IGNITION TIMING

- POINT GAP ADJUSTMENT

Rotate the crankshaft clockwise to find the position where each breaker point gap is at maximum and check using a feeler gauge.

**POINT GAP: 0.3-0.4 mm (0.012-0.016 in.)**

If adjustment is necessary, loosen the contact breaker plate locking screw and move the contact breaker plate to achieve correct gap. Retighten the locking screw and recheck both point gaps.

- REPLACEMENT

If the points are excessively pitted, badly worn, one side contact or burned, or if adjustment becomes impossible, replace the points.

After installation, perform the point gap and ignition timing adjustments.

**NOTE**

Reconnect the point leads properly.

- IGNITION TIMING

**NOTE**

- Contact breaker point gap must be adjusted before the ignition timing adjustment is performed.
- Adjust the No.1 and 4 cylinder timing first, then the No. 2 and 3 cylinders.

- IGNITION TIMING ADJUSTMENT WITH A CONTINUITY LIGHT (12V-3W)

Prepare a battery and a continuity light (12V-3W).

Remove the right side cover and disconnect the primary wire leads.

Connect one lead of the continuity light to the “1.4” point arm and the other lead to the battery positive (+) terminal. Ground the battery negative (−) terminal to the frame body. Rotate the crankshaft clockwise slowly and align the “1.4 F” mark with the index mark. The timing for the No. 1 and 4 cylinders is correct if the light goes out when both marks align.
Adjust the timing as follows, if necessary.
Loosen the three base plate locking screws and rotate the base plate to achieve the correct timing.
When the timing is too advanced, rotate the base plate clockwise. When the timing is too late, rotate the base plate counterclockwise. Retighten the base plate locking screws and recheck the timing.
Change the connection of the light lead from the "1.4" point arm to the "2.3" point arm. Rotate the crankshaft clockwise slowly and align the "2.3 F" mark with the index mark. The timing for the No. 2 and No. 3 cylinders is correct if the light goes out when both marks align. Adjust the timing as follows, if necessary. Loosen the two right base plate locking screws and rotate the right base plate to achieve the correct timing. When the timing is too advanced, rotate the right base plate clockwise. When the timing is too late, rotate the right base plate counterclockwise. Retighten the two right base plate locking screws and recheck the timing. Remove the continuity light, connect the primary wire leads and install the point cover and right side cover.

**ALTERNATIVE METHOD USING A TIMING LIGHT**

Connect a tachometer and a timing light. Connect the high voltage cord of the timing light to the No. 1 or 4 cylinder high tension cord. Start the engine and make sure that the engine idle speed in neutral is at 950 ± 100 rpm. The timing for the No. 1 and 4 cylinders is correct if the "1.4 F" mark aligns with the index mark.

Adjust the timing as follows, if necessary. Loosen the three base plate locking screws and rotate the base plate to achieve the correct timing. When the timing is too advanced, rotate the base plate clockwise. When the timing is too late, rotate the base plate counterclockwise. Retighten the base plate locking screws and recheck the timing. Change the connection of the timing light high voltage cord from the No. 1 or 4 cylinder high tension cord to the No. 2 or 3 cylinder high tension cord. The timing for the No. 2 and 3 cylinders is correct if the "2.3 F" mark aligns with the index mark.

Adjust the timing as follows, if necessary. Loosen the two right base plate locking screws and rotate the right base plate to achieve the correct timing. When the timing is too advanced, rotate the right base plate clockwise. When the timing is too late, rotate the right base plate counterclockwise. Retighten the two right base plate locking screws and recheck the ignition timing and contact breaker point gaps. Disconnect the timing light and tachometer and install the point cover.
CAM CHAIN TENSION

Start the engine and allow it to idle. Loosen the cam chain tensioner lock nut and tensioner bolt. When the cam chain tensioner bolt is loosened, the tensioner will automatically position itself to provide the correct tension. Retighten the tensioner bolt and lock nut.

THROTTLE OPERATION

Make sure that there is no deterioration, damage, or kink in the throttle cables, and that the throttle grip free play is 2-6 mm (0.08-0.24 in.) on the outer edge of the throttle grip flange. Check for smooth throttle grip rotation from fully closed to fully opened positions at all steering positions.

Inspect that the throttle grip returns from fully open position to fully close position when releasing hand.

Adjust or replace, if necessary. Throttle grip free play can be adjusted at either end of the throttle cable. Major adjustments must be made at the lower adjuster after removing the fuel tank. To adjust, loosen the grip play adjuster lock nut and turn the adjuster in either direction. Minor adjustments must be performed at the upper adjuster.

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INSPECTION/ADJUSTMENT

CARBURETOR

- CARBURETOR IDLE SPEED

NOTE
The engine must be warm for accurate idle adjustment. Approximately ten minutes of stop-and-go driving will warm the engine.

- IDLE SPEED IN NEUTRAL

Warm up the engine, shift to NEUTRAL, and place the motorcycle on its center stand. Connect a tachometer. Determine if the engine idle speed is within the specifications.

  IDLE SPEED: 950 ± 100 rpm
  (in NEUTRAL)

If necessary, adjust the idle speed using the throttle stop screw.

- IDLE SPEED IN GEAR

NOTE
On '76 and '77 models, shift indicator lights have “L” and “D” lenses instead of “1” and “2”.

Lock the rear wheel using the parking brake. With the engine idle, shift the transmission in “1”. Visually observe that the stall preventer diaphragm linkage moves when shifting “N” to “1”. If the diaphragm operates, determine if the idle speed in gear is 1,000 ± 100 rpm. Adjust the idle speed using the adjusting screw, if necessary. If the diaphragm does not operate, inspect the system as follows:

- STALL PREVENTER (THROTTLE OPENER) SYSTEM TEST

BASIC TEST:
Place the motorcycle on its center stand and lock the rear wheel with the parking brake. Visually observe the diaphragm linkage when shifting “N” to “1” or “2” with the engine idle. The linkage should move to the fast idle position when the gear is shifted into “1” or “2”. The linkage should move back for normal idle when “N” is selected. Except '76 model, remove the solenoid valve from the circuit and connect a test light in its place. Test ride the motorcycle observing the test light. The light should go out at speeds over 23 Km/H (14.5 MPH) and back on under 17 Km/H (10.5 MPH).

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CARBURETOR  
INSPECTION/ADJUSTMENT

If the stall preventer system does not operate as described in the BASIC TEST, follow the troubleshooting procedure to locate the problem.

TROUBLESHOOTING:
1. Check all vacuum lines for leakage and proper routing. Retest if any repairs were made.
2. Lock the rear wheel with the parking brake. Disconnect the vacuum tube at the preventer. Check for vacuum at the diaphragm with the engine running in gear. The vacuum should be 350 mm Hg (13.8 in Hg) min.

   No vacuum
   Check for voltage across the solenoid valve.

   Voltage
   Check for vacuum to the solenoid valve.

   No voltage
   1. Faulty ground circuit.
      a. Check the speed sensor (except '76 model).
      b. Check the change switch.
   2. Faulty power circuit.
      Repair and retest.

   Vacuum
   Replace the solenoid valve.
   Retest.

   No vacuum
   Inspect the check valve and vacuum line to the carburetor for obstruction.
   Repair and retest.

3. If the system passes all parts, except the test ride inspection in the BASIC TEST, replace the speedometer and retest. (Except '76 model.)
CARBURETOR CHOKE / FAST IDLE

CHOKE MECHANISM MAINTENANCE

Check for smooth choke knob operation. Pull the choke knob to "fully closed" and make sure that the choke is fully closed. When adjustment is necessary, loosen the choke wire clamp and adjust the choke wire. Retighten the clamp, holding the choke lever fully closed.

Adjust the choke operating force by turning the adjuster.
The choke knob must be moved smoothly and stay at the position which it is pulled.

FAST IDLE ADJUSTMENT

NOTE
Inspection and adjustment must be performed while engine is cold.

Pull the choke all the way up to "Fully Closed".
Start the engine.
Open the throttle a small amount and close it.
Repeat this 2 - 3 times.
Check that the specified fast idle speed is reached within 15 seconds.

SPECIFIED FAST IDLE: 1,750 ± 750 rpm

If adjustment of the fast idle is necessary, turn the fuel valve "OFF", disconnect the fuel line and remove the fuel tank. Pull the choke knob out completely, turn the adjusting screw until it touches the cam surface. Push the choke knob in and turn the adjusting screw in 2 turns.
Tighten the lock nut and install the fuel tank and fuel line.
Recheck the fast idle.

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CARBURETOR

INSPECTION/ADJUSTMENT

CARBURETOR SYNCHRONIZATION

NOTE
Perform carburetor synchronization with engine at normal operating temperature, transmission in neutral and motorcycle on the center stand.

Turn the fuel valve OFF and remove the fuel tube and fuel tank. Prepare a longer fuel tube and reconnect it to the fuel tank and carburetor. Position the tank higher than normal tank position.
Remove the plugs from the carburetors and install the long attachment of the special tool "Vacuum Joint" to the No. 2 and "Attachment" to the No. 3 carburetors and short ones to the No. 1 and 4 carburetors. Connect the vacuum gauges.
Start the engine and set the idle to 950 ± 100 rpm, then make sure that the difference in vacuum readings is within 40 mm Hg.

If adjustment is necessary, remove the top covers from the No. 1, 3 and 4 carburetors. No. 2 carburetor cannot be adjusted, because it is the base.
Loosen the lock nuts and turn the adjusting screws using the special tool "Adjusting Wrench" (Tool No. 07908-3690000) to achieve the vacuum difference of each cylinder within 40 mm Hg.
Retighten the lock nuts and recheck the idle speed and synchronization.
Remove the vacuum gauge and attachments. Install the top covers, plugs, fuel tank and proper fuel tube.
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INSPECTION/ADJUSTMENT

DRIVE CHAIN

Place the motorcycle on its center stand, with transmission in neutral and ignition switch OFF.

INSPECTION

Turn the rear wheel slowly and inspect the drive chain and sprockets for damage or wear. Drive chain with damaged rollers, loose pins, or missing O-rings (Except '76 model) must be replaced. Replace any sprocket which is damaged or excessively worn. Lubricate the drive chain if chain appears dry.

CAUTION

Never install a new drive chain on badly worn sprockets or a badly worn chain on new sprockets. Both chain and sprockets must be in good condition, or the new replacement chain or sprockets will wear rapidly.
When a new drive chain is installed, a new wear label must be attached according to the directions provided with the replacement chain. (Except '76 model)

DRIVE CHAIN LUBRICATION (EXCEPT '76 MODEL)

Clean the drive chain with kerosene and wipe dry.

CAUTION

Do not use a steam cleaner, high pressure washers, and certain solvents as these will ruin the O-rings.

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

CAUTION

Do not use commercial chain lubricants. It may contain solvents which could damage the rubber O-rings.

('76 MODEL)

If dry or rusted, clean with brush in solvent, wipe and dry with a clean rag. Apply a liberal amount of high quality chain lubricant.

Recommended sprocket sizes

<table>
<thead>
<tr>
<th>Drive sprocket (engine)</th>
<th>Driven sprocket (rear wheel)</th>
</tr>
</thead>
<tbody>
<tr>
<td>15-Tooth ('76 model: 17-Tooth)</td>
<td>42-Tooth ('76 model: 48-Tooth)</td>
</tr>
</tbody>
</table>

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CHAIN TENSION

Move the chain up and down with fingers and measure the amount of slack at a point midway between the sprockets, on lower chain.

SLACK: 15–25 mm (5/8–1 in.)

To adjust as follows:
Remove the cotter pin from the rear axle nut, and loosen the nut.
Loosen the lock nuts on both adjusting bolts.
Turn both adjusting bolts an equal number of turns until the correct drive chain tension is obtained.

CAUTION
Be sure that the index mark aligns with same graduation on the scale on both sides.

For except '76 model, check the chain wear label. If the red zone on the label aligns with the rear of the swing arm, the chain is excessively worn and must be replaced.
Tighten the axle nut and install a new cotter pin.

TORQUE: 8.0-10.0 kg-m (57.9-72.3 lbs-ft)
Tighten the adjusting bolts and lock nuts.
Check that the rear wheel rotates freely by turning it by hand.
Adjust the rear brake if necessary.

BATTERY

Raise the seat and remove the left side cover.
The electrolyte level must be maintained between the upper and lower level marks.
If the electrolyte level is low, remove the battery filler caps and add distilled water.
If sulfation forms or sediments (paste) accumulate on the bottom, replace the battery with a new one.

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INSPECTION/ADJUSTMENT

BATTERY
BRAKE FLUID

NOTE
Fill the battery up to the upper level mark at periodical inspection.

CAUTION
Use only distilled water in the battery. Tap water will shorten the service life of the battery.

WARNING
The battery electrolyte contains sulfuric acid.

• BRAKE FLUID

• FLUID LEVEL

CAUTION
- Before removing the reservoir cap, ensure that the reservoir is level
- Avoid operating the brake lever with the cap removed. Brake fluid will flow out if the lever is operated.

Check that the brake fluid reservoir is filled to the level mark.
If the level is below the mark, fill the reservoir with DOT-3 BRAKE FLUID up to the level mark.
Check the entire system for leaks, if the level is low.

CAUTION
Do not mix different brands of fluid as they are not compatible.

• FLUID REPLACEMENT

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 lever operation.
- Avoid spilling fluid on painted surfaces.

Fluid Draining:
Loosen the caliper bleeder valve and pump the brake lever.
Stop pumping operation when no fluid flows out of the bleeder valve.

Electrolyte level should be between limits.

LEVEL MARK

BLEEDER VALVE

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BRake Fluid

Inspection/Adjustment

Fluid Filling:

**CAUTION**
Do not mix different brands of fluid since they are not compatible.

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

To prevent piston overtravel and brake fluid seepage, keep a 20 mm (3/4 in.) space to the handlebar grip when bleeding the 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 (until lever resistance is felt).

Air Bleeding:

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

Pull the brake lever all the way back to the handlebar.
Loosen the bleeder valve about 1/2 turns and retighten.

**NOTE**
Do not release the lever until the bleeder valve has been closed.

Release the lever gradually and wait several seconds after it reaches the end of its travel.
Repeat the above steps until there are no air bubbles in the fluid flowing out of the bleeder valve.

Fill the reservoir to the UPPER FLUID LEVEL.
Check the entire system for leaks by operating the brake.

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

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**HONDA CB750A**

**BRAKE PAD/SHOE BRAKE SYSTEM**

**INSPECTION/ADJUSTMENT**

---

**• BRAKE PAD WEAR**

Check the brake pad for wear. Replace the brake pads if the red line on 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**

Make sure that there is no deterioration, damage or leaks in brake tube and joints.

Check the brake rod for loose connection, excessive play, bending or any other defect. Inspect the brake stopper arm for loose connection or damage.

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

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

---

**• BRAKE PEDAL HEIGHT**

Loosen the lock nut.

Adjust the brake pedal height by turning the adjusting bolt.

Tighten the lock nut.

---

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BRAKE SYSTEM

INSPECTION/ADJUSTMENT

• BRAKE PEDAL FREE PLAY

Check the brake pedal free play.

FREE PLAY: 20–30 mm (3/4–1 1/4 in.)

If adjustment is necessary, turn the rear brake adjusting nut.

• PARKING BRAKE

Check the cable free play.

FREE PLAY: 2.0 mm (0.08 in.)

If necessary, adjust the free play by loosening the lock nut and turning the adjusting nut.
To expose the ratchet mechanism, remove the brake pedal and move the dust cover (ratchet cover except for '76 model). Check inside for dusty condition or lack of lubrication.

Make sure that the ratchet lever pushes up on switch.

The parking brake should be locked at each detent position every time the pedal moves approx. 20 mm (3/4 in.). If the parking brake is not locked, remove the case ratchet and inspect ratchet pawls.

**BRAKE LIGHT SWITCH**

Adjust the rear brake light switch so that the stoplight will come on when the brake pedal is depressed 20 mm (3/4 in.) where the brake being engagement.

Adjust by turning the switch adjusting nut.

**NOTE**

The brake light switch adjustment must be performed after the brake pedal play and pedal height have been adjusted.

**HEADLIGHT AIM**

**VERTICAL ADJUSTMENT**

Remove the side marker reflectors.
Loosen the headlight mounting bolts and tilt the headlight as required.
Install the side marker reflectors.

**HORIZONTAL ADJUSTMENT**

Turn the adjusting screw clockwise to focus the beam toward the left side of the rider.
Turn the screw counterclockwise to focus the beam toward the right side.

**NOTE**

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

Place the motorcycle on its center stand.
Retract the side stand.
Shift into “D (or 2)”.  
Loosen the lock nut.
Turn the tie rod in direction (A) until it stops, and then turn it in (B) one turn.
Tighten the lock nut.
Set the side stand and be sure that the shift pedal is shifted into “N”. There should be no clearance (C) between the side stand and bracket.
If the shift pedal is not shifted into “N” and/or there is clearance (C), readjust the tie rod. If the rod does not return properly, check the rod spring for weakness and replace if necessary.
Retract the side stand and make sure that the shift pedal can be shifted into “D (or 2)” and “L (or 1)”.

SUSPENSION

FRONT SUSPENSION

Check the action of the front fork by compressing them several times.
Check the forks for signs of leaks or damage. Replace any components which are unrepairable.
Check the front wheel for trueness.

REAR SUSPENSION

Place the motorcycle on its center stand.
Move the rear wheel sideways with force to see if the rear fork bushings are worn. Replace excessively worn.
Check the entire suspension assembly to see if it is securely mounted, damaged or distorted.
Check the rear wheel for trueness.

Pump grease through the grease fitting at the rear fork pivot. Use multipurpose grease, type NLGI No. 2.
NUTS, BOLTS, FASTENERS

Retighten the frame parts to the specified torque. Refer to page 3-3.

WHEELS/SPOKES

TIRE PRESSURE

NOTE

Tire pressure should be checked when the tires are COLD.

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

WHEEL SPOKE RETIGHTEN ('76 & '77 models)

Retighten the wheel spokes and recheck rim runout.

TIGHTENING TORQUE: 0.3–0.4 kg-m (2.2–2.9 lbs.-ft.)

STEERING HEAD BEARING

NOTE

Check that the control cables do not interfere with the rotation of the handlebars.

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 (see page 15-10).
COMPRESSION TEST

1. Warm up the engine.
2. Remove all spark plugs from the cylinder head.
3. Connect the end of a compression gauge into the spark plug hole.
4. Set the choke valves to the fully opened position.
5. Open the throttle fully.
6. Crank the engine with the starting motor and read the highest pressure.
7. Check compression pressure for each cylinder.

PRESSURE
10.0–12.0 kg/cm²
(142–170 psi)

NOTE
Do not crank the engine for more than 6 seconds at a time. Test the battery should be rundown.

NOTE
To avoid compression leaks, tighten gauge in plug hole securely.

- Low compression can be due to:
  - Leaky valve
  - Defective or sticking piston rings
  - Blown cylinder head gasket
  - Improper tappet adjustment
- Unusually high compression pressure is due to excessive carbon deposits on the combustion chamber or on the piston head.

Inspect the engine and repair as necessary.
HONDA CB750A
('76 model)

1. Drain the oil.
2. Remove the fuel tank.
3. Remove the oil filter element.
4. Remove the oil pan/oil strainer.
5. Loosen the rear axle nut to loosen the drive chain.

Remove the Right Side
- FOOT PEG
- EXHAUST SYSTEM
- SIDE COVER
- WIRE CONNECTORS

Installation of bolts and nuts

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ENGINE REMOVAL/INSTALLATION

CB750A

Remove the Left Side
- NEUTRAL RETURN ARM
- SHIFT PEDAL
- DRIVE CHAIN COVER
- DRIVE SPROCKET
- A.C.G. COUPLER/WIRE CONNECTORS

(6) Remove the air cleaner.
(7) Remove the carburetor.
(8) Disconnect the high tension wires.
(9) Remove the engine from the right side.

CAUTION
Engine oil is a major factor affecting the performance and service life of the engine. Use only specified motor oil. Do not use ATF.

INSPECTION/ADJUSTMENT AFTER ENGINE INSTALLATION
1. OIL LEVEL/LEAKAGE
2. WIRE/CABLE ROUTING
3. INDICATOR LIGHTS
4. DRIVE CHAIN TENSION
   15–25 mm (5/8–1 in.)
5. NEUTRAL RETURN ARM OPERATION (See page 4–22)
HONDA CB750A

ENGINE REMOVAL/INSTALLATION

('77 and '78 models)

1. Drain the oil.
2. Remove the fuel tank.
3. Remove the oil filter element.
4. Remove the oil pan/oil strainer.
5. Loosen the rear axle nut to loosen the drive chain.

Remove the Right Side
- FOOT PEG
- EXHAUST SYSTEM
- SIDE COVER
- WIRE CONNECTORS
- REAR BRAKE PEDAL

![Image of Honda CB750A motorcycle with parts labeled: Axle Nut/Chain Adjuster, Throttle Cable/Choke Cable, Oil Filter Element, Right Exhaust System, BRAKE PEDAL.]

Installation of bolts and nuts

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ENGINE REMOVAL/INSTALLATION

- Remove the Left Side
  - NEUTRAL RETURN ARM
  - SHIFT PEDAL
  - DRIVE CHAIN COVER
  - DRIVE SPROCKET
  - A.C.G. COUPLER/WIRE CONNECTORS
  - EXHAUST SYSTEM

(6) Remove the air cleaner.
(7) Remove the carburetor.
(8) Disconnect the high tension wires.
(9) Remove the engine from the right side.

CAUTION

Engine oil is a major factor affecting the performance and service life of the engine. Use only specified motor oil. Do not use ATF.

INSPECTION/ADJUSTMENT AFTER ENGINE MOUNTING

1. OIL LEVEL/LEAKAGE
2. WIRE/CABLE ROUTING
3. INDICATOR LIGHTS
4. DRIVE CHAIN TENSION
   15–25 mm (5/8–1 in.)
5. NEUTRAL RETURN ARM OPERATION (See page 4–22)
6. CYLINDER HEAD/VALVE MECHANISM

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TROUBLESHOOTING 6–1
DISASSEMBLY/ASSEMBLY 6–2
- CYLINDER HEAD 6–3
- CAMSHAFT/CAMSPROCKET/VALVE TIMING ADJUSTMENT 6–4
- ROCKER ARM/ROCKER ARM SHAFT 6–5

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SERVICE INFORMATION
SPECIFICATIONS

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<th>Item</th>
<th>Standard</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camshaft O.D. (center)</td>
<td>21.789–21.810 (0.8578–0.8587)</td>
<td>21.74 (0.8559)</td>
</tr>
<tr>
<td>Camshaft O.D. (ends)</td>
<td>21.939–21.960 (0.8637–0.8846)</td>
<td>21.89 (0.8618)</td>
</tr>
<tr>
<td>Camshaft runout</td>
<td>0.1 (0.004)</td>
<td></td>
</tr>
<tr>
<td>Cam lift IN</td>
<td>35.314 (1.3903)</td>
<td>35.24 (1.3874)</td>
</tr>
<tr>
<td>Camshaft holder I.D.</td>
<td>34.893 (1.3737)</td>
<td>34.82 (1.3709)</td>
</tr>
<tr>
<td>Rocker arm I.D.</td>
<td>22.02–22.041 (0.8689–0.8789)</td>
<td>22.10 (0.870)</td>
</tr>
<tr>
<td>Rocker arm shaft O.D.</td>
<td>12.00–12.018 (0.4724–0.4731)</td>
<td>12.05 (0.4744)</td>
</tr>
<tr>
<td>Valve-to-guide clearance</td>
<td>11.986–11.984 (0.4711–0.4718)</td>
<td>11.94 (0.4701)</td>
</tr>
<tr>
<td>Valve-to-guide clearance</td>
<td>0.01–0.03 (0.0004–0.0012)</td>
<td>0.08 (0.0031)</td>
</tr>
<tr>
<td>Valve-to-guide clearance</td>
<td>0.04–0.06 (0.0016–0.0024)</td>
<td>0.1 (0.004)</td>
</tr>
<tr>
<td>Valve spring free length</td>
<td>IN 38.1 (1.500)</td>
<td>37.0 (1.457)</td>
</tr>
<tr>
<td>Valve spring free length</td>
<td>OUTER 41.2 (1.622)</td>
<td>40.0 (1.575)</td>
</tr>
<tr>
<td>Cylinder head gasket surface warpage</td>
<td>0.05 (0.002)</td>
<td>0.1 (0.004)</td>
</tr>
<tr>
<td>Valve guide I.D.</td>
<td>6.60–6.62 (0.2598–0.2606)</td>
<td>6.65 (0.2618)</td>
</tr>
<tr>
<td>Valve stem O.D.</td>
<td>6.55–6.56 (0.2579–0.2583)</td>
<td>6.52 (0.2567)</td>
</tr>
<tr>
<td>Cylinder head (8 mm)</td>
<td>6.58–6.59 (0.2591–0.2595)</td>
<td>6.55 (0.2579)</td>
</tr>
</tbody>
</table>

TORQUE VALUES

- Cylinder head (8 mm) 2.0–2.5 kg-m (14.5–18.1 lbs-f) 07908–3230000
- Cam sprocket fixing bolt 1.8–2.2 kg-m (13.0–15.9 lbs-ft) 07942–3000000
- Tappet adjusting lock nut 1.1–1.5 kg-m (8.0–10.8 lbs-ft) 07957–3290001
- Tappet adjusting hole cap 1.0–1.4 kg-m (7.2–10.1 lbs-ft) 07984–6110000
- Spark plug 1.2–1.9 kg-m (8.7–13.7 lbs-ft) 07967–3300000
- Camshaft 2.4–3.0 kg-m (17.4–21.7 lbs-ft)

SPECIAL TOOLS

POSSIBLE CAUSE

SYMPTOM
- Compression too low
- Compression too high
- Abnormal noise
- Oil leak
- Engine seized

- Improper tappet adjustment
- Improper valve mechanism
- Blown cylinder head gasket
- Carbon deposits on cylinder head
- Clogged engine oil circuit

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DISASSEMBLY/ASSEMBLY

1. Remove the fuel tank.
2. Remove the cam chain tensioner holder.
3. Remove the breather/cylinder head cover.

4. ROCKER ARM/SHAFT
Disassembly/Assembly, Page 6-5.

5. CAMSHAFT/CAM SPROCKET
Assembly, Page 6-4.

6. CYLINDER HEAD ASSY.
Disassembly/Assembly, Page 6-3.

NOTE
Prior to removing cylinder head, the carburetors and exhaust system must be removed.

After assembling, inspect the following items and adjust if necessary:

- Tappet clearance .... Page 4-7
- Cam chain tension .... Page 4-10

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Cylinder Head/Valve Mechanism

**NOTE**

Be sure not to drop the cam chain into the crankcase.

2.0–2.5 kg•m (14.5–18.1 lbs•ft)

**NOTE**

Disassembly:
Bolts are located behind the caps.
Assembly:
Do not forget to tighten.

**NOTE**

Tighten in the order of (1), (2), (3), ……

**NOTE**

When reassembling, make sure to install the O-rings (1) and dowel pins (1) and (2).

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1. Install the camshaft from the left side of the engine.

2. Align the "1.4 T" mark with the index mark.

3. Place the key-way upward. Line up the groove in the camshaft with the camshaft holder mating face.

4. Engage the cam chain with the sprocket and position the sprocket on the camshaft.

5. If the valve timing is not correct, adjust by changing the chain engagement.

6. Align the same identification marks.

1.8 - 2.2 kg-m
(13.0 - 15.9 lbs.-ft.)

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HONDA
CB750A

ROCKER ARM/ROCKER ARM SHAFT

Remove the rocker arm shafts by turning the crankshaft to make each rocker arm free.

When installing the rocker arm shaft, align the bolt holes by turning the rocker arm shaft with a screwdriver.

Rocker arms No. 1 and No. 3, and No. 2 and No. 4, are interchangeable.
Do not interchange the arms between these two groups.

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CYLINDER HEAD/VALVE MECHANISM

• VALVE/VALVE GUIDE

EX. VALVE GUIDE
Disassembly/Assembly Page 6–7.

IN. VALVE GUIDE

NOTE
After installation, make sure that the valve spring cotters are seated properly.

VALVE SPRING COTTER
Tightly wound ends

OUTER SPRING
INNER SPRING

EX. VALVE

NOTE
Before disassembling, mark the locations of the valves and valve springs.

IN. VALVE

NOTE
When replacing valves, check the fit between the valve and valve seat.

VALVE SPRING COMPRESSOR
No. 07957–3290001

NOTE
Do not screw in sufficiently enough to damage the valve guide.

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**DRIVING OUT OF VALVE GUIDE**

- VALVE GUIDE DRIVER
  - No. 07942-3000000 or 07942-6110000

**DRIVING IN OF VALVE GUIDE**

- VALVE GUIDE DRIVER
  - No. 07942-3000000 or 07942-6110000

**NOTE**
- Do not damage the gasket surface of the cylinder head.
- After driving a new valve guide, check for damage.

After the guide is replaced, ream the valve guide I.D. to specification, using a valve guide reamer.

**REAMING VALVE GUIDE**

- Always turn the valve guide reamer clockwise.
- Check the valve-to-guide clearance (Page 6–10).

**STANDARD VALVE GUIDE I.D.**

IN/EX: 6.60–6.62 mm (0.2598–0.2606 in.)

**NOTE**
- After reaming, clean the cylinder head with solvent.
**INSTRUCTION**

- **CAMSHAFT O.D.**

Camshaft ends:
21.939–21.960 mm (0.8637–0.8646 in.)
Service Limit: 21.89 mm (0.8626 in.)

Camshaft center:
21.789–21.810 mm (0.8578–0.8587 in.)
Service Limit: 21.74 mm (0.8559 in.)

- **CAMSHAFT HOLDER I.D.**

Torque the bearing cap bolts.
Measure the bearing I.D.
22.02–22.041 mm (0.8669–0.8678 in.)
Service Limit: 22.10 mm (0.870 in.)

- **CAMSHAFT RUNOUT**

Measure runout at center bearing journal.

Service Limit: 0.1 mm (0.004 in.)

- **CAM HEIGHT**

Inspect cam lobes for excessive wear or scoring.

Inlet: 35.314 mm (1.3903 in.)
Service Limit: 35.24 mm (1.3874 in.)
Exhaust: 34.893 mm (1.3737 in.)
Service Limit: 34.82 mm (1.3709 in.)
**CYLINDER HEAD/VALVE MECHANISM**

- **ROCKER ARM I.D.**
  
  Inspect for excessive wear or scoring.
  
<table>
<thead>
<tr>
<th>Range</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.00–12.018 mm</td>
<td>12.05 mm</td>
</tr>
<tr>
<td>(0.4724–0.4731 in.)</td>
<td>(0.4744 in.)</td>
</tr>
</tbody>
</table>

- **ROCKER ARM SHAFT O.D.**
  
<table>
<thead>
<tr>
<th>Range</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.966–11.984 mm</td>
<td>11.94 mm</td>
</tr>
<tr>
<td>(0.4711–0.4718 in.)</td>
<td>(0.4701 in.)</td>
</tr>
</tbody>
</table>

- **CYLINDER HEAD WARPAGE**
  
  Check for warpage in an X pattern.
  
<table>
<thead>
<tr>
<th>Range</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.05 mm</td>
<td>0.1 mm</td>
</tr>
<tr>
<td>(0.002 in.)</td>
<td>(0.004 in.)</td>
</tr>
</tbody>
</table>

  If the service limit is exceeded, lap the cylinder head on a surface plate.

- **VALVE SPRING FREE LENGTH**
  
  **VALVE OUTER SPRING IN. & EX.**
  
<table>
<thead>
<tr>
<th>Range</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>41.2 mm</td>
<td>40.0 mm</td>
</tr>
<tr>
<td>(1.622 in.)</td>
<td>(1.575 in.)</td>
</tr>
</tbody>
</table>

  **VALVE INNER SPRING IN. & EX.**
  
<table>
<thead>
<tr>
<th>Range</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>38.1 mm</td>
<td>37.0 mm</td>
</tr>
<tr>
<td>(1.500 in.)</td>
<td>(1.457 in.)</td>
</tr>
</tbody>
</table>

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INSPECTION

CYLINDER HEAD/VALVE MECHANISM

• VALVE SEAT WIDTH

First cut
Third cut
Second cut

SEAT WIDTH

VALVE SEAT WIDTH

IN. & EX.

1.0 mm (0.039 in.)
Service Limit: 1.5 mm (0.059 in.)

NOTE
If the valve seat contact surface is uneven or exceeds the limit, reface the seat with a valve seat grinder. See page 6-11.

IN. & EX.

1.0—1.3 mm (0.039—0.051 in.)
Service Limit: 2.0 mm (0.079 in.)

• VALVE GUIDE I.D.

IN. & EX.

6.60—6.62 mm (0.2598—0.2606 in.)
Service Limit: 6.65 mm (0.2618 in.)

• VALVE STEM O.D.

IN.

6.58—6.59 mm (0.2591—0.2595 in.)
Service Limit: 6.55 mm (0.2579 in.)

EX.

6.55—6.56 mm (0.2579—0.2583 in.)
Service Limit: 6.52 mm (0.2567 in.)
REPAIR

REFACING VALVE SEAT

- To determine where the valve contacts the seat, apply a thin coating of Prussian Blue to the seat then put the valve in place.
- If the valve seat is uneven or limits are exceeded, the valve must be replaced and valve seat refaced.

<table>
<thead>
<tr>
<th>Valve seat width</th>
<th>Service Limit (IN. &amp; EX.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1.5 mm (0.059 in.)</td>
</tr>
</tbody>
</table>

(1) Dress the grinding stone with the diamond-tipped dressing tool.

(2) With the white 45° grinding stone, grind the valve seat until all pits in the seat disappear.

<table>
<thead>
<tr>
<th>Grinding Stone O.D.</th>
<th>Cutting Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN. (37 mm)</td>
<td>45°</td>
</tr>
<tr>
<td>EX. (34 mm)</td>
<td></td>
</tr>
</tbody>
</table>

(3) Narrow the seat with a blue 37.5° stone as shown.

<table>
<thead>
<tr>
<th>Grinding Stone O.D.</th>
<th>Grinding Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN. (35 mm)</td>
<td>37.5°</td>
</tr>
<tr>
<td>EX. (32 mm)</td>
<td></td>
</tr>
</tbody>
</table>

(4) Narrow the valve seat at the bottom using a pink 63.5° stone.

<table>
<thead>
<tr>
<th>Grinding Stone O.D.</th>
<th>Grinding Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>IN. (32 mm)</td>
<td>63.5°</td>
</tr>
<tr>
<td>EX. (29 mm)</td>
<td></td>
</tr>
</tbody>
</table>

(5) Bring the seat to the correct width and location on the valve face with the 45° stone used in Step (2) above.

NOTE: The grinding stone must be dressed as frequently as possible to insure that the limits are not exceeded.

<table>
<thead>
<tr>
<th>Valve seat width</th>
<th>Standard Limit (IN. &amp; EX.)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1.0 mm (0.039 in.)</td>
</tr>
</tbody>
</table>

(6) Apply a small amount of fine grinding compound to the valve face. Lap the two surfaces lightly together by rotating the rubber hose or the handle of a lapping tool.

NOTE: Do not allow the lapping compound to enter the valve guide.

Apply a thin coating of Prussian Blue to the seat and then set the valve in place. The contact is satisfactory if the Prussian Blue is transferred to the center of the seat evenly. Refer to the manual furnished by the refacer manufacturer as for handling of the valve seat grinder.

NOTE: Rotate the valve one full turn with a light pressure.
7. CYLINDER / PISTON

SERVICE INFORMATION

WORKING PRACTICE

All cylinder and piston maintenance and inspection can be accomplished with the engine in the frame. Camshaft lubricating oil is fed to the cylinder head through an orifice in the engine case. Be sure this orifice is not clogged and that the O-ring and dowel pins are in place before installing the cylinder head.

SPECIFICATIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Standard</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinder bore</td>
<td>61.01—61.02 (2.402—2.4024)</td>
<td>61.1 (2.4055)</td>
</tr>
<tr>
<td>Cylinder out of round at bore</td>
<td>0.1 (0.004)</td>
<td>0.15 (0.0059)</td>
</tr>
<tr>
<td>Cylinder taper</td>
<td>0.007—0.012 (0.0003—0.0005)</td>
<td>0.05 (0.002)</td>
</tr>
<tr>
<td>Difference in I.D. between cylinders</td>
<td>0.02 (0.0008)</td>
<td>0.1 (0.004)</td>
</tr>
<tr>
<td>Piston O.D. at skirt</td>
<td>60.965—60.985 (2.4002—2.4001)</td>
<td>60.85 (2.3957)</td>
</tr>
<tr>
<td>Cylinder to piston clearance</td>
<td>0.025—0.055 (0.001—0.0022)</td>
<td>—</td>
</tr>
<tr>
<td>Piston pin bore (piston)</td>
<td>15.000—15.008 (0.5906—0.5909)</td>
<td>15.08 (0.5937)</td>
</tr>
<tr>
<td>Piston pin bore (connecting rod small end)</td>
<td>15.016—15.034 (0.5912—0.5919)</td>
<td>15.07 (0.5933)</td>
</tr>
<tr>
<td>Piston pin O.D.</td>
<td>14.99—15.000 (0.5902—0.5906)</td>
<td>14.96 (0.5890)</td>
</tr>
<tr>
<td>Piston ring side clearance</td>
<td>0.04—0.07 (0.0016—0.0028)</td>
<td>0.18 (0.007)</td>
</tr>
<tr>
<td>Piston ring thickness</td>
<td>0.025—0.055 (0.001—0.0022)</td>
<td>0.165 (0.0065)</td>
</tr>
<tr>
<td>Piston ring end gap</td>
<td>1.170—1.190 (0.0461—0.0469)</td>
<td>1.120 (0.0441)</td>
</tr>
<tr>
<td>Piston ring thickness</td>
<td>1.165—1.180 (0.0459—0.0465)</td>
<td>1.110 (0.0437)</td>
</tr>
</tbody>
</table>

SPECIAL TOOLS

Piston ring compressor 07954—3000000
Piston base 07958—3000000

TROUBLESHOOTING

SYMPTOM

Compression too low
(Poor engine performance)

Piston knock

Smoky exhaust gases

POSSIBLE CAUSE

Worn cylinder
Scored or scratched cylinder
Carbon deposit
Worn piston rings
Worn piston
Seized piston
Worn piston pin
Seized piston pin

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**DISASSEMBLY/ASSEMBLY**

(1) Remove the cylinder head. Page 6–3.

(2) CYLINDER, Assembly, page 7–4

NOTE
Avoid damaging the pistons when removing the cylinder.

(3) CAM CHAIN TENSIONER

NOTE
Replace with new ones when disassembled.

(4) PISTON/PISTON RINGS
Disassembly/Assembly, Page 7–3.

**CAM CHAIN HOLDER**
Adjustment, Page 4–10.

NOTE
Depress the push rod and hold to facilitate assembly.

After assembly, perform the following operations:
- Valve tappet clearance adjustment ——— Page 4–7
- Cam chain tensioner adjustment ———— Page 4–10
**PISTON/PISTON RINGS**

**DISASSEMBLY**

- Place a shop towel or rag to prevent the clips from falling into the crankcase.

**NOTE**
Do not damage the piston.

**ASSEMBLY**

- Install the top and second rings with “T”, “R” or “IN” mark up.

- Install the spacer first, then install the rail.

**NOTE**
Avoid piston pin hole and thrust sides.

**NOTE**
Check the ring fit in the ring groove by rotating the ring in the groove.
(1) Place the piston bases under the No. 2 and No. 3 pistons.

(2) Install the piston ring compressors on the No. 2 and No. 3 piston rings.

(3) Lower the cylinders over the pistons.

(4) When the pistons have entered the cylinders, remove the compressors.

(5) Insert the No. 1 and No. 4 pistons into the cylinders by rotating the crankshaft carefully. Do not allow the No. 2 and No. 3 piston rings to come out of the cylinders.

(6) Route the cam chain up through the hole in the cylinder block before the cylinder block rests on the crankcase.
**HONDA CB750A**

**CYLINDER/PISTON**

---

**• INSPECTION**

**• CYLINDER**

---

**CYLINDER BORE**

- 61.01–61.02 mm (2.402–2.4024 in.)
- Service Limit: 61.1 mm (2.4055 in.)

**TAPER**

- 0.007–0.012 mm (0.0003–0.0005 in.)
- Service Limit: 0.05 mm (0.002 in.)

**DIFFERENCE IN I.D. BETWEEN CYLINDERS**

- 0.02 mm (0.0008 in.)
- Service Limit: 0.1 mm (0.004 in.)

**OUT-OF-ROUND**

- 0.1 mm (0.004 in.)
- Service Limit: 0.15 mm (0.0059 in.)

**CYLINDER-TO-PISTON CLEARANCE**

- 0.025–0.055 mm (0.001–0.0022 in.)

---

**• PISTON SKIRT O.D.**

---

**60.965–60.985 mm (2.4002–2.401 in.)**

- Service Limit: 60.85 mm (2.3957 in.)

---

**NOTE**

Four oversize pistons are available: 0.25, 0.50, 0.75 and 1.00 mm.

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INSPECTION

CYLINDER/PISTON

- PISTON RING SIDE CLEARANCE

Top: 0.04–0.07 mm (0.0016–0.0028 in.)
Service Limit: 0.18 mm (0.007 in.)
2nd: 0.025–0.056 mm (0.001–0.0022 in.)
Service Limit: 0.165 mm (0.0065 in.)

- PISTON RING THICKNESS

Top: 1.170–1.190 mm (0.0461–0.0469 in.)
Service Limit: 1.120 mm (0.0441 in.)
2nd: 1.165–1.180 mm (0.0459–0.0465 in.)
Service Limit: 1.110 mm (0.0437 in.)

- PISTON RING END GAP

Top & 2nd: 0.2–0.4 mm (0.008–0.016 in.)
Service Limit: 0.7 mm (0.028 in.)

Four oversize piston rings are available in increments of 0.25 mm from 0.25 mm to 1.00 mm.
**PISTON PIN HOLE I.D.**

15.000–15.008 mm (0.5906–0.5909 in.)
Service Limit: 15.08 mm (0.5937 in.)

**CONNECTING ROD SMALL END I.D.**

15.016–15.034 mm (0.5912–0.5919 in.)
Service Limit: 15.07 mm (0.5933 in.)

**PISTON PIN O.D.**

14.99–15.00 mm (0.5902–0.5906 in.)
Service Limit: 14.96 mm (0.5890 in.)

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HONDA
CB750A

8. TORQUE CONVERTER

SERVICE INFORMATION
8-1

TROUBLESHOOTING
8-1

INSPECTION
8-5

TESTING
8-7

DISASSEMBLY/ASSEMBLY
8-2

• TORQUE CONVERTER
8-3

• STATOR
8-4

• SERVICE INFORMATION

SPECIFICATIONS

<table>
<thead>
<tr>
<th>Item</th>
<th>Standard</th>
<th>Service Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stator hub O.D.</td>
<td>39.975–39.991 (1.5738–1.5744)</td>
<td>39.9 (1.571)</td>
</tr>
<tr>
<td>Stator side plate thickness</td>
<td>5.95–6.00 (0.2343–0.2362)</td>
<td>5.9 (0.232)</td>
</tr>
<tr>
<td>Torque converter bushing I.D.</td>
<td>13.000–13.018 (0.512–0.5125)</td>
<td>13.0 (0.512)</td>
</tr>
<tr>
<td>Thrust washer thickness 27 x 54 x 2</td>
<td>1.95–2.05 (0.0768–0.0807)</td>
<td>1.9 (0.075)</td>
</tr>
<tr>
<td>Thrust washer thickness 38 x 66 x 2</td>
<td>1.95–2.00 (0.0768–0.0787)</td>
<td>1.9 (0.075)</td>
</tr>
<tr>
<td>Bearing cap-to-shaft clearance</td>
<td>0.022–0.060 (0.0009–0.0024)</td>
<td>0.08 (0.003)</td>
</tr>
</tbody>
</table>

TORQUE VALUES
Torque converter turbine fixing bolts 1.2–1.6 kg·m (8.7–11.6 lbs-ft)

SPECIAL TOOLS
Shaft protector A. 07934–3930000
Bearing driver 07945–3710101
Converter puller 07934–5790100

• TROUBLESHOOTING

SYMPTOM                                POSSIBLE CAUSE

Engine runs, but motorcycle will not start  Turbine center boss loose
Stall speed too low                       Worn or slipping one-way clutch
Poor acceleration at high speed          Burnt or seized one-way clutch
Poor acceleration at start in “L (or 1)”  Sticky check valve or weak check valve spring
and “D (or 2)”

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CB750 Clutch Rebuild Kit
CB750 Complete Engine Gasket Set
CB750 Intake & Exhaust Valve Set K0-K5
CB750 Oil Seal Set K0-K4
CB750 Frame Bolt Set
CB750 Front Fork Rubber Boot Gaiter Set
CB750 Fuel Gas Tank Unpainted
CB750 Fuel Gas Tank Painted Factory Colors
CB750 Fuel Petcock
CB750 Headlight Bucket Case
CB750 Ignition Points Assembly
CB750 Piston
CB750 Piston Ring Set
CB750 Side Cover Left
CB750 Side Cover Right
CB750 Shock Absorber Set
CB750 Period Correct 3.25 x 19 Front Tire
CB750 Period Correct 4.00 x 18 Rear Tire