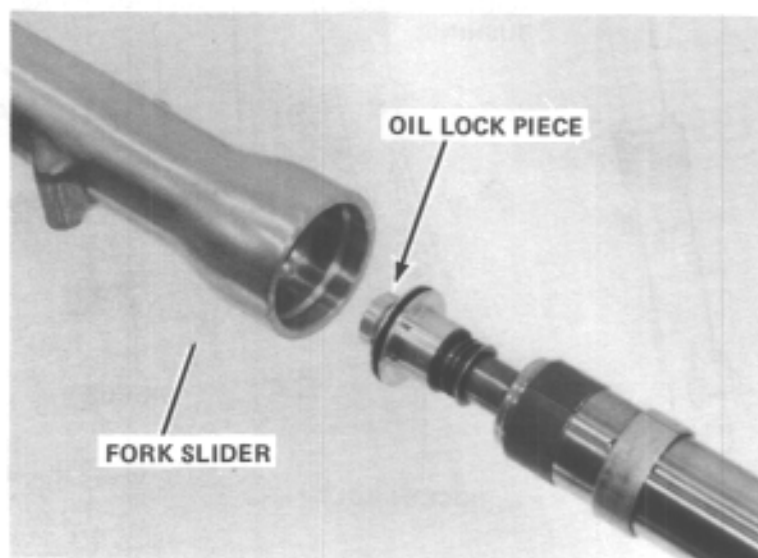


Install a new bushing on the fork tube if necessary.

Place the rebound spring and piston into the fork tube.



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



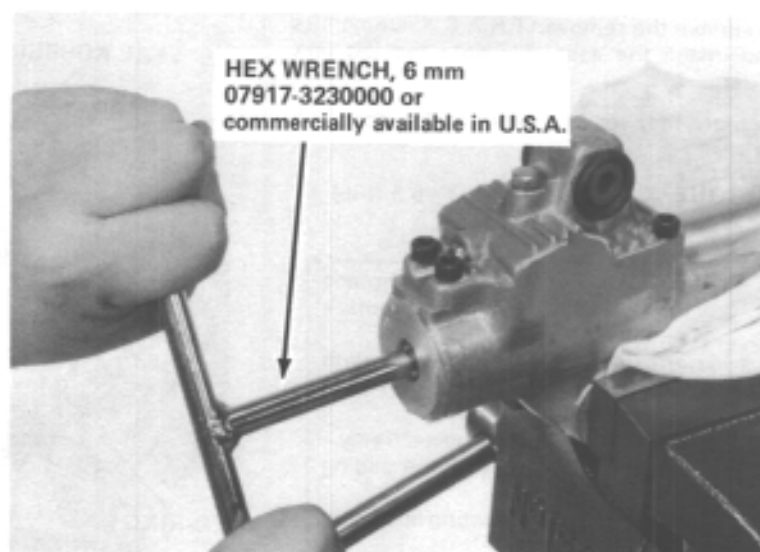
Place the fork slider in a vise with soft jaws.

Apply a locking agent to the socket bolt and thread it into the piston. Tighten with a 6 mm hex wrench.

NOTE

Temporarily install the fork spring and fork cap bolt to tighten the socket bolt.

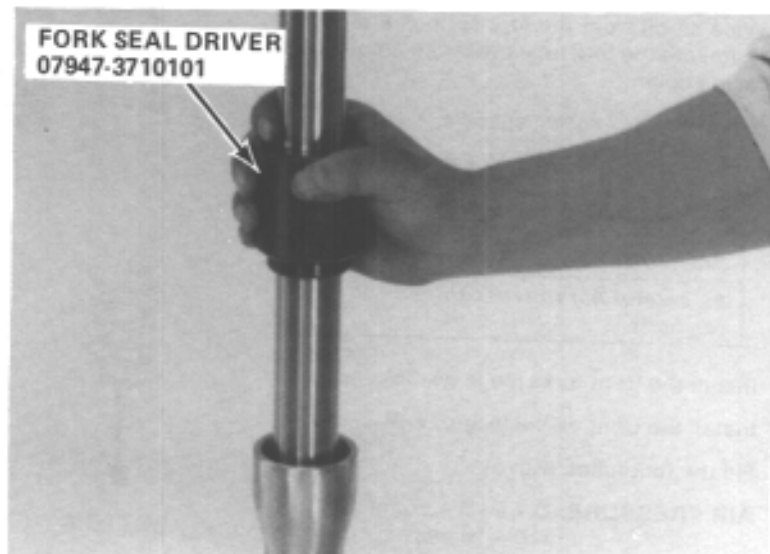
TORQUE: 1.5—2.5 kg-m (11—18 ft-lb)





Place the slider bushing over the fork tube and rest it on the slider. Put the back-up ring and an old bushing or equivalent tool on top.

Drive the bushing into place with the seal driver and remove the old bushing.

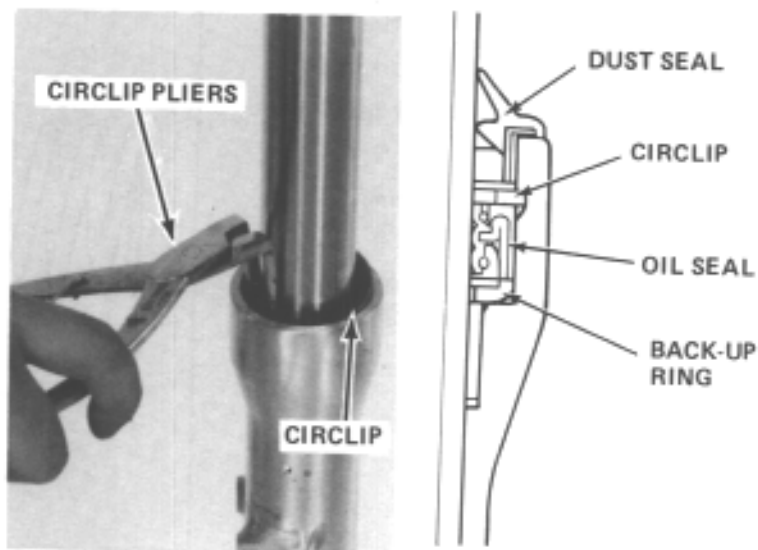


Coat a new oil seal with ATF and install it with the seal markings facing up. Drive the seal in with the seal driver. If additional seal depth is needed, install the back-up plate and repeat driving the seal in.

Install the back-up plate, circlip and dust cover.

NOTE

Install the circlip with its radiused edge facing down.

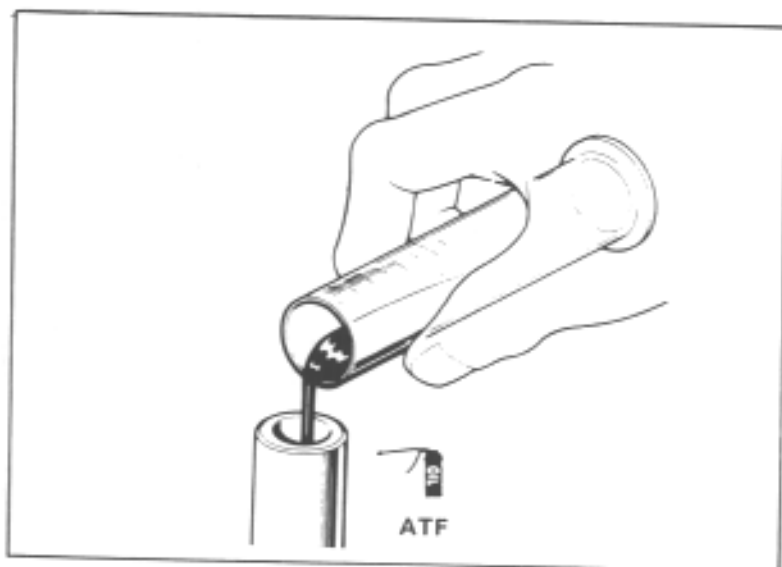


Pour the specified amount of ATF into the fork tube.

CAPACITIES

LEFT FORK: 357—362 cc
(12.1—12.2 oz)

RIGHT FORK: 347—352 cc
(11.7—11.9 oz)





Wipe all oil from the fork springs and install them into the fork tubes with the tapered end facing down.

Install the fork spring spacers.

Install and torque the fork cap bolt.

TORQUE: 1.5—3.0 kg-m (11—22 ft-lb)

CAUTION

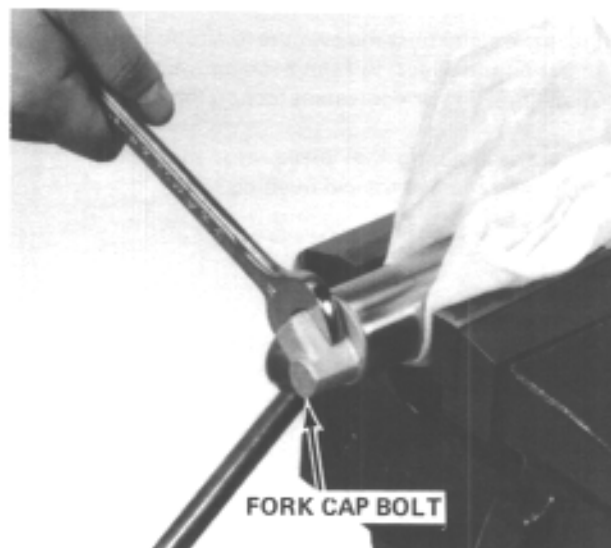
Be careful not to cross-thread the fork cap bolts.

Install the front forks (page 25-35).

Install the front wheel (page 27-9).

Fill the fork tubes with air.

AIR PRESSURE: 0.7—1.1 kg/cm²
(10—16 psi)

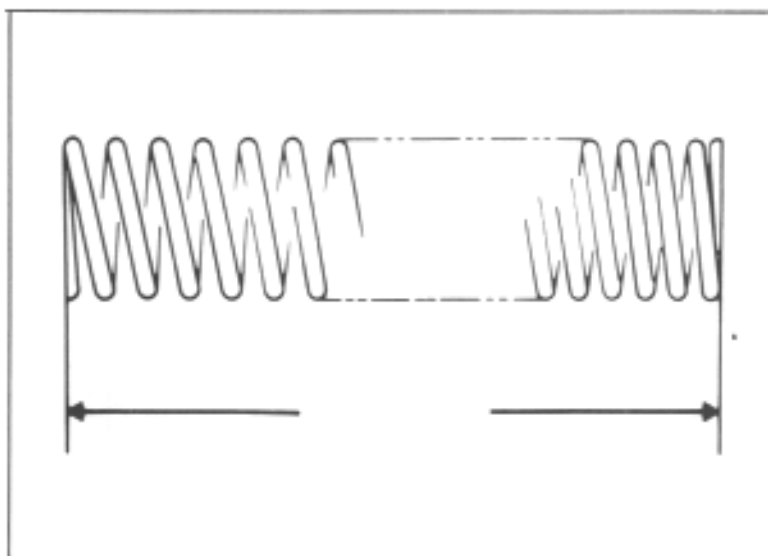


● **REAR SHOCK ABSORBER
SPRING FREE LENGTH**

Disassemble the shock absorber (page 14-10).

Measure the free length of the spring. Inspect the shock body for oil leaks.

STANDARD: 227.7 mm (8.96 in)
SERVICE LIMIT: 223.1 mm (8.78 in)



5. BRAKES

● **LEFT BRAKE CALIPER HOLDER**

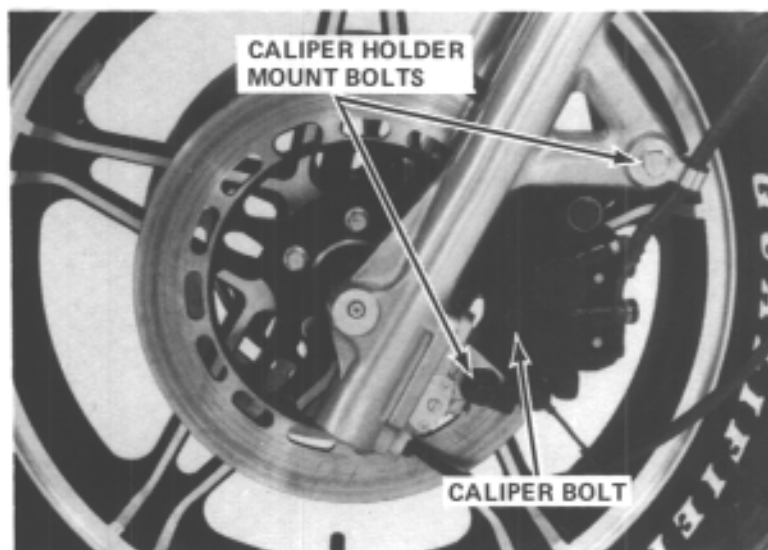
Refer to page 25-38 for caliper servicing.

Remove the caliper mount bolt and remove the caliper from the holder.

CAUTION

Support the caliper so that it does not hang by the hose. Do not twist the brake hose.

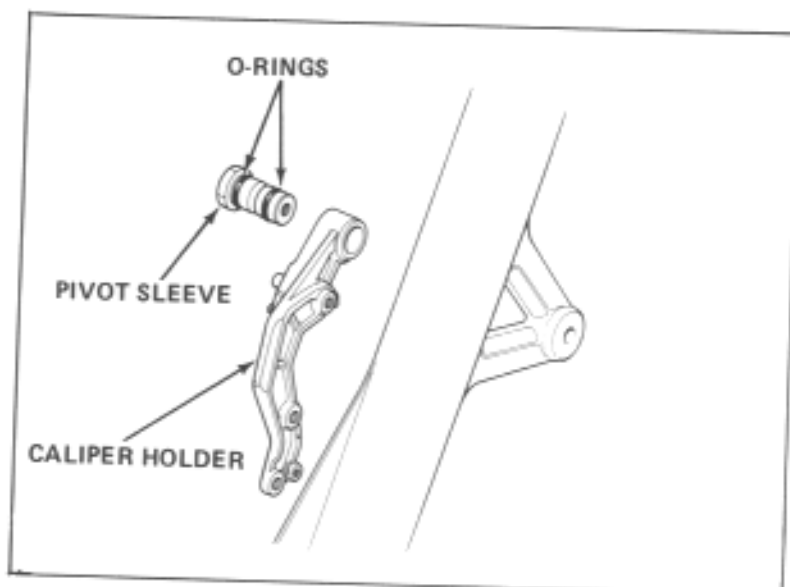
Remove the caliper holder by removing the upper and lower mount bolts.





Inspect the sliding surfaces of the pivot sleeve and the pivot hole of the fork slider for wear or damage.

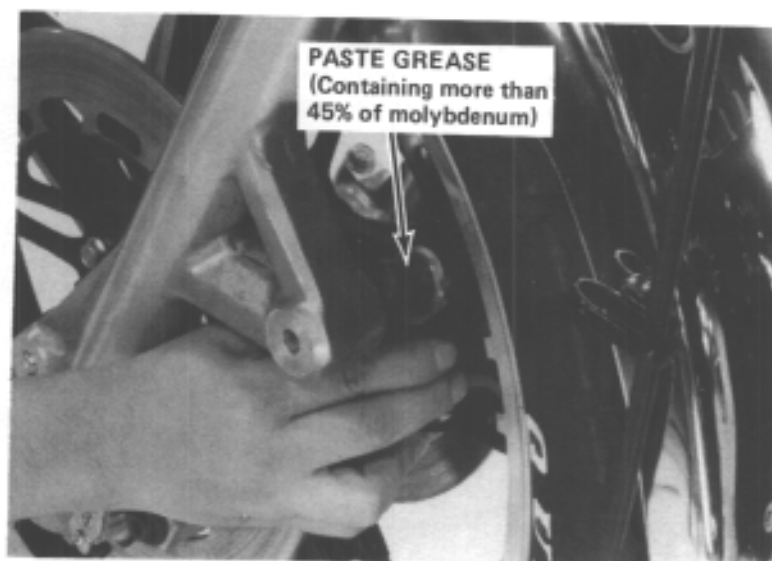
Inspect the O-rings for damage or deterioration.



Apply molybdenum paste grease to the pivot sleeve.

NOTE

- Use paste grease (containing more than 45% of molybdenum) as follows:
 - * MOLYKOTE® G PASTE or G-n PASTE manufactured by Dow Corning U.S.A.
 - * ROCOL PASTE (MoS₂ PASTE) manufactured by Sumico Lubricant Co., LTD., Japan.
 - * Other lubricants of equivalent quality.
- Do not damage the shock absorber body.



Install the caliper holder in the reverse order of removal.



6. FUEL GAUGE

● FUNCTION TEST

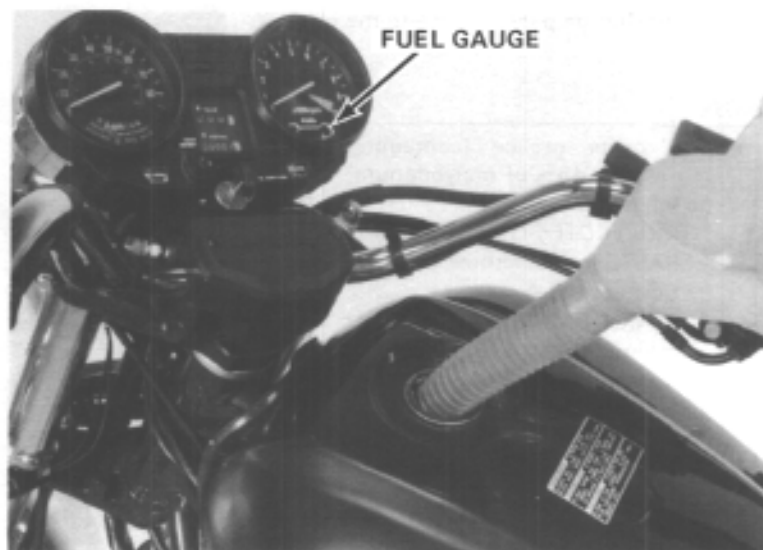
Place the motorcycle on the center stand and completely drain the fuel tank.

WARNING

Keep gasoline away from open flames or sparks. Wipe up spilled gasoline at once.

Amount of gasoline	4.8—6.9 liters (1.27—1.82 US gal, 1.06—1.52 Imp gal)	7.1—10.7 liters (1.88—2.83 US gal, 1.56—2.35 Imp gal)	12.9—15.9 liters (3.41—4.20 US gal, 2.84—3.50 Imp gal)
Gauge position	RES	1/2	FULL
Resistance	58.5—80 Ω	28.5—36.5 Ω	4—10 Ω

1. Fill the fuel tank with the measured amount of fuel indicated in the chart for reserve. Turn the ignition switch on and note the fuel gauge reading.

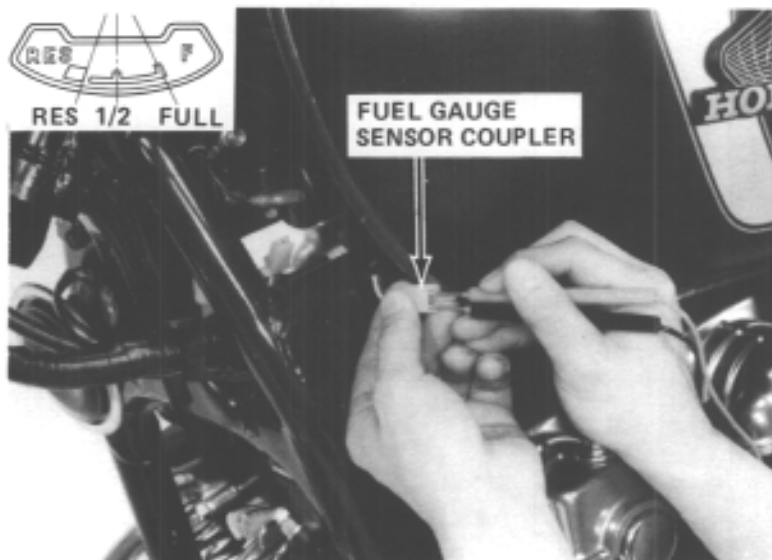


2. Turn the ignition switch off and disconnect the fuel gauge sensor coupler. Measure the resistance of the sensor between the Y/W and G terminals.

Repeat steps 1 and 2 for the 1/2 and full gauge positions.

If the fuel gauge readings are incorrect, replace it as an assembly with the tachometer.

If the fuel gauge sensor resistances are not within specifications, inspect the sensor as described on page 27-23.





• FUEL GAUGE SENSOR

Drain and remove the fuel tank.

WARNING

Keep gasoline away from open flames or sparks. Wipe up spilled gasoline at once.

Remove the fuel gauge sensor nuts and sensor.

NOTE

Do not bend the float arm.

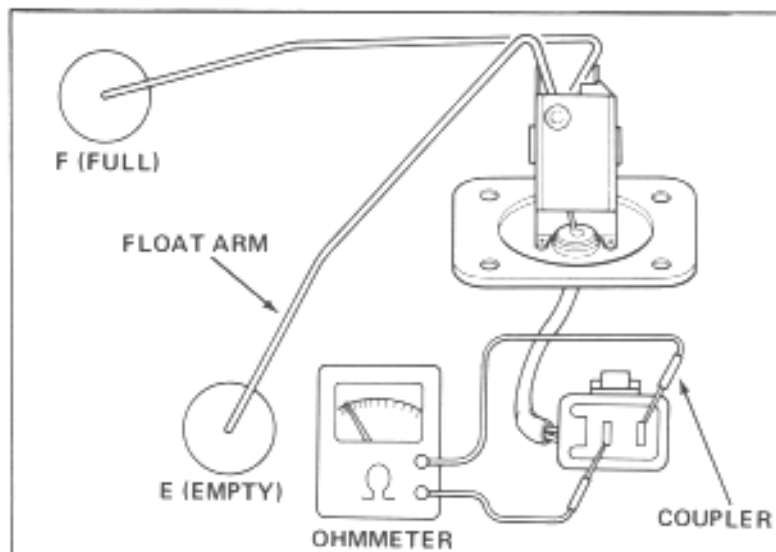
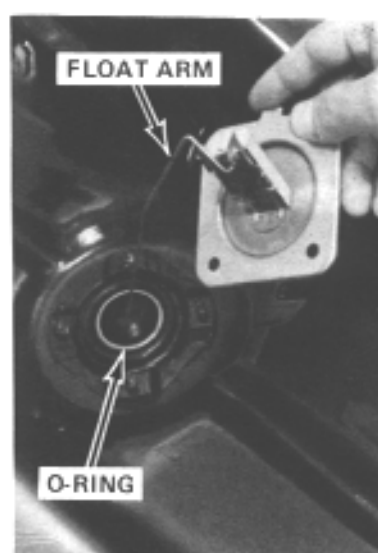
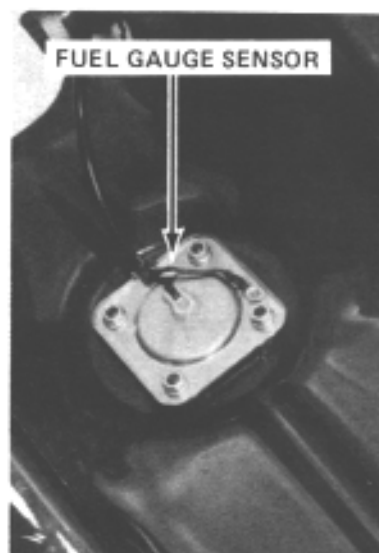
Check the O-ring for deterioration or damage and replace it with a new one if necessary.

Check that the float arm moves up and down smoothly.

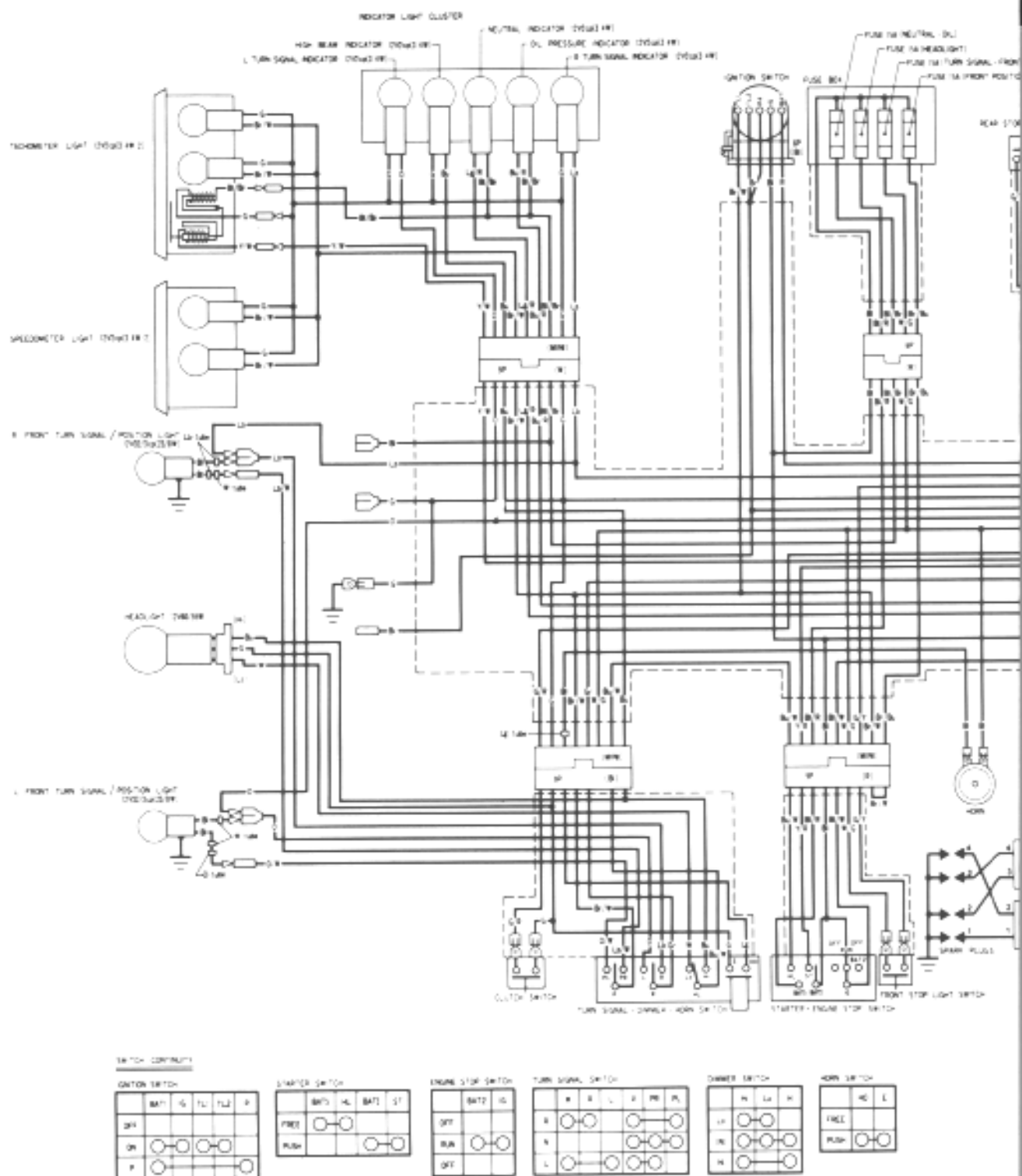
Measure the resistance between the Y/W and G terminals with the float arm at the F (FULL) and E (EMPTY) positions.

Resistance should be: 1—6 Ohms at full
103—117 ohms at empty.

Make sure that the float arm is not bent or twisted.



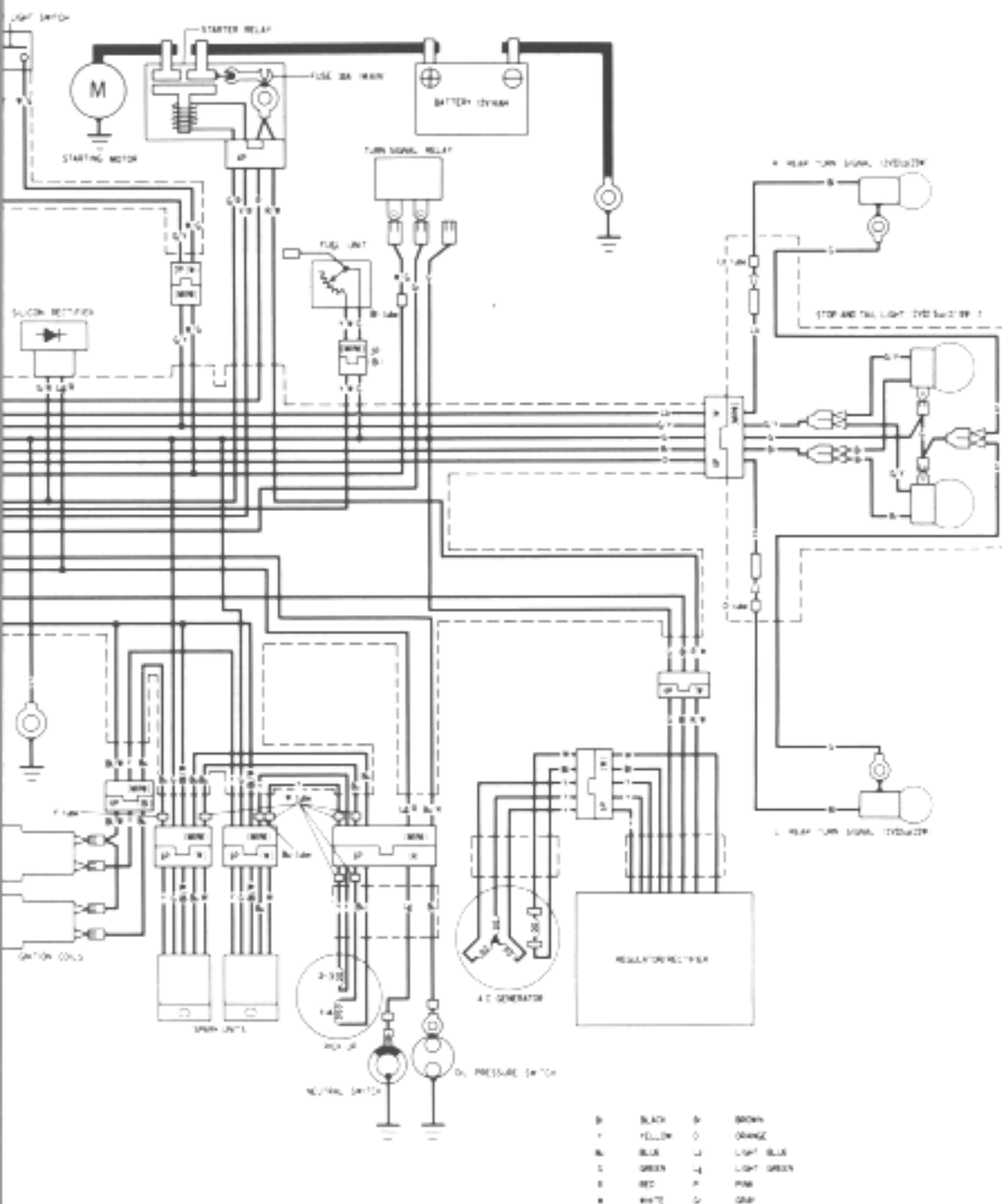
7. WIRING DIAGRAM





HONDA
CB750K • CB750C
CB750F • CB750SC

REAR BRAKE - HORN
METER LIGHT - TAIL



0030Z-ME1-6700

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manuales_motos@hotmail.com

Honda C-50
Modelos 1970 en adelante

Honda C -90 Econopower
Modelos 1978 a 1999

Honda C-100 Biz
Todos los modelos

Honda CB 350 Four
Modelo 1972 en adelante

Honda CB 400 Four
Modelo 1974 en adelante

Honda CB 400 N
Modelo 1978 en adelante

Honda CB 400 - CB1
Modelo 1988 en adelante

Honda CB 450 E/Custom
Modelo 1982 en adelante

Honda CBR 250
Todos los modelos

Honda CBR 400 RR
Modelo 1988 en adelante

Honda CBR 450 SR
Modelo 1988 en adelante

Honda CBX 150 Aero

Modelos 1990 a 1997

Honda CBX 200
Todos los modelos

Honda CBX 250
Todos los modelos

Honda CBX 400
Todos los modelos

Honda CG 125 Titan/Cargo/Today
Modelos 1988 a 2003

Honda NC 50 Express
Todos los modelos

Honda CR 250
Modelos 1984 a 1996

Honda NSR 125
Modelos 1989 al 2002

Honda NSR 250
Todos los modelos

Honda NSR 400
Todos los modelos

Honda NX 150
Modelos 1990 a 1997

Honda NX 200
Modelos 1994 a 2002
Honda NX 350 Sahara
Todos los modelos

Honda NX 400 Falcon
Todos los modelos

Honda ST-CT 70 Dax
Modelos 1976 a 1997

Honda VFR 400
Modelo 1987 en adelante

Honda VT 250 F/FII
Modelos 1986 a 1994

Honda VT 250 C

Modelo 1995 en adelante

Honda VTR 250

Modelos 1988 a 1997

Honda XL 125 S

Modelos 1979 a 1996

Honda XL 185 S

Modelos 1980 a 1999

Honda XL 200

Modelo 1980 en adelante

Honda XL 250

Todos los modelos

Honda XL 350 R

Todos los modelos

Honda XLR 125

Modelos 1997 a 2003

Honda XR 80

Modelos 1991 a 1999

Honda XR 100

Modelos 1985 a 1999

Honda XR 200 R

Todos los modelos

Honda XR 250 R

Todos los modelos

Honda XR 350

Todos los modelos

Honda XR 400

Modelos 1995 al 2000

Honda CB 500

Todos los modelos

Honda CB 600 F Hornet

Modelo 1998 en adelante

Honda CB 750 Custom C / SC

Modelos 1980 al 1982

Honda CB 750 F Sport - Super Sport -Four K
Modelos 1979 al 1982

Honda CB 750 F/K
Modelos 1974 al 1979

Honda CB 750 f2
Modelo 1990 en adelante

Honda CBR 600 F/F1
Modelos 1987 al 1990

Honda CBR 600 F/F2
Modelos 1991 al 1994

Honda CBR 600 F/F3
Modelos 1995 al 1998

Honda CBR 600 F/F4
Modelos 1999 al 2000

Honda CBR 600 FI/F4I Inyeccion
Modelos 2001 en adelante

Honda CBR 750 Super Aero
Modelo 1987 en adelante

Honda CBX 550
Modelo 1982 en adelante

Honda CX 500
Todos los modelos

Honda GL 500 / Interstate
Modelo 1981 en adelante

Honda GL 650 / Interstate
Modelo 1983 en adelante

Honda NT 650 Hawk GT
Modelo 1988 en adelante

Honda NX 650 / NX 650 Dominator
Modelo 1988 en adelante

Honda VF 700 Magna-Interceptor-Sabre
Modelo 1984 en adelante

Honda VF 750 Magna-Interceptor-Sabre
Modelos 1982 al 1994

Honda VF 750 C/CD Magna Deluxe
Modelo 1994 en adelante

Honda VFR 750 F
Todos los modelos

Honda VT 500 C Shadow/VT 500 FT Ascot
Todos los modelos

Honda VT 600 C/VLX Shadow
Todos los modelos

Honda VT 700 C Shadow
Modelo 1984 en adelante

Honda VT 750 C Shadow
Modelos 1983 al 1995

Honda VT 750 C/C2 Shadow
Modelo 1997 en adelante

Honda XL 500 R/S
Todos los modelos

Honda XL 600 R
Modelos 1983 en adelante

Honda XL 600 V Transalp
Modelos 1987 al 1999

Honda XL 650 V Transalp
Modelo 2000 en adelante

Honda XR 500
Todos los modelos

Honda XR 600 R
Todos los modelos

Honda XR 650 L
Modelo 1988 en adelante

Honda XR 650 R
Modelo 2000 en adelante

Honda XRV 750 Africa Twin
Modelo 1990 – 2002

Honda CB 900 C

Modelos 1980 en adelante

Honda CB 900 F Super Sport/ Boldor
Modelos 1979 en adelante

Honda CB 1000 C
Modelos 1982 en adelante

Honda CB 1100 F
Todos los modelos

Honda CBR 900 RR (N/P/R/S)
Modelos 1992 al 1995

Honda CBR 900 RR (T/V/W/X) (918 cc)
Modelos 1996 al 1999

Honda CBR 929 RR (Y/1)
Modelos 2000 al 2001

Honda CBR 954 RR (2/3)
Modelos 2002 al 2003

Honda CBR 1000 F
Todos los modelos

Honda CBR 1100 XX FI
Todos los modelos

Honda CBX 1000 (1047cc)
Modelos 1979 -1982
Honda GL 1000 Gold Wing
Modelos 1975 en adelante

Honda GL 1100 Gold Wing
Modelos 1980 en adelante

Honda GL 1200 Gold Wing/Standar/Interstate/Aspencade/Limited
Modelos 1984 en adelante

Honda GL 1500 C/CT - F6
Modelos 1996 en adelante

Honda ST 1100
Modelos 1992 al 1999

Honda VF 1000 F/R
Modelo 1984 en adelante

Honda VF 1100 C - V 65 Magna

Modelo 1983 en adelante

Honda VFR 800 FI
Modelos 1998 al 2001

Honda VT 1100 C/C2/C3
Modelo 1994 en adelante

Honda VTR 1000
Modelo 1997 en adelante

Honda VTX 1300
Todos los modelos

Honda VTX 1800
Todos los modelos

Honda XL 1000 V Varadero
Modelo 1999 en adelante